

BOARD OF DIRECTORS 2024

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

APRIL CHAN
GENERAL MANAGER/CEO



Agenda

Board of Directors Meeting

January 10, 2024, 2:00 pm

San Mateo County Transit District

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Ave., San Carlos, CA

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

New Orleans Marriott, 555 Canal Street, New Orleans, LA 70130

Members of the public may attend in-person or participate remotely via Zoom at:

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

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

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

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

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

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

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, January 10, 2024

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 Regular Board of Directors Meeting of December 6, 2023 and the Special Meeting of December 18, 2023 Motion

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

3.c. Authorize the Filing of an Application with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds for Fiscal Year 2023-24 Resolution

4. Public Comment for Items Not on the Agenda

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

5. Report of the Chair

5.a Report of the Chair and Vice Chair Nominating Committee Informational

5.b Election of 2024 Officers Motion

5.c Proclamation Recognizing January as National Slavery and Human Trafficking Prevention Month Motion

6. Report of the General Manager/CEO
7. Board Member Requests/Comments
8. Recess to Committee Meetings
 - 8.a. Legislative Committee / Committee of the Whole
R. Mueller (Chair), R. Medina
 - 8.a.1. Call to Order
 - 8.a.2. Approval of Minutes of the Legislative Committee Meeting of December 6, 2023 Motion
 - 8.a.3. State and Federal Legislative Update Informational
 - 8.a.4. Adoption of 2024 Legislative Program Motion
 - 8.a.5. Adjourn
 - 8.b. Community Relations Committee / Committee of the Whole
M. Chuang (Chair), R. Mueller, P. Ratto
 - 8.b.1. Call to Order
 - 8.b.2. Approval of Minutes of the Community Relations Committee Meeting of December 6, 2023 Motion
 - 8.b.3. Accessible Services Update Informational
 - 8.b.4. Paratransit Coordinating Council Update Informational
 - 8.b.5. Monthly Performance Report | November 2023 Informational
 - 8.b.6. Adjourn
 - 8.c. Finance Committee / Committee of the Whole
J. Gee (Chair), M. Chuang, M. Fraser
 - 8.c.1. Call to Order
 - 8.c.2. Approval of Minutes of the Finance Committee Meeting of December 6, 2023 Motion

- 8.c.3. Acceptance of Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2023 Motion
- 8.c.4. Adjourn
- 8.d. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
D. Canepa (Chair), R. Medina, P. Ratto
- 8.d.1. Call to Order
- 8.d.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of November 1, 2023 Motion
- 8.d.3. *Reimagine SamTrans* Phase 3 Implementation Informational
- 8.d.4. Adjourn
- 9. Reconvene Board of Directors Meeting
- 10. Matters for Board Consideration: Legislative Committee
- 10.a. State and Federal Legislative Update Informational
- 10.b. Adoption of 2024 Legislative Program Motion
- 11. Matters for Board Consideration: Community Relations Committee
- 11.a. Accessible Services Update Informational
- 11.b. Paratransit Coordinating Council Update Informational
- 11.c. Monthly Performance Report | November 2023 Informational
- 12. Matters for Board Consideration: Finance Committee
- 12.a. Acceptance of Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2023 Motion
- 13. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee
- 13.a. *Reimagine SamTrans* Phase 3 Implementation Informational

14. Communications to the Board of Directors Informational

15. Date/Time of Next Regular Meeting – Wednesday, February 7, 2024 at
2:00 pm

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

16. General Counsel Report

17. Adjourn

Information for the Public

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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

Accessible Public Meetings/Translation

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

December 6, 2023

Members Present: D. Canepa, M. Chuang, B. Esser, M. Fraser (Vice Chair), J. Gee,
(In Person) R. Medina, R. Mueller, J. Powell (Chair), P. Ratto

Members Present: None
(Via Teleconference)

Members Absent: None

Staff Present: A. Chan, D. Olmeda, K. Jordan Steiner, 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 2:00 pm and led the Pledge of Allegiance.

2. Roll Call

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

3. Report from Closed Session at November 1 Board Meeting

3.a. Closed Session: Conference with Real Property Negotiators pursuant to Government Code Section 54956.8

3.a.1. Property: 610 Walnut Street, Redwood City

Agency negotiator: April Chan, District General Manager/CEO

Negotiating parties: Wind Hill Property Ventures

Under negotiation: Price and terms of payment

3.a.2. Property: 2075 Broadway Street, Redwood City

Agency negotiator: April Chan, District General Manager/CEO

Negotiating parties: Lane Partners

Under negotiation: Price and terms of payment

3.a.3. Property: 1 Circle Star Way, San Carlos

Agency negotiator: April Chan, District General Manager/CEO

Negotiating parties: Workspace Property Trust

Under negotiation: Price and terms of payment

- 3.a.4. Property: 166 N. Rollins Road, Millbrae**
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Gateway Millbrae Office, LLC
Under negotiation: Price and terms of payment

Joan Cassman, Legal Counsel, reported that no action was taken by the Board and the items would be discussed in the closed session at the end of this meeting.

4. Consent Calendar

- 4.a. Approval of Minutes of the Regular Board of Directors Meeting of November 1, 2023 and the Special Meeting of November 9, 2023**
- 4.b. Acceptance of Statement of Revenues and Expenses for the Period Ending October 31, 2023**
- 4.c. Acceptance of Quarterly Fuel Hedge Update**
- 4.d. Motion to Make Appointments to the Measure W Citizens Oversight Committee**
- 4.e. Continuation of the Safe Harbor Transit Program – *Approved by Resolution No. 2023-51***
- 4.f. Award of Contract for Aboveground and Underground Storage Tank Maintenance Services – *Approved by Resolution No. 2023-52***
- 4.g. Authorize Amendments to the Contracts for On-call Environmental Planning, Permitting, and Support Services – *Approved by Resolution No. 2023-53***

Motion/Second: Medina/Gee

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

Noes: None

Absent: None

5. Public Comment for Items Not on the Agenda

There were no comments.

6. Report of the Chair

Chair Powell said he had recently attended the AWS (Amazon Web Services) re:Invent conference where a topic of discussion was generative AI (artificial intelligence) and he commented on the transformative possibilities of the AI industry.

6.a. 2024 Chair and Vice Chair Nominating Committee

Chair Powell appointed Directors Chuang, Mueller, and Ratto to the Nominating Committee.

7. Report of the General Manager/CEO

7.a. General Manager/CEO Report – November 29, 2023

April Chan, General Manager/CEO, said the report was in the packet. She thanked staff and Board members who had participated in the Hometown Holiday parade in Redwood City on

December 2. She thanked the Board members who attended the November 29 CAC (Citizens Advisory Committee) holiday reception and thanked the CAC members for their service.

She noted that MTC (Metropolitan Transportation Commission) had reorganized its Operations Committee as the Regional Network Management Committee, comprised of MTC Board members and two Board members from AC (Alameda County) Transit and BART (Bay Area Rapid Transit). She said on top of that change, a Regional Network Management Council was formed from the general managers of 10 transit operators, including herself and Michelle Bouchard, Executive Director, Caltrain. She added that the Council's 11th member is MTC Executive Director Andy Fremier and that the first meeting was held in late November.

She said the State has provided funding of \$5.1 billion for transit properties across the state who are facing fiscal cliffs in the next several years, with more than \$1 billion coming to the Bay Area to fund local transit operators.

Director Rico Medina reported on the Council of Cities meeting at the SFO Aviation Museum, where SamTrans and Caltrain representatives participated and there were presentations on zero-emission buses and looking at the future, including the electrification of Caltrain.

7.b. Same-Day Paratransit Service

Ana Rivas, Director of Bus Transportation, provided the presentation on the start up of a pilot program to offer same-day paratransit service on December 18.

Director Jeff Gee asked if a trip included both the going and return legs, which Ms. Rivas confirmed. He asked what the capacity was and if a return trip was guaranteed when a reservation is made, which Ms. Rivas also confirmed. David Olmeda, Chief Operating Officer, Bus, said trip length affects capacity. He said the District's focus was on quality of service, and noted that 26 percent of riders surveyed note that without this type of service, they could not otherwise make their trip.

Director Marie Chuang asked if a trip is denied due to lack of capacity, are other recommendations made to the customer. Mr. Olmeda said the customer would be talking with a live person who could make recommendations, such as making a Redi-Wheels reservation for the following day.

8. Public Hearing on and Adoption of Proposed Fare Structure Changes; Approval of Associated Title VI Equity Analysis; Findings Under the California Environmental Quality Act and National Environmental Policy Act – Approved by Resolution No. 2023-54

1. Open Public Hearing

Chair Powell opened the public hearing.

2. Present Staff Report

Bruce Thompson, Manager, Fare Programs, provided the presentation on the recommended changes, which included consolidation of local and express fares, introduction of the Clipper open payment functionality, and participation in a regional transfer discount program.

Michelle Louie, Title VI Social Equity Administrator, reviewed the Title VI Equity Analysis, which included findings on the benefits that consolidation of express and local fares will have for some populations.

3. Hear Public Comment

There were no comments.

4. Close Public Hearing

Chair Powell closed the public hearing.

5. Board Discussion and Action

Director Peter Ratto asked if field trips were accommodated on regularly scheduled buses, which Mr. Thompson confirmed.

Director Marina Fraser asked if the mobile app would be completely going away, and Mr. Thompson said the mobile app will still have general information and it still needs to be decided whether the app will be retained.

Motion/Second: Gee/Medina

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

Noes: None

Absent: None

9. Board Member Requests/Comments

There were no requests or comments.

10. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:38 pm.

11. Reconvene Board of Directors Meeting

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

12. Matters for Board Consideration: Community Relations Committee

Chair Powell reported on the following items:

12.a. Accessible Services Update

12.b. Paratransit Coordinating Council Update

12.c. Citizens Advisory Committee Update

12.d. Quarterly Report | Quarter 1 Fiscal Year 2024

12.e. Monthly Performance Report | October 2023

13. Matters for Board Consideration: Finance Committee

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

13.a. Adopting an Update to the SamTrans Innovative Clean Transit Plan – Approved by Resolution No. 2023-55

13.b. Awarding Contracts to New Flyer of America, Inc. for the Purchase and Delivery of Up to 108 Heavy-Duty, Low-Floor Hydrogen Fuel Cell Electric Buses for a Total Not-to-exceed Amount of \$162,272,344, and Authorizing the Disposition of 105 of the District's 2009 Gillig Diesel Buses – Approved by Resolution No. 2023-56

13.c. Authorization for the District to Sell Two Parcels in the City of San Carlos to the Peninsula Corridor Joint Powers Board for \$422,730 – Approved by Resolution No. 2023-57

Motion/Second: Medina/Chuang

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

Noes: None

Absent: None

14. Matters for Board Consideration: Legislative Committee

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

14.a. State and Federal Legislative Update

The Board approved a motion for a letter to be sent to MTC advising them on the perceived effect of the proposals to merge BART and Caltrain.

Director Canepa said he was abstaining due to a potential conflict with his role as MTC Chair.

Motion/Second: Medina/Fraser

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

Noes: None

Abstention: Canepa

Absent: None

Chair Powell reported on the following item:

14.b. 2024 Draft Legislative Program

15. Communications to the Board of Directors

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

16. Date/Time of Next Regular Meeting

Chair Powell announced the time and location of the next meeting as Wednesday, January 10, 2024 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

17. General Counsel Report

17.a Consideration of Resolution Declaring the Uncertainty of Compensation for the General Manager/CEO as of November 1, 2023 – Approved by Resolution No. 2023-58

Ms. Cassman presented the resolution.

Motion/Second: Powell/Chuang

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

Noes: None

Absent: None

17.b. Context of and Update on District Headquarters Replacement Project

Ms. Cassman provided background on the project.

Brian Fitzpatrick, Director, Real Estate and Development, provided the presentation, which included an overview, project context describing the current headquarters as being outdated and functionally obsolete, project objectives, market changes, progress, and next steps to continue negotiations and return to the Board for action.

17.c. Closed Session: Conference with Real Property Negotiators pursuant to Government Code Section 54956.8

- 17.c.1. Property: 610 Walnut Street, Redwood City
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Wind Hill Property Ventures
Under negotiation: Price and terms of payment**
- 17.c.2. Property: 2075 Broadway Street, Redwood City
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Lane Partners
Under negotiation: Price and terms of payment**
- 17.c.3. Property: 1 Circle Star Way, San Carlos
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Workspace Property Trust
Under negotiation: Price and terms of payment**
- 17.c.4. Property: 166 N. Rollins Road, Millbrae
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Gateway Millbrae Office, LLC
Under negotiation: Price and terms of payment**

Ms. Cassman announced the closed session and noted that since no reportable action was expected, the open session of the meeting could be adjourned and a report-out provided at the special Board meeting on December 18.

Chair Powell commended former TA Board Chair Don Horsley for his committed advocacy for transportation in his nearly three decades in elected office in San Mateo County.

The Board recessed to closed session at 4:31 pm in memory of Mr. Horsley.

Directors Marie Chuang and Rico Medina left the meeting at 6:09 pm.

18. Adjourn

The meeting adjourned at 6:18 pm.

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

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

December 18, 2023

Members Present: D. Canepa, M. Chuang, B. Esser, M. Fraser (Vice Chair), J. Gee,
(In Person) R. Mueller, J. Powell (Chair), P. Ratto

Members Present: R. Medina
(Via Teleconference)

Members Absent: None

Staff Present: A. Chan, D. Olmeda, K. Jordan Steiner, J. Cassman, S. van Hoften,
J. Brook, M. Tseng

1. Call to Order/Roll Call

Chair Josh Powell called the meeting to order at 9:00 am. Margaret Tseng, Deputy District Secretary, confirmed that a quorum of the Board was present.

2. Closed Session: Conference with Real Property Negotiators pursuant to Government Code Section 54956.8

- 2.a. Property: 610 Walnut Street, Redwood City**
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Wind Hill Property Ventures
Under negotiation: Price and terms of payment
- 2.b. Property: 2075 Broadway Street, Redwood City**
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Lane Partners
Under negotiation: Price and terms of payment
- 2.c. Property: 1 Circle Star Way, San Carlos**
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Workspace Property Trust
Under negotiation: Price and terms of payment
- 2.d. Property: 166 N. Rollins Road, Millbrae**
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Gateway Millbrae Office, LLC
Under negotiation: Price and terms of payment

Joan Cassman, Legal Counsel, announced the closed session and noted that there was a possibility the Board could take action following the closed session.

The Board recessed to closed session at 9:02 am and reconvened in open session at 11:15 am.

3. Report from Closed Session: A staff report and resolution regarding one of the above-listed properties may be presented for Board consideration following the closed session.

Ms. Cassman said that the Board met in closed session to discuss real estate negotiations and, after considerable deliberation in closed session, the Board was ready to consider action regarding the property located at 166 N. Rollins Road in Millbrae. She noted that a resolution had just been provided to the Board and was made available to the public, and that the item would now be presented by staff and then open for public comment.

April Chan, General Manager/CEO, introduced Brian Fitzpatrick, Director, Real Estate and Development, to present the staff recommendation.

Mr. Fitzpatrick provided a presentation summarizing the recommendation to authorize execution of a lease-to-purchase agreement for the “Gateway at Millbrae Station” for the new District headquarters. The presentation included the following:

- Property location and description: 180,000-square-foot building with ~23,000 square feet of retail and ~157,000 square feet of office space, plus parking, at the transit-oriented development at the Millbrae BART (Bay Area Rapid Transit) and Caltrain stations, which will be built out and improved by the Owner/Lessor to the District’s specifications
- Summary of deal terms: lease with an option to purchase the property (subject to future action by the Board), as further set forth in an attachment to the resolution proposed for Board adoption
- Summary of prior Board and committee discussions, direction, and actions, beginning in May 2019 and leading up to this proposed action
- History and description of the condition of the current headquarters at 1250 San Carlos Avenue
- Overview of the advantages of the structure of the proposed transaction, including the opportunity to “live in” the fully improved space and complete a new District capital improvement plan before making a decision to purchase a new office building
- Findings of due diligence conducted by and for the District to confirm the value of the proposed deal, including that the prices proposed to be paid by the District are below-market and provide a discount relative to the cost to build the new office structure and space
- Conservative estimates of costs (totaling ~\$12.5 million) to occupy the Gateway at Millbrae Station during the first year after the District moves into the fully built-out office
- Potential to offset costs through rental income on ~23,000 square feet of retail and approximately one-third of the office space in the building

Director Jeff Gee emphasized that the Owner/Lessor would bear the risks of completing all construction improvements as outlined on Slide 9 of Mr. Fitzpatrick's presentation, which Mr. Fitzpatrick confirmed. Director Gee also clarified that the future purchase price would include the building with the completed build-out and tenant improvements, and taking over the associated long-term ground lease with BART, which Mr. Fitzpatrick confirmed.

Authorizing Execution of an Agreement to Lease 166 N. Rollins Road in Millbrae, California for a New Headquarters Building for up to 146 Months, with an Option to Purchase the Building for \$126 Million within 30 Months of Moving In or Substantial Completion of Build-Out –

Approved by Resolution No. 2023-59

Motion/Second: Fraser/Ratto

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

Noes: Mueller

Absent: None

4. Date/Time of Next Regular Meeting – Wednesday, January 10, 2024 at 2:00 pm

Chair Powell announced the time and location of the next meeting as Wednesday, January 10, 2024, at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

5. Adjourn

The meeting adjourned at 11:35 am.

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenses for the Period
Ending November 30, 2023**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the period ending November 30, 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 November 30, 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 November year-to-date actual, the Total Sources of Funds (page 1, line 15) are \$22.8 million higher than the prior year. This is primarily driven by the increases in Operating Grants (page 1, line 4), Investment Income (page 1, line 11), and Other Interest, Rent & Other Income (page 1, line 12). Operating Grants (page 1, line 4) significantly increased by \$7.0 million due to FTA funding for Vehicle preventive maintenance. Other Interest, Rent, & Other Income (page 1, line 12) significantly increased due to the \$15.2 million payment from CCSF and VTA related to the August 2022 PCJPB Governance MOU. The increases are partially offset by the decreases in Local TDA and STA Funds (page 1, line 2) and District Sales Tax (page 1, line 9).

Year to Date Expenses: As of November year-to-date actual, the Total Uses of Funds (page 1, line 34) are \$27.0 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 19) and Sales Tax Allocation for Capital Programs (page 1, line 30).

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 November 2023.

Prepared By:	Kyle Huie	Acting, Senior Accountant	650-551-6180
	Annie To	Director, Accounting	650-622-7890

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2024
NOVEMBER 2023

% OF YEAR ELAPSED: 41.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	4,546,963	5,368,242	821,279	18.1%	11,506,000	11,506,000	-
2 Local TDA and STA Funds	35,452,690	28,694,915	(6,757,775)	(19.1%)	68,867,790	68,867,790	-
3 Pass through to Other Agencies	248,905	-	(248,905)	(100.0%)	-	-	-
4 Operating Grants	813,963	7,568,547	6,754,585	829.8%	4,300,863	9,805,749	5,504,886
5 SMCTA Measure A	2,163,502	1,915,920	(247,582)	(11.4%)	4,650,560	4,650,560	-
6 AB434 Funds, TA Funded Shuttle & Other	46,875	-	(46,875)	(100.0%)	-	-	-
7 Subtotal - Operating Revenues	43,272,898	43,547,625	274,727	0.6%	89,325,213	94,830,099	5,504,886
Other Revenue Sources							
9 District Sales Tax	48,425,919	46,916,160	(1,509,758)	(3.1%)	116,264,000	116,264,000	-
10 Measure W Sales Tax	24,181,460	23,437,290	(744,171)	(3.1%)	58,132,000	58,132,000	-
11 Investment Income	2,514,593	8,087,771	5,573,179	221.6%	8,098,649	8,098,649	-
12 Other Interest, Rent & Other Income	4,086,475	19,946,466	15,859,992	388.1%	10,206,685	25,613,041	15,406,356
13 Due from PCJPB, SMCTA & SAMTR Capital W&B	12,285,080	15,677,958	3,392,877	27.6%	55,308,187	55,308,187	-
14 Subtotal - Other Revenues	91,493,527	114,065,646	22,572,119	24.7%	248,009,521	263,415,877	15,406,356
15 Total Sources of Funds	134,766,425	157,613,271	22,846,846	17.0%	337,334,734	358,245,977	20,911,243
USES OF FUNDS							
18 PCJPB, SMCTA & SAMTR Capital W&B	12,285,080	15,677,958	3,392,877	27.6%	55,308,187	55,308,187	-
19 Motor Bus	62,458,675	74,887,580	12,428,906	19.9%	187,715,458	187,715,458	-
20 A. D. A. Programs	8,233,169	9,015,227	782,058	9.5%	20,673,892	20,673,892	-
21 Other Multi-Modal Programs	2,153,900	2,206,468	52,568	2.4%	6,489,357	6,489,357	-
22 Pass through to Other Agencies	248,905	-	(248,905)	(100.0%)	-	-	-
23 Total Operating Expense	85,379,729	101,787,233	16,407,504	19.2%	270,186,894	270,186,894	-
24 Total Operating Surplus / (Deficit)	49,386,695	55,826,037	6,439,342	13.0%	67,147,840	88,059,083	20,911,243
25 District Sales Tax Capital	2,303,083	5,707,115	3,404,032	147.8%	13,697,076	13,697,076	-
26 Measure W Sales Tax Capital	9,806,662	11,967,738	2,161,077	22.0%	28,722,572	28,722,572	-
27 Reserves for Future Measure W Capital Allocation	-	5,284,462	5,284,462	100.0%	12,682,709	12,682,709	-
28 Sales Tax Allocation - Capital Program	12,109,745	22,959,315	10,849,570	89.6%	55,102,357	55,102,357	-
29 Total Debt Service	3,291,284	3,068,763	(222,521)	(6.8%)	19,142,898	19,142,898	-
30 Total Uses of Funds	100,780,758	127,815,312	27,034,554	26.8%	344,432,149	344,432,149	-
31 SURPLUS/(DEFICIT)	33,985,666	29,797,959	(4,187,708)	(12.3%)	(7,097,415)	13,813,828	20,911,243
32 Draw from Prior Years' Surplus	-	-	-	-	7,097,415	-	(7,097,415)
33 ADJUSTED SURPLUS/(DEFICIT)	33,985,666	29,797,959	(4,187,708)	(12.3%)	-	13,813,828	13,813,828

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2024 NOVEMBER 2023							
% OF YEAR ELAPSED: 41.7%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	4,342,167	5,115,207	773,040	17.8%	11,000,000	11,000,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	22,095,000	22,330,730	235,730	1.1%	53,593,748	53,593,748	-
4							
5 STATE TRANSIT ASSISTANCE	11,789,665	4,744,410	(7,045,255)	(59.8%)	11,386,584	11,386,584	-
6							
7 OPERATING GRANTS	167,414	7,115,379	6,947,966	4,150.2%	1,587,507	7,092,393	5,504,886
8							
9 DISTRICT SALES TAX REVENUE	20,082,956	8,832,241	(11,250,715)	(56.0%)	85,947,063	65,035,820	(20,911,243)
10							
11 MEASURE W SALES TAX	-	1,593,212	1,593,212	100.0%	13,201,881	13,201,881	-
12							
13 INVESTMENT INTEREST INCOME	2,336,553	7,807,221	5,470,668	234.1%	7,431,808	7,431,808	-
14							
15 OTHER REVENUE SOURCES:							
16 Rental Income	877,504	1,087,995	210,491	24.0%	2,195,931	2,195,931	-
17 Advertising Income	619,384	497,148	(122,236)	(19.7%)	1,009,299	1,009,299	-
18 Other Income	148,033	15,764,037	15,616,004	10,549.0%	361,637	15,767,993	15,406,356
19 TOTAL OTHER REVENUES	1,644,921	17,349,179	15,704,259	954.7%	3,566,867	18,973,223	15,406,356
20							
21 TOTAL MOTOR BUS	62,458,675	74,887,580	12,428,905	19.9%	187,715,458	187,715,458	-
22							
23 AMERICAN DISABILITIES ACT:							
24 Passenger Fares Redi-Wheels	204,796	253,035	48,239	23.6%	506,000	506,000	-
25 Local TDA 4.5 Redi-Wheels	1,162,895	1,175,300	12,405	1.1%	2,820,723	2,820,723	-
26 Local STA - Paratransit	405,130	444,475	39,345	9.7%	1,066,735	1,066,735	-
27 Operating Grants	646,549	453,168	(193,381)	(29.9%)	2,713,356	2,713,356	-
28 Sales Tax Revenue - ADA	3,158,282	2,120,515	(1,037,767)	(32.9%)	3,524,839	3,524,839	-
29 Measure W Sales Tax - ADA	-	2,120,515	2,120,515	100.0%	3,524,838	3,524,838	-
30 Interest Income - Paratransit Fund	178,040	280,550	102,511	57.6%	666,841	666,841	-
31 SMCTA Measure A Redi-Wheels	2,163,502	1,915,920	(247,582)	(11.4%)	4,650,560	4,650,560	-
32 Measure M Paratransit	313,975	251,749	(62,225)	(19.8%)	1,200,000	1,200,000	-
33 TOTAL ADA PROGRAMS	8,233,169	9,015,227	782,059	9.5%	20,673,892	20,673,892	-
34							
35 MULTI-MODAL TRANSIT PROGRAMS:							
36							
37 AB434 Funds-SamTrans Shuttle	46,875	-	(46,875)	(100.0%)	-	-	-
38 Employer SamTrans Shuttle Funds	1,891,988	1,900,600	8,612	0.5%	5,257,400	5,257,400	-
39 Dumbarton Rental Income	235,591	444,938	209,347	88.9%	182,418	182,418	-
40 Sales Tax Revenue - Gen. Operating Asst.	(20,554)	(139,069)	(118,516)	(576.6%)	1,049,539	1,049,539	-
41							
42 TOTAL MULTIMODAL	2,153,900	2,206,468	52,568	2.4%	6,489,357	6,489,357	-
43							
44 TOTAL REVENUES	72,845,744	86,109,276	13,263,531	18.2%	214,878,707	214,878,707	-

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2024 NOVEMBER 2023							
% OF YEAR ELAPSED: 41.7%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	34,428,311	41,713,383	7,285,072	21.2%	98,769,644	98,769,644	-
2							
3 Services:							
4 Board of Directors	110,900	53,975	(56,926)	(51.3%)	142,484	142,484	-
5 Contracted Vehicle Maintenance	514,962	181,655	(333,307)	(64.7%)	1,197,256	1,197,256	-
6 Property Maintenance	611,123	706,182	95,059	15.6%	2,732,602	2,732,602	-
7 Professional Services	1,820,952	1,502,881	(318,071)	(17.5%)	6,007,989	6,007,989	-
8 Technical Services	3,551,962	3,692,157	140,195	3.9%	12,896,028	12,896,028	-
9 Other Services	1,334,817	1,641,930	307,113	23.0%	5,001,819	5,001,819	-
10 Materials & Supply:							
11 Fuel and Electricity*	1,989,693	2,174,599	184,907	9.3%	4,897,400	4,897,400	-
12 Bus Parts and Materials	1,068,026	1,379,951	311,925	29.2%	3,500,510	3,500,510	-
13 Uniforms and Driver Expense	135,120	162,935	27,816	20.6%	960,134	960,134	-
14 Timetables and Tickets	28,173	36,716	8,543	30.3%	175,633	175,633	-
15 Office Supplies / Printing	230,823	289,275	58,452	25.3%	830,799	830,799	-
16 Other Materials and Supply	88,188	86,057	(2,132)	(2.4%)	183,800	183,800	-
17							
18 Utilities:							
19 Telephone	278,180	233,820	(44,360)	(15.9%)	745,200	745,200	-
20 Other Utilities	681,371	727,275	45,904	6.7%	1,842,600	1,842,600	-
21 Insurance	2,844,266	1,319,785	(1,524,481)	(53.6%)	3,309,439	3,309,439	-
22 Claims Reserves and Payments	371,477	940,799	569,322	153.3%	800,000	800,000	-
23 Workers Compensation	1,583,107	1,299,819	(283,288)	(17.9%)	3,835,476	3,835,476	-
24 Taxes and License Fees	335,291	302,596	(32,695)	(9.8%)	448,804	448,804	-
25 Leases and Rentals	16,278	48,884	32,606	200.3%	241,894	241,894	-
26 Promotional and Legal Advertising	267,092	330,927	63,835	23.9%	1,407,106	1,407,106	-
27 Training and Business Travel	100,529	110,151	9,622	9.6%	963,040	963,040	-
28 Dues and Membership	78,678	59,982	(18,696)	(23.8%)	262,707	262,707	-
29 Postage and Other	69,624	34,089	(35,535)	(51.0%)	218,244	218,244	-
30							
31 Total District Operated Buses	52,538,943	59,029,823	6,490,881	12.4%	151,370,608	151,370,608	-
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	7,237,545	9,437,787	2,200,242	30.4%	27,321,300	27,321,300	-
35 Coastside Services	675,888	864,674	188,786	27.9%	2,070,800	2,070,800	-
36 Redi Coast Non-ADA	80,950	120,609	39,659	49.0%	246,380	246,380	-
37 La Honda - Pescadero	13,650	13,913	263	1.9%	52,600	52,600	-
38 SamCoast - Pescadero	65,182	163,653	98,471	151.1%	210,327	210,327	-
39 Microtransit	-	1,011,547	1,011,547	100.0%	3,319,877	3,319,877	-
40 CUB Related Wages & Benefits	203,396	309,928	106,533	52.4%	705,256	705,256	-
41 CUB Related Other Support	96,964	70,507	(26,457)	(27.3%)	160,360	160,360	-
42 CUB Insurance	1,397,472	656,008	(741,464)	(53.1%)	1,657,950	1,657,950	-
43 CUB Claims Reserves & Payments	148,685	3,209,132	3,060,447	2,058.3%	600,000	600,000	-
44 Total Contracted Bus Service	9,919,732	15,857,756	5,938,025	59.9%	36,344,850	36,344,850	-
45							
46 TOTAL MOTOR BUS	62,458,675	74,887,580	12,428,906	19.9%	187,715,458	187,715,458	-

* Fuel and Electricity costs were reduced by a realized gain of \$212,209 from the fuel hedge program.

Statement of Revenues and Expenses

OPERATING EXPENSES
FISCAL YEAR 2024
NOVEMBER 2023

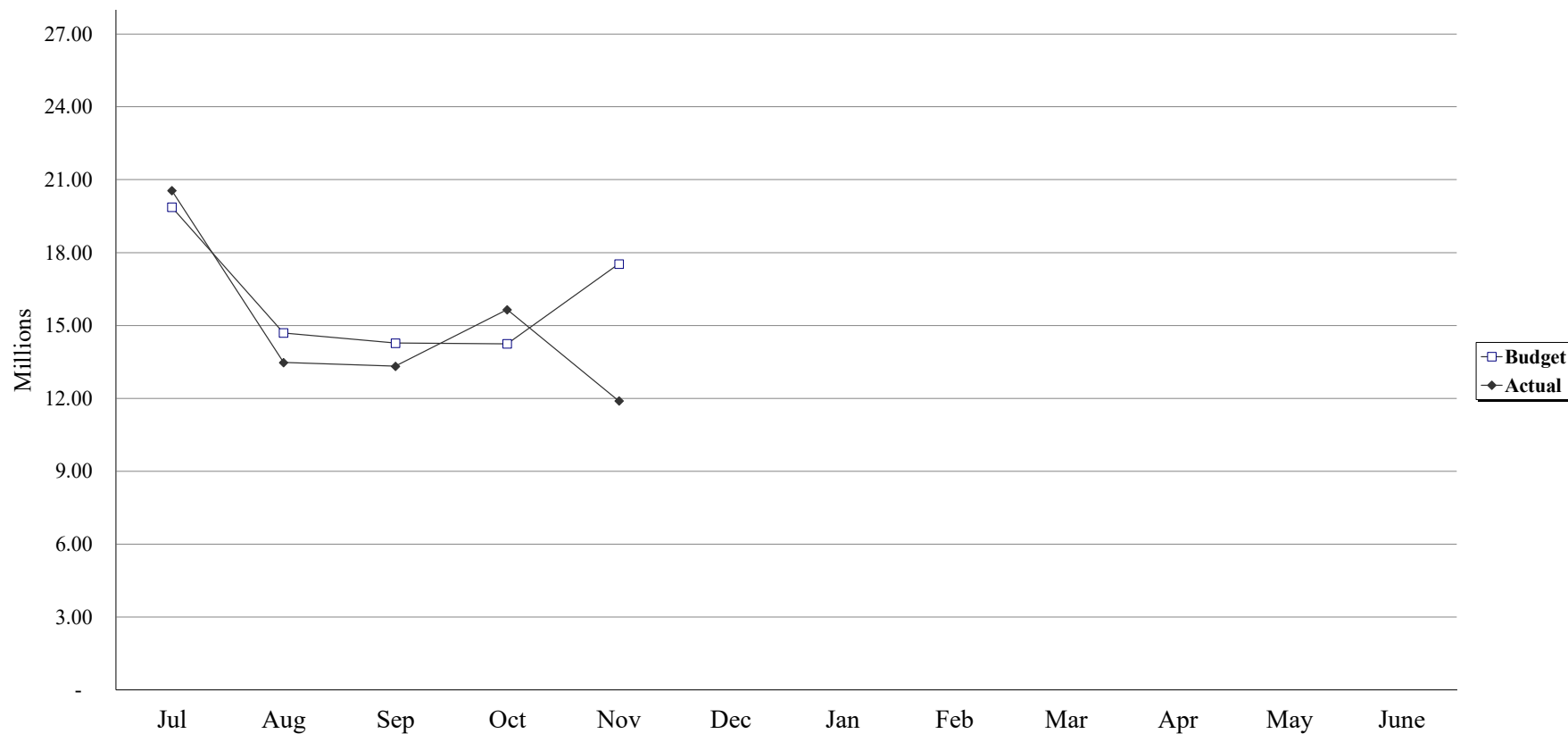
% OF YEAR ELAPSED: 41.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
47 Elderly & Disabled/Redi-Wheels	3,459,378	3,901,604	442,226	12.8%	8,465,551	8,465,551	-
48 ADA Sedans / Taxi Service	1,030,681	1,480,620	449,940	43.7%	2,390,907	2,390,907	-
49 Coastside ADA	676,007	1,114,334	438,327	64.8%	2,281,914	2,281,914	-
50 ADA Related Wages & Benefits	1,129,849	1,206,087	76,238	6.7%	3,328,660	3,328,660	-
51 ADA Related Other Support	762,741	761,005	(1,736)	(0.2%)	2,701,942	2,701,942	-
52 ADA Insurance	1,174,414	551,577	(622,837)	(53.0%)	1,304,918	1,304,918	-
53 ADA Claims Reserves & Payments	100	-	(100)	(100.0%)	200,000	200,000	-
54 TOTAL ADA PROGRAMS	8,233,169	9,015,227	782,058	9.5%	20,673,892	20,673,892	-
55							
MULTI-MODAL TRANSIT PROGRAMS							
56 SamTrans Shuttle Service	1,952,812	1,922,375	(30,437)	(1.6%)	5,782,900	5,782,900	-
57 Shuttle Related Wages & Benefits	100,040	116,848	16,808	16.8%	285,439	285,439	-
58 Dumbarton M.O.W.	16,809	607	(16,201)	(96.4%)	182,418	182,418	-
59 Maintenance Multimodal Facilities	84,240	166,638	82,399	97.8%	238,600	238,600	-
60 TOTAL MULTI-MODAL PROGRAMS	2,153,900	2,206,468	52,568	16.7%	6,489,357	6,489,357	-
61							
62 TOTAL OPERATING EXPENSES	72,845,744	86,109,276	13,263,532	18.2%	214,878,707	214,878,707	-
63							

SAN MATEO COUNTY TRANSIT DISTRICT

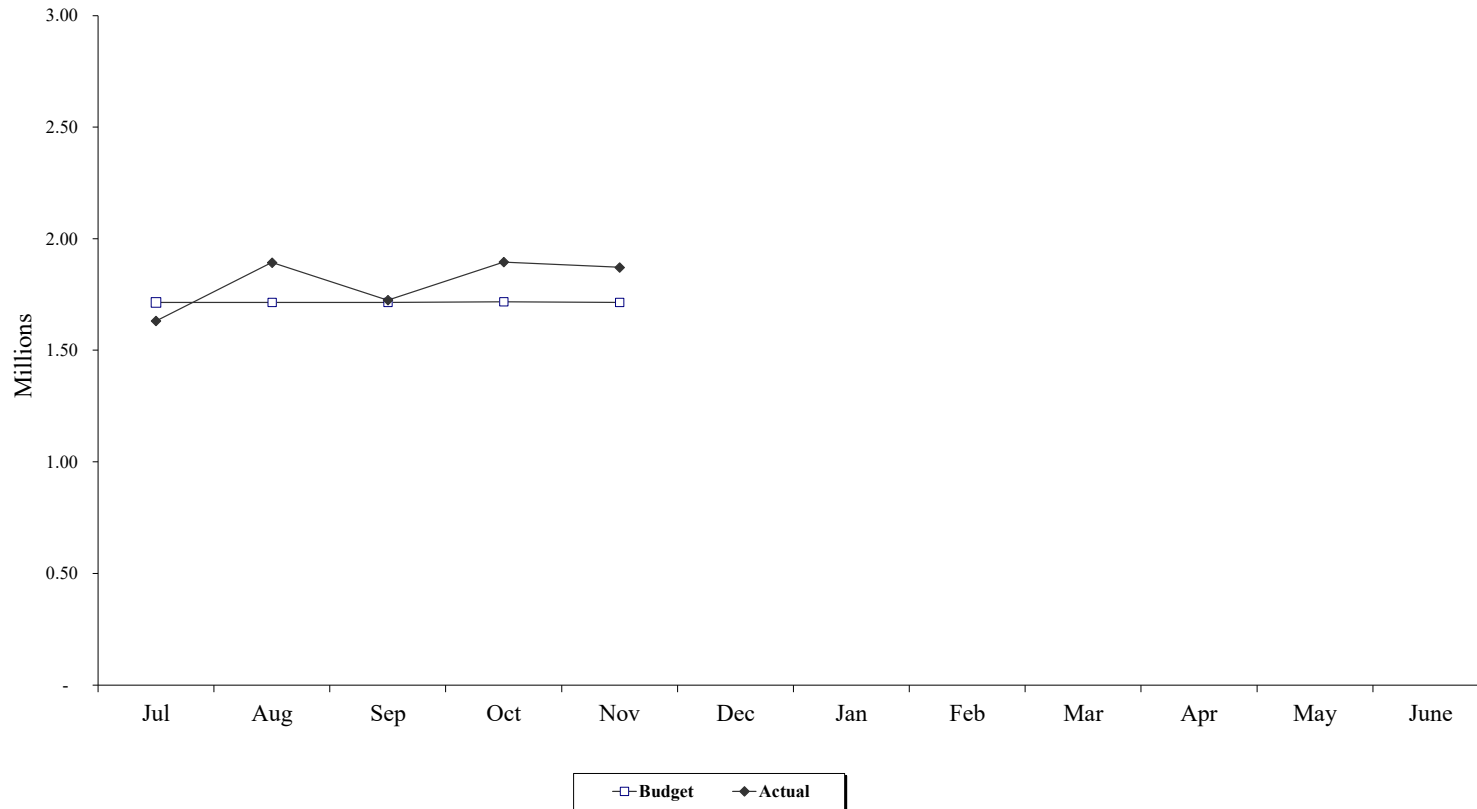
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2024



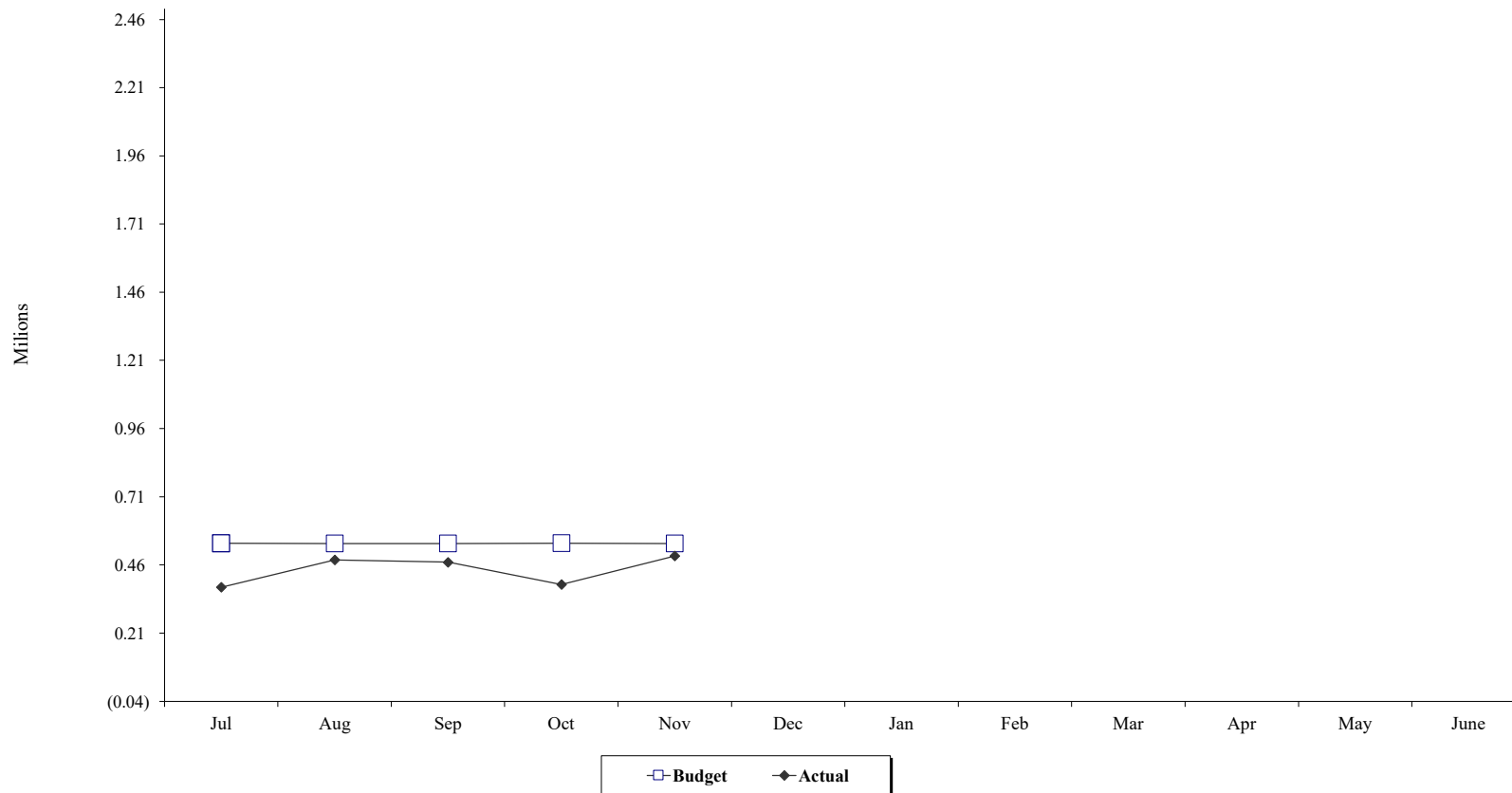
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	19,866,045	14,694,052	14,274,168	14,243,543	17,529,886							
Actual	20,546,859	13,474,273	13,323,863	15,647,397	11,895,188							
CUMULATIVE EXPENSES												
Budget	19,866,045	34,560,097	48,834,265	63,077,808	80,607,694							
Actual	20,546,859	34,021,132	47,344,995	62,992,392	74,887,580							
Variance - F(U)	(680,814)	538,965	1,489,270	85,416	5,720,114							
Variance %	-3.4%	1.6%	3.0%	0.1%	7.1%							

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
MONTHLY EXPENSES												
Budget	1,715,532	1,715,532	1,715,532	1,718,032	1,715,532							
Actual	1,631,213	1,892,860	1,724,407	1,894,946	1,871,801							
CUMULATIVE EXPENSES												
Budget	1,715,532	3,431,064	5,146,596	6,864,628	8,580,160							
Actual	1,631,213	3,524,073	5,248,481	7,143,426	9,015,227							
Variance - F(U)	84,319	(93,009)	(101,885)	(278,798)	(435,067)							
Variance %	4.9%	-2.7%	-2.0%	-4.1%	-5.1%							

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
MONTHLY EXPENSES												
Budget	538,655	538,155	538,155	539,755	538,155							
Actual	378,152	478,023	469,596	387,866	492,831							
CUMULATIVE EXPENSES												
Budget	538,655	1,076,810	1,614,965	2,154,720	2,692,875							
Actual	378,152	856,175	1,325,771	1,713,637	2,206,468							
Variance - F(U)	160,503	598,787	1,145,369	1,766,854	2,200,044							
Variance %	29.8%	55.6%	70.9%	82.0%	81.7%							

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF NOVEMBER 30, 2023**

	11/30/2023
LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF	
Bank of America (unrestricted: includes Checking)	\$ 95,907,073
Bank of America (Restricted: includes grant/endowment funds)	19,907,965.56
CAMP	181,480,082.67
LAIF	5,530,783.81
ICD Investment (Market values)**	1,039,958.90
 INVESTMENT FUNDS	
Investment Portfolio (Market Values+ Accrued interest)*	203,981,241.31
MMF - US Bank Custodian Account	15,084,959.48
 TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT	 \$ 9,668,867
 TOTAL	 <u>\$ 532,600,932</u>

* 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.



Risk Summary

SAM Transit District Agg (136232)

11/01/2023 - 11/30/2023

Dated: 12/07/2023

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	-1,095,349.81
MMFund (incl LAIF, ICD)	21,655,702.19
Fixed Income	205,076,591.13
Duration	1.944
Convexity	0.063
WAL	2.087
Years to Final Maturity	2.851
Years to Effective Maturity	2.677
Yield	4.977
Book Yield	2.602
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	34.127%
United States	26.466%
Federal Home Loan Mortgage Corporation	18.386%
Federal National Mortgage Association	8.430%
U.S. Bancorp	7.472%
(SM - LAIF) State of California	2.451%
Citigroup Inc.	1.369%
The Toronto-Dominion Bank	1.299%
---	100.000%

Footnotes: 1,2

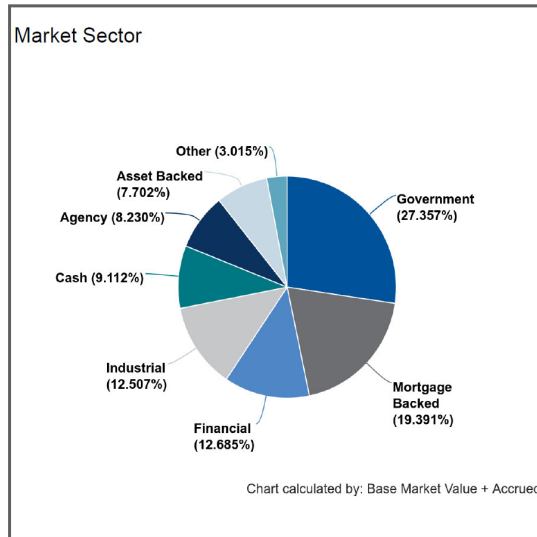
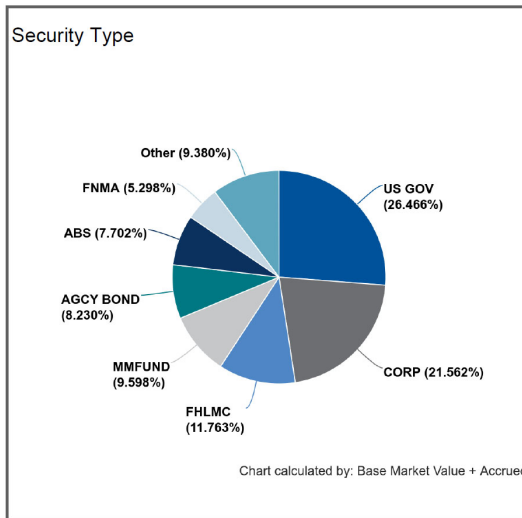
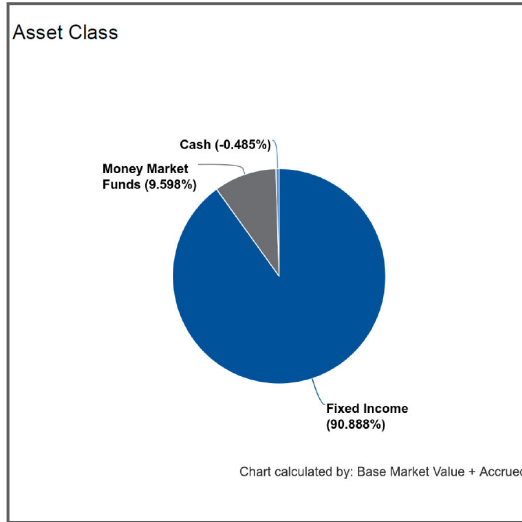
Footnotes:
1) Grouped by Issuer Concentration
2) Groups sorted by: % of Base Market Value+Accrued

Risk Summary

SAM Transit District Agg (136232)

11/01/2023 - 11/30/2023

Dated: 12/07/2023

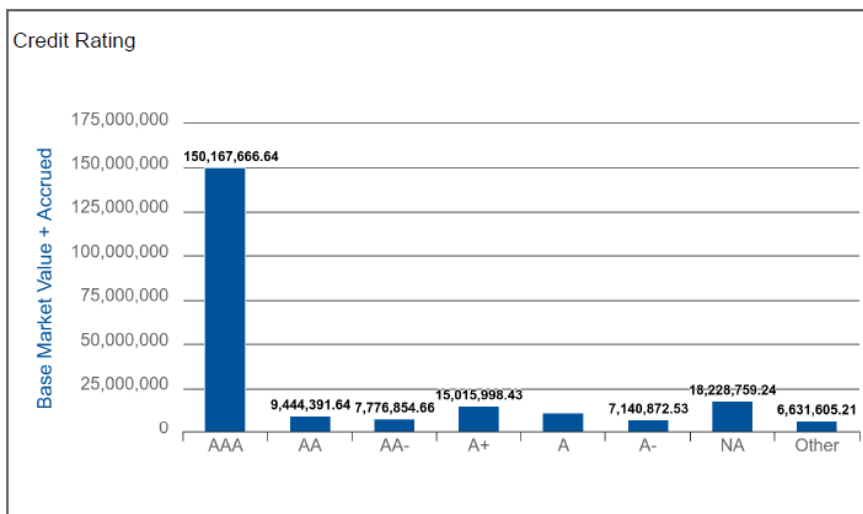


Risk Summary

11/01/2023 - 11/30/2023

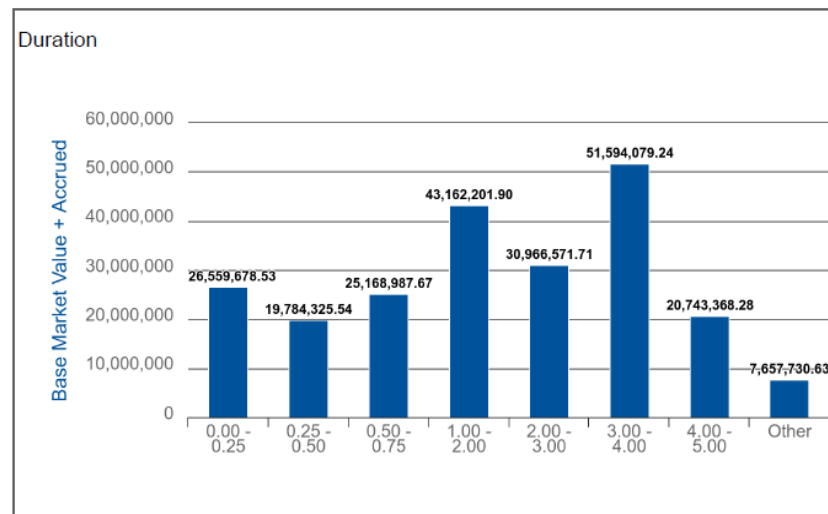
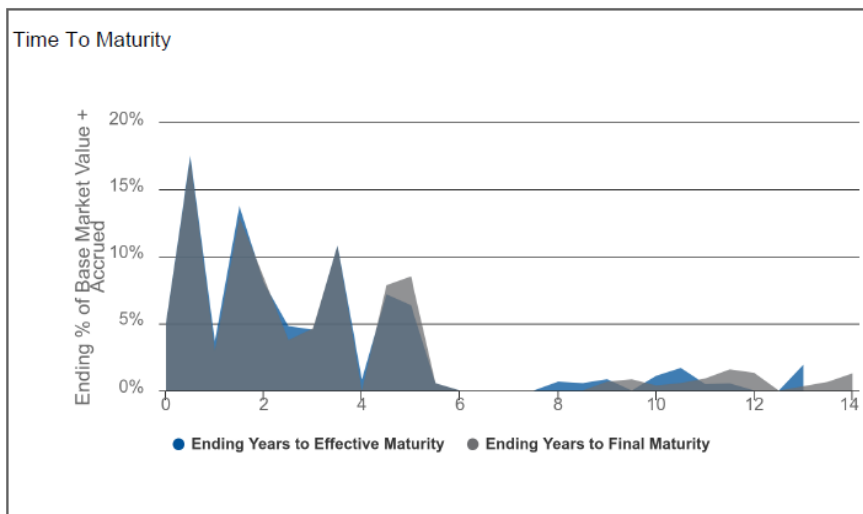
SAM Transit District Agg (136232)

Dated: 12/07/2023



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	24.336%	7.903%	8.515%	19.540%	7.145%	0.000%	0.000%	0.000%	0.000%
AA	0.820%	5.203%	0.000%	2.292%	1.369%	0.000%	0.000%	0.000%	0.000%
A	5.479%	4.377%	3.228%	1.034%	0.678%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	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	2.001%	1.646%	1.981%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

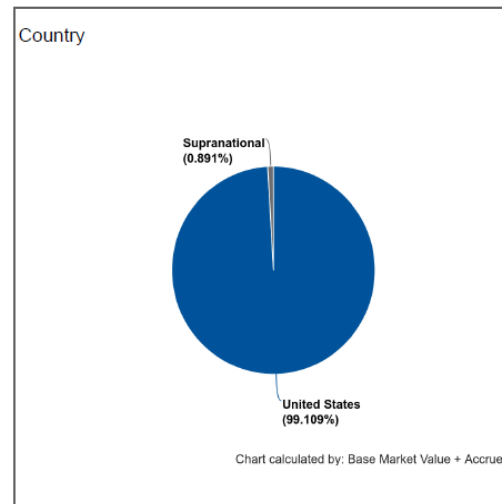
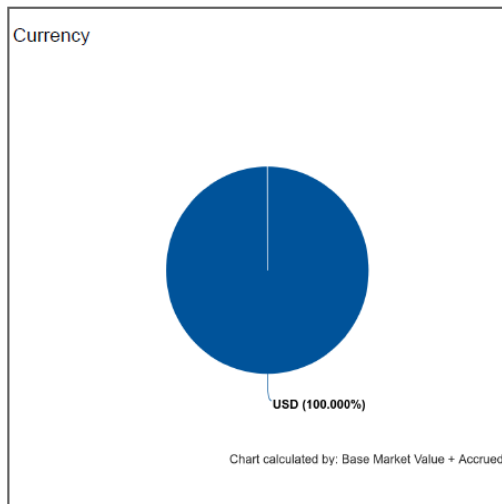
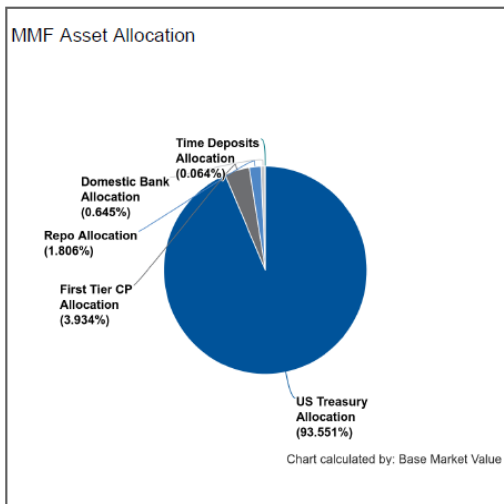
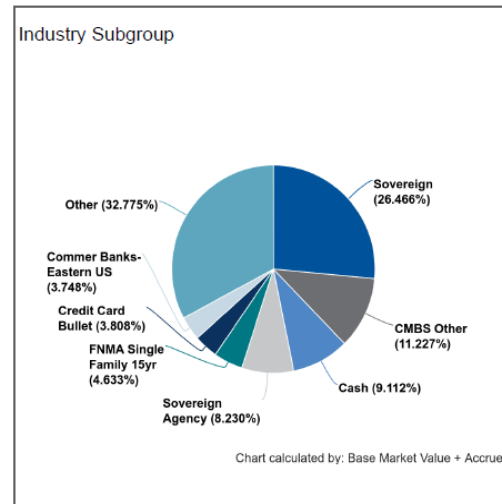
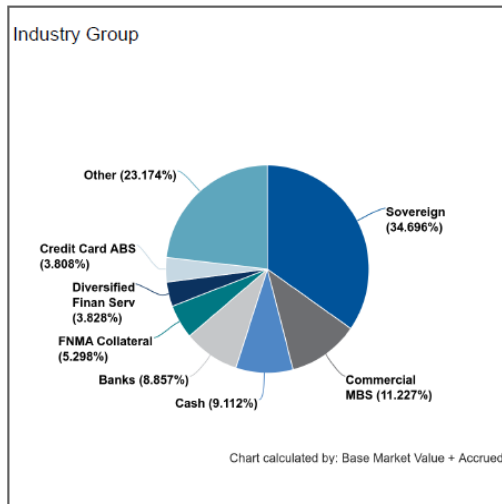
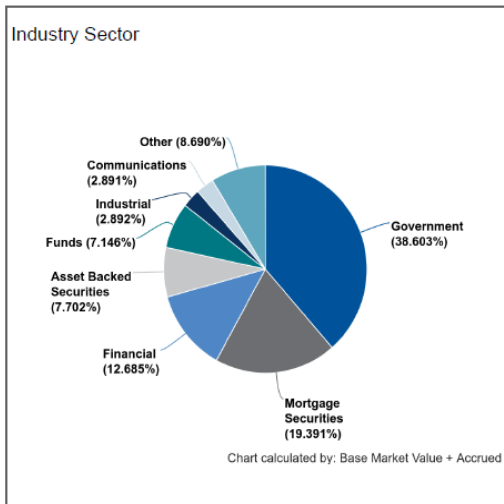


Risk Summary

SAM Transit District Agg (136232)

11/01/2023 - 11/30/2023

Dated: 12/07/2023



CLEARWATER ANALYTICS

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 11/30/2023
 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	36,339.94	---	11/30/2023	36,339.94	0.00	36,339.94	36,339.94
		Receivable	36,339.94			36,339.94	0.00	36,339.94	36,339.94

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	8,866,704.64	---	11/30/2023	8,866,704.64	0.00	8,866,704.64	8,866,704.64
		FIRST AMER:US TRS MM Y	8,866,704.64			8,866,704.64	0.00	8,866,704.64	8,866,704.64

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,903,044.58			8,903,044.58	0.00	8,903,044.58	8,903,044.58

- * 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: 11/30/2023
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	676,668.00	678,139.82
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	1,298.62	606,114.30	607,412.92
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,429,304.50	1,429,665.06
ABS	14041NFY2	COMET 2021-3 A	1,145,000.00	11/30/2021	11/15/2024	1,144,842.22	529.24	1,097,356.55	1,097,885.79
ABS	14044CAC6	COPAR 2021-1 A3	357,092.13	10/27/2021	09/15/2026	357,085.39	122.20	343,915.43	344,037.64
ABS	14316HAC6	CARMX 2020-4 A3	88,201.45	10/21/2020	08/15/2025	88,182.04	19.60	87,055.71	87,075.31
ABS	14316NAC3	CARMX 2021-1 A3	77,632.47	01/27/2021	12/15/2025	77,617.13	11.73	76,011.51	76,023.24
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	04/15/2027	1,229,970.97	2,170.27	1,204,662.00	1,206,832.27
ABS	161571HT4	CHAIT 2023-1 A	1,450,000.00	09/15/2023	09/15/2028	1,449,598.06	3,325.33	1,456,017.50	1,459,342.83
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/15/2024	889,809.45	229.42	855,325.60	855,555.02
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	2,749.84	1,249,026.20	1,251,776.04
ABS	31680EAD3	FITAT 2023-1 A3	1,265,000.00	08/23/2023	08/15/2028	1,264,921.57	3,109.09	1,271,097.30	1,274,206.39
ABS	344928AD8	FORDO 2023-A A3	470,000.00	03/31/2023	03/15/2026	469,950.98	971.33	463,885.30	464,856.63
ABS	362554AC1	GMCAR 2021-4 A3	294,788.85	10/21/2021	09/16/2026	294,781.33	83.52	283,793.23	283,876.75
ABS	362590AC5	GMCAR 2020-3 A3	51,173.53	08/19/2020	04/16/2025	51,161.82	9.60	50,926.87	50,936.46
ABS	36260KAC8	GMCAR 2020-4 A3	62,662.61	10/14/2020	08/18/2025	62,649.21	9.92	61,994.62	62,004.54
ABS	380140AC7	GMCAR 213 A3	361,343.13	07/21/2021	06/16/2026	361,320.79	72.27	349,949.98	350,022.25
ABS	438123AC5	HAROT 2023-4 A3	310,000.00	11/08/2023	06/21/2028	309,945.41	1,122.98	313,391.40	314,514.38
ABS	43815GAC3	HAROT 2021-4 A3	344,032.16	11/24/2021	01/21/2026	343,959.64	84.10	332,978.41	333,062.51
ABS	44891RAC4	HART 2020-C A3	175,758.05	10/28/2020	05/15/2025	175,717.57	29.68	174,255.31	174,285.00
ABS	44933LAC7	HART 2021-A A3	112,329.97	04/28/2021	09/15/2025	112,318.16	18.97	110,547.30	110,566.27
ABS	44935FAD6	HART 2021-C A3	263,905.75	11/17/2021	05/15/2026	263,846.84	86.80	255,959.55	256,046.34
ABS	50117TAC5	KCOT 2021-1 A3	193,568.57	04/14/2021	08/15/2025	193,528.97	53.34	189,276.50	189,276.50
ABS	65480BAC1	NAROT 2021-A A3	722,063.15	06/23/2021	10/15/2025	722,050.95	105.90	705,145.21	705,251.11
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	593,952.70	594,627.44
ABS	92868KAC7	VALET 2021-1 A3	490,025.93	12/13/2021	06/22/2026	490,006.73	152.72	475,413.36	475,566.09
ABS	98163KAC6	WOART 2021-D A3	417,404.57	11/03/2021	10/15/2026	417,347.72	150.27	403,442.38	403,592.65
			15,396,982.31			15,395,072.58	19,023.88	15,117,366.72	15,136,390.59

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	652.78	941,280.00	941,932.78
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	498.44	509,267.00	509,765.44
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	677.08	942,360.00	943,037.08
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	2,277.78	935,070.00	937,347.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,300.00	1,204,606.00	1,205,906.00
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	400.00	1,105,896.00	1,106,296.00
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,166.67	1,489,792.00	1,491,958.67
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	920.83	1,200,680.00	1,201,600.83
AGCY BOND	3137EAF42	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	9,833.33	7,996,560.00	8,006,393.33
			16,950,000.00			16,924,359.00	18,726.91	16,325,511.00	16,344,237.91

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Payable	(997,127.00)	---	11/30/2023	(997,127.00)	0.00	(997,127.00)	(997,127.00)
CASH	CCYUSD	Receivable	5,929.62	---	11/30/2023	5,929.62	0.00	5,929.62	5,929.62
			(991,197.38)			(991,197.38)	0.00	(991,197.38)	(991,197.38)

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	13,424.66	2,512,900.00	2,526,324.66
			2,500,000.00			2,500,000.00	13,424.66	2,512,900.00	2,526,324.66

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	312.31	1,286,043.70	1,286,356.01
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	3,520.00	856,961.60	860,481.60
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	9,240.00	893,917.00	893,157.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	625.00	946,820.00	947,445.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	625.00	946,820.00	947,445.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	437.50	662,774.00	663,211.50
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	15,491.67	1,300,507.00	1,315,998.67
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	7,500.00	879,534.00	887,034.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	738.02	314,242.50	314,980.52
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	3,217.01	768,510.50	771,727.51
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	10,333.33	782,088.00	857,235.00
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	6,529.05	1,024,144.00	1,030,673.05
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	422.93	391,224.00	391,646.93
CORP	06406BBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	19,218.75	2,459,214.00	2,478,432.75
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	13,110.00	2,513,538.00	2,526,648.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	9,116.25	1,228,122.00	1,237,238.25
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	777.00	856,458.00	857,235.00
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	1,121.25	379,992.60	381,113.85
CORP	17325FBB3	CITIBANK NA	2,600,000.00	10/04/2023	09/29/2028	2,587,104.00	25,984.54	2,652,000.00	2,677,984.54
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000.00	07/25/2023	07/14/2028	1,309,932.00	24,488.75	1,302,236.00	1,326,724.75
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	4,202.43	923,751.50	927,953.93
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	5,299.88	879,219.00	884,518.88
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	13,763.75	889,497.00	903,260.75
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	483.00	135,660.00	136,143.00
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	17,911.11	1,274,793.00	1,292,704.11
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	6,630.00	440,271.00	446,901.00
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	2,389.60	564,299.40	566,689.00
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	5,244.06	721,080.00	726,324.06
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	405.44	202,394.45	202,799.89
CORP	58933YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	811.13	502,928.40	503,739.53
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	22,641.16	1,277,679.00	1,300,320.16
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	2,315.63	373,826.70	376,142.33
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	3,499.83	213,741.00	217,240.83
CORP	69371R40	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	11,200.00	896,787.00	907,987.00
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	987.78	613,327.45	614,315.23
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	11,177.01	2,244,558.90	2,255,735.91
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	752.81	487,639.35	488,392.16
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	2,231.00	381,252.00	383,483.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	1,768.00	220,668.00	222,436.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	2,430.00	432,243.00	434,673.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	756.00	134,475.60	135,231.60
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	729.00	129,672.90	130,401.90
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	1,324.38	236,236.00	237,560.38
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	3,529.69	1,217,011.15	1,220,540.84
CORP	90476BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	530.71	270,650.80	271,181.51
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	14,520.00	1,760,130.00	1,774,650.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	587.78	1,053,917.50	1,054,505.28
CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	4,634.50	904,620.30	909,254.80
CORP			43,410,000.00			43,798,498.45	295,564.04	41,817,477.30	42,113,041.34

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, Ltd., New York Branch	2,000,000.00	03/31/2023	12/01/2023	1,929,766.67	0.00	2,000,000.00	2,000,000.00
CP			2,000,000.00			1,929,766.67	0.00	2,000,000.00	2,000,000.00

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	821,012.89	06/25/2021	06/01/2035	884,641.39	2,394.62	777,778.35	780,173.97
FHLMC	3133L7LB1	FH RC1222	904,283.70	10/19/2021	12/01/2034	972,104.98	2,637.49	867,795.85	870,433.35
FHLMC	3133L9AJ2	FH RC2709	1,024,079.09	10/18/2022	09/01/2037	1,005,517.65	3,840.30	1,000,002.99	1,003,843.28
FHLMC	3137BGK24	FHMS K-043 A2	641,764.71	03/25/2020	12/25/2024	673,552.11	1,637.57	626,022.22	627,659.79
FHLMC	3137F62S5	FHMS K-J31 A1	20,253.54	10/29/2020	05/26/2026	20,253.13	9.60	20,030.34	20,039.95
FHLMC	3137H4RZ5	FHMS K-J36 A1	63,015.99	12/16/2021	12/25/2026	63,015.74	68.16	58,972.26	59,040.42
FHLMC	3137H8B42	FHMS K-J40 A1	825,105.83	07/14/2022	06/25/2028	825,095.92	2,337.80	784,040.31	786,378.11
FHLMC	3137H8H79	FHMS K-J41 A1	1,731,186.67	08/04/2022	01/25/2029	1,731,165.89	4,525.61	1,611,821.35	1,616,346.96
FHLMC	3137H92N8	FHMS K-J42 A1	1,091,248.87	09/15/2022	07/25/2029	1,091,207.40	3,548.38	1,045,874.74	1,049,423.12
FHLMC	3137H9MM8	FHMS K-J43 A1	1,792,300.52	12/15/2022	12/25/2028	1,792,270.05	1,307.48	1,747,170.39	1,748,477.87
FHLMC	3137H9QT9	FHMS K-J44 A1	1,788,677.98	02/23/2023	01/25/2029	1,788,622.53	6,794.00	1,757,519.21	1,764,313.21
FHLMC	3137HA4K9	FHMS K-J45 A1	1,796,666.04	05/25/2023	11/25/2028	1,796,662.45	6,670.12	1,755,396.62	1,762,066.74
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000.00	07/20/2023	06/25/2028	1,817,978.40	7,228.50	1,789,200.00	1,796,428.50
FHLMC	3137HAD45	FHMS K-J46 A1	1,446,998.30	07/27/2023	06/25/2028	1,446,962.12	5,760.26	1,431,168.14	1,436,928.39
FHLMC	3137HAGY6	FHMS K-752 A1	836,476.22	08/24/2023	01/25/2029	811,767.55	2,986.22	814,142.30	817,128.52
FHLMC	3137HAMH6	FHMS K-506 A2	1,800,000.00	09/14/2023	08/25/2028	1,773,372.60	6,975.00	1,779,894.00	1,786,869.00
FHLMC	3137HAM52	FHMS K-507 A2	1,800,000.00	09/28/2023	09/25/2028	1,778,484.60	7,200.00	1,789,812.00	1,797,012.00
FHLMC	3137HAQ74	FHMS K-508 A2	1,800,000.00	10/19/2023	08/25/2028	1,760,515.20	7,110.00	1,781,136.00	1,788,246.00
FHLMC	3137HAST4	FHMS K-509 A2	1,350,000.00	10/31/2023	09/25/2028	1,306,957.95	5,456.25	1,346,530.50	1,351,986.75
FHLMC			23,333,070.33			23,340,147.68	78,487.37	22,784,307.57	22,862,794.93

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	917,370.72	12/29/2020	09/25/2033	930,342.92	764.48	853,787.76	854,552.23
FHLMC CMO	3137F7DH5	FHR 5048 B	603,973.72	11/30/2020	05/25/2033	611,617.76	503.31	531,188.85	531,691.16
FHLMC CMO	3137HB3D4	FHMS K-510 A2	655,000.00	11/21/2023	10/25/2028	653,106.40	2,766.83	658,890.70	661,657.53
FHLMC CMO	3137HB3G7	FHMS K-511 A2	1,000,000.00	12/07/2023	10/25/2028	997,127.00	0.00	997,240.00	997,240.00
FHLMC CMO			3,176,344.44			3,192,194.08	4,034.62	3,041,107.30	3,045,141.92

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	151,995.63	05/18/2021	03/01/2035	981,546.57	2,289.99	851,207.26	853,497.25
FNMA	3140Q9FM0	FN CA1971	1,132,885.40	01/18/2022	06/01/2033	1,195,371.11	3,304.25	1,080,784.00	1,084,088.25
FNMA	3140QGKN6	FN CA8400	948,879.82	03/22/2021	12/01/2035	1,038,133.83	2,767.57	907,081.67	909,849.23
FNMA	3140X92C8	FN FM6170	680,692.96	06/25/2021	07/01/2035	737,701.00	2,268.98	656,718.95	658,987.93
FNMA	3140X9K46	FN FM5714	602,504.42	03/25/2021	11/01/2035	656,353.25	2,008.35	582,772.40	584,780.75
FNMA	3140XALC4	FN FM6622	1,118,035.78	03/29/2021	02/01/2036	1,175,684.50	2,329.24	1,008,088.14	1,010,417.38
FNMA	3140XC4K1	FN FM8925	1,087,079.63	11/16/2021	08/01/2034	1,178,801.98	3,623.60	1,060,859.27	1,064,482.87
FNMA	3140XHQQ3	FN FS2262	1,507,091.60	06/30/2022	06/01/2037	1,526,165.73	5,023.64	1,455,865.55	1,460,889.19
FNMA	3140XJHF3	FN FS2929	1,525,540.01	10/18/2022	09/01/2037	1,480,012.18	5,085.13	1,467,554.24	1,472,639.37
FNMA	3140XJH87	FN FS2986	1,357,512.34	10/21/2022	10/01/2032	1,317,211.19	4,525.04	1,310,610.29	1,315,135.33
FNMA			10,876,217.59			11,286,981.33	33,225.78	10,381,541.77	10,414,767.55

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	1,626,191.84	03/31/2023	04/25/2035	1,657,508.73	6,775.80	1,597,115.53	1,603,891.33
FNMA CMO			1,626,191.84			1,657,508.73	6,775.80	1,597,115.53	1,603,891.33

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	3,716,120.58	---	11/30/2023	3,716,120.58	0.00	3,716,120.58	3,716,120.58
MMFUND			3,716,120.58			3,716,120.58	0.00	3,716,120.58	3,716,120.58

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	308.88	396,687.90	396,996.78
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,610.77	225,232.10	226,842.87
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,834.58	328,870.50	330,705.08
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	3,407.08	610,759.50	614,166.58
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,310.42	234,907.50	236,217.92
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,417.17	512,033.50	513,450.67
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,275.00	726,682.50	727,957.50
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	850.50	376,953.75	377,804.25
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,439.63	304,830.90	306,270.53
MUNI	65003BDT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	2,938.67	1,516,672.00	1,519,610.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,345.50	557,387.75	558,733.25
MUNI			6,120,000.00			6,123,878.00	17,738.19	5,791,017.90	5,808,756.09

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	25,937.50	1,718,928.00	1,744,865.50
SUPRANATIONAL			1,800,000.00			1,799,064.00	25,937.50	1,718,928.00	1,744,865.50

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	7,664.84	3,948,920.00	3,956,584.84
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	439.56	466,230.00	466,669.56
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	1,758.24	1,864,920.00	1,866,678.24
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	1,362.64	1,445,313.00	1,446,675.64
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	5,440.22	637,637.00	643,077.22
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,766.30	441,441.00	445,207.30
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	41,847.83	4,904,900.00	4,946,747.83
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	12,345.11	1,446,945.50	1,459,290.61
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	11,298.91	1,324,323.00	1,335,621.91
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	6,224.86	819,748.50	825,973.36
US GOV	912828ZW3	UNITED STATES TREASURY	2,400,000.00	12/24/2020	06/30/2025	2,391,187.50	2,510.87	2,232,192.00	2,234,702.87
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	549.25	320,743.50	321,292.75
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,883.15	1,099,692.00	1,101,575.15
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	11,298.91	6,598,152.00	6,609,450.91
US GOV	91282CBV2	UNITED STATES TREASURY	11,350,000.00	12/06/2021	04/15/2024	11,250,687.50	5,465.68	11,146,040.50	11,151,506.18
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	10,304.95	4,169,176.00	4,179,480.95
US GOV	91282CFB2	UNITED STATES TREASURY	5,950,000.00	05/05/2023	07/31/2027	5,748,955.08	54,689.88	5,619,715.50	5,674,405.38
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	17,463.99	1,794,531.00	1,811,994.99
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000.00	07/07/2023	07/31/2027	1,437,669.92	14,017.15	1,440,347.25	1,454,364.40
US GOV	91282CFB2	UNITED STATES TREASURY	1,600,000.00	09/15/2023	07/31/2027	1,498,750.00	14,706.52	1,511,184.00	1,525,890.52
US GOV			55,700,000.00			54,864,847.69	225,038.86	53,232,151.75	53,457,190.61

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	23,327.50	1,361,171.25	1,384,498.75
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	23,321.53	1,200,837.50	1,224,159.03
YANKEE			2,645,000.00			2,633,825.00	46,649.03	2,562,008.75	2,608,657.78

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	188,258,729.72	---	12/23/2026	188,171,066.40	784,626.63	181,606,356.79	182,390,983.42

* 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: 11/30/2023
 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	02582JIZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2028	104,990.69	227.27	104,485.50	104,712.77
ABS	05522RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	202.24	94,394.85	94,597.09
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	247,100.10	247,162.43
ABS	14041NFY2	COMET 2021-3 A	215,000.00	11/30/2021	11/15/2024	214,970.37	99.38	206,053.85	206,153.23
ABS	14044CAC6	COPAR 2021-1 A3	62,102.98	10/27/2021	09/15/2026	62,101.81	21.25	59,811.38	59,832.63
ABS	14316HAC6	CARMX 2020-4 A3	20,753.28	10/21/2020	08/15/2025	20,748.71	4.61	20,483.70	20,488.31
ABS	14316NAC3	CARMX 2021-1 A3	13,699.85	01/27/2021	12/15/2025	13,697.14	2.07	13,413.80	13,415.87
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	04/15/2027	194,995.40	344.07	190,983.00	191,327.07
ABS	161571HT4	CHAIT 2023-1 A	220,000.00	09/15/2023	09/15/2028	219,939.02	504.53	220,913.00	221,417.53
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/15/2024	154,966.81	39.96	148,961.20	149,001.16
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	416.31	189,095.60	189,511.91
ABS	31680EAD3	FITAT 2023-1 A3	195,000.00	08/23/2023	08/15/2028	194,987.91	479.27	195,939.90	196,419.17
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	03/15/2026	69,992.70	144.67	69,089.30	69,233.97
ABS	362554AC1	GMCAR 2021-4 A3	49,769.55	10/21/2021	09/16/2026	49,768.28	14.10	47,913.14	47,927.24
ABS	36260KAC8	GMCAR 2020-4 A3	13,315.80	10/14/2020	08/18/2025	13,312.96	2.11	13,173.86	13,175.97
ABS	380140AC7	GMCAR 213 A3	62,198.41	07/21/2021	06/16/2026	62,194.56	12.44	60,237.29	60,249.73
ABS	438123AC5	HAROT 2023-4 A3	45,000.00	11/08/2023	06/21/2028	44,992.08	163.01	45,492.30	45,655.31
ABS	43815GAC3	HAROT 2021-4 A3	63,571.16	11/24/2021	01/21/2026	63,557.76	15.54	61,528.62	61,544.16
ABS	44891RAC4	HART 2020-C A3	38,666.77	10/28/2020	05/15/2025	38,657.87	6.53	38,336.17	38,342.70
ABS	44933LAC7	HART 2021-A A3	21,795.37	04/28/2021	09/15/2025	21,793.07	3.68	21,449.48	21,453.16
ABS	44935FAD6	HART 2021-C A3	44,603.79	11/17/2021	05/15/2026	44,593.83	14.67	43,260.77	43,275.44
ABS	92868KAC7	VALET 2021-1 A3	82,267.13	12/13/2021	06/22/2026	82,263.90	25.64	79,813.92	79,839.56
ABS	98163KAC6	WOART 2021-D A3	70,809.70	11/03/2021	10/15/2026	70,800.06	25.49	68,441.12	68,466.61
ABS			2,283,553.78			2,283,267.42	2,831.17	2,240,371.83	2,243,203.01

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	179.51	258,852.00	259,031.51
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	104.22	106,483.10	106,587.32
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	186.20	259,149.00	259,335.20
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	626.39	257,144.25	257,770.64
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	275.00	254,820.50	255,095.50
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	91.67	253,434.50	253,526.17
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	473.96	325,892.00	326,365.96
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	389.58	507,980.00	508,369.58
AGCY BOND			2,390,000.00			2,381,485.25	2,326.53	2,223,755.35	2,226,081.88

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Payable	(149,569.05)	---	11/30/2023	(149,569.05)	0.00	(149,569.05)	(149,569.05)
CASH	CCYUSD	Receivable	9,076.68	---	11/30/2023	9,076.68	0.00	9,076.68	9,076.68
CASH			(140,492.37)			(140,492.37)	0.00	(140,492.37)	(140,492.37)

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	1,720.44	401,620.00	403,340.44
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	2,147.95	402,064.00	404,211.95
CD			800,000.00			800,000.00	3,868.39	803,684.00	807,552.39

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	58.19	239,605.10	239,663.29
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	520.00	126,596.60	127,116.60
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,566.67	245,532.50	248,099.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	171.88	260,375.50	260,547.38
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	2,383.33	200,078.00	202,461.33
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,083.33	244,315.00	246,398.33
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	124.90	53,179.50	53,304.40
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	567.71	135,619.50	136,187.21
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	1,187.10	186,208.00	187,395.10
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	211.47	195,612.00	195,823.47
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	3,025.17	387,098.50	390,123.67
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	1,942.22	372,376.00	374,318.22
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,350.56	181,944.00	183,294.56
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	172.50	58,460.40	58,632.90
CORP	17325FBB3	CITIBANK NA	400,000.00	10/04/2023	09/29/2028	398,016.00	3,997.62	408,000.00	411,997.62
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,000.00	07/25/2023	07/14/2028	201,528.00	3,767.50	200,344.00	204,111.50
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,194.38	262,539.90	263,734.28
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,823.26	247,082.50	250,905.76
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	69.00	19,380.00	19,449.00
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	2,755.56	196,122.00	198,877.56
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	844.60	199,450.65	200,295.25
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	699.21	96,144.00	96,843.21
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	59.33	29,618.70	29,678.03
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	126.00	78,124.80	78,250.80
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	3,483.26	196,566.00	200,049.26
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	356.25	57,511.80	57,868.05
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	556.79	34,004.25	34,561.04
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,111.11	249,107.50	252,218.61
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	163.33	101,416.35	101,579.68
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	1,750.91	351,615.45	353,366.36
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	129.27	83,736.05	83,865.32
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	334.65	57,187.80	57,522.45
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	257.83	32,180.75	32,438.58
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	675.00	120,067.50	120,742.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	270.00	48,027.00	48,297.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	135.00	24,013.50	24,148.50
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	562.50	193,946.00	194,508.50
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	102.22	183,290.00	183,392.22
CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	697.67	136,179.40	136,877.07
CORP			6,730,000.00			6,733,398.50	46,287.27	6,492,656.50	6,538,943.77

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	152,392.18	06/25/2021	06/01/2035	164,202.58	444.48	144,367.21	144,811.69
FHLMC	3133L7LB1	FH RC1222	162,771.07	10/19/2021	12/01/2034	174,978.89	474.75	156,203.26	156,678.01
FHLMC	3133L9AJ2	FH RC2709	166,050.50	10/18/2022	09/01/2037	163,040.83	622.69	162,146.65	162,769.34
FHLMC	3137BGK24	FHMS K-043 A2	172,782.81	03/25/2020	12/25/2024	181,340.96	440.88	168,544.44	168,985.33
FHLMC	3137F62S5	FHMS K-J31 A1	4,776.78	10/29/2020	05/26/2026	4,776.68	2.27	4,724.14	4,726.40
FHLMC	3137H4RZ5	FHMS K-J36 A1	10,025.27	12/16/2021	12/25/2026	10,025.23	10.84	9,381.95	9,392.79
FHLMC	3137H8B42	FHMS K-J40 A1	137,517.64	07/14/2022	06/25/2028	137,515.99	389.63	130,673.38	131,063.02
FHLMC	3137H8H79	FHMS K-J41 A1	288,531.11	08/04/2022	01/25/2029	288,527.65	754.27	268,636.89	269,391.16
FHLMC	3137H92N8	FHMS K-J42 A1	182,697.77	09/15/2022	07/25/2029	182,690.83	594.07	175,101.20	175,695.27
FHLMC	3137H9MM8	FHMS K-J43 A1	273,823.69	12/15/2022	12/25/2028	273,819.03	199.75	266,928.81	267,128.56
FHLMC	3137H9QT9	FHMS K-J44 A1	273,270.25	02/23/2023	01/25/2029	273,261.78	1,037.97	268,509.88	269,547.85
FHLMC	3137HA4K9	FHMS K-J45 A1	274,490.65	05/25/2023	11/25/2028	274,490.10	1,019.05	268,185.59	269,204.64
FHLMC	3137HACX2	FHMS K-505 A2	275,000.00	07/20/2023	06/25/2028	277,746.70	1,104.35	273,350.00	274,454.35
FHLMC	3137HAD45	FHMS K-J46 A1	224,534.22	07/27/2023	06/25/2028	224,528.61	893.83	222,077.81	222,971.65
FHLMC	3137HAGY6	FHMS K-752 A1	129,454.65	08/24/2023	01/25/2029	125,630.69	462.15	125,998.21	126,460.37
FHLMC	3137HAMH6	FHMS K-506 A2	275,000.00	09/14/2023	08/25/2028	270,931.93	1,065.63	271,928.25	272,993.88
FHLMC	3137HAMS2	FHMS K-507 A2	275,000.00	09/28/2023	09/25/2028	271,712.93	1,100.00	273,443.50	274,543.50
FHLMC	3137HAQ74	FHMS K-508 A2	275,000.00	10/19/2023	08/25/2028	268,967.60	1,086.25	272,118.00	273,204.25
FHLMC	3137HAST4	FHMS K-509 A2	205,000.00	10/31/2023	09/25/2028	198,463.98	828.54	204,473.15	205,301.69
FHLMC			3,758,118.58			3,766,652.99	12,531.41	3,666,792.34	3,679,323.75

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	127,763.67	11/30/2020	05/25/2033	129,380.68	106.47	112,366.87	112,473.34
FHLMC CMO	3137HB3D4	FHMS K-510 A2	100,000.00	11/21/2023	10/25/2028	99,710.90	422.42	100,594.00	101,016.42
FHLMC CMO	3137HB3G7	FHMS K-511 A2	150,000.00	12/07/2023	10/25/2028	149,569.05	0.00	149,586.00	149,586.00
FHLMC CMO			377,763.67			378,660.63	528.89	362,546.87	363,075.76

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	161,646.29	05/18/2021	03/01/2035	173,214.10	404.12	150,213.05	150,617.16
FNMA	3140Q9FM0	FN CA1971	169,932.81	01/18/2022	06/01/2033	179,305.66	495.64	162,117.60	162,613.24
FNMA	3140QGKN6	FN CA8400	185,724.08	03/22/2021	12/01/2035	203,193.76	541.70	177,542.94	178,084.63
FNMA	3140X92C8	FN FM6170	127,629.93	06/25/2021	07/01/2035	138,318.94	425.43	123,134.80	123,560.24
FNMA	3140X9K46	FN FM5714	107,590.08	03/25/2021	11/01/2035	117,205.94	358.63	104,066.50	104,425.13
FNMA	3140XALC4	FN FM6622	209,631.71	03/29/2021	02/01/2036	220,440.84	436.73	189,016.53	189,453.26
FNMA	3140XC4K1	FN FM8925	203,827.43	11/16/2021	08/01/2034	221,025.37	679.42	198,911.11	199,590.54
FNMA	3140XJHF3	FN FS2929	254,256.67	10/18/2022	09/01/2037	246,668.70	847.52	244,592.37	245,439.90
FNMA	3140XJ87	FN FS2986	192,202.60	10/21/2022	10/01/2032	186,496.58	640.68	185,562.00	186,202.67
FNMA			1,612,441.59			1,685,869.89	4,829.87	1,535,156.90	1,539,986.77

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	246,832.69	03/31/2023	04/25/2035	251,586.15	1,028.47	242,419.32	243,447.79
FNMA CMO			246,832.69			251,586.15	1,028.47	242,419.32	243,447.79

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	2,502,134.26	---	11/30/2023	2,502,134.26	0.00	2,502,134.26	2,502,134.26
MMFUND			2,502,134.26			2,502,134.26	0.00	2,502,134.26	2,502,134.26

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	53.88	69,189.75	69,243.63
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	420.20	58,756.20	59,176.40
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	288.29	51,679.65	51,967.94
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	393.13	70,472.25	70,865.38
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	681.42	122,151.90	122,833.32
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	296.32	107,061.55	107,357.87
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	178.50	79,113.75	79,292.25
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	239.94	50,805.15	51,045.09
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	505.08	260,678.00	261,183.08
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	292.50	121,171.25	121,463.75
MUNI			1,050,000.00			1,050,886.10	3,349.25	991,079.45	994,428.70

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000.00	07/19/2022	06/15/2027	274,857.00	3,962.67	262,614.00	266,576.67
SUPRANATIONAL			275,000.00			274,857.00	3,962.67	262,614.00	266,576.67

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	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	131.87	139,869.00	140,000.87
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	87.91	93,246.00	93,333.91
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	8,788.04	1,030,029.00	1,038,817.04
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,766.30	441,441.00	445,207.30
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	1,046.20	122,622.50	123,668.70
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	3,557.07	416,916.50	420,473.57
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,464.67	171,671.50	173,136.17
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,830.84	241,102.50	242,933.34
US GOV	91282CBC4	UNITED STATES TREASURY	50,000.00	10/06/2021	12/31/2025	49,101.56	78.46	45,820.50	45,898.96
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	823.88	481,115.25	481,939.13
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	223.56	319,868.50	320,092.06
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	940.05	406,530.00	407,470.05
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	313.35	135,510.00	135,823.35
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	1,522.32	615,901.00	617,423.32
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	8,042.63	826,428.75	834,471.38
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	2,757.47	283,347.00	286,104.47
US GOV	91282CFB2	UNITED STATES TREASURY	225,000.00	07/07/2023	07/31/2027	212,115.23	2,068.10	212,510.25	214,578.35
US GOV	91282CFB2	UNITED STATES TREASURY	250,000.00	09/15/2023	07/31/2027	234,179.69	2,297.89	236,122.50	238,420.39
US GOV			6,550,000.00			6,433,078.13	39,740.63	6,220,051.75	6,259,792.38

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	4,180.56	243,937.50	248,118.06
YANKEE			250,000.00			250,000.00	4,180.56	243,937.50	248,118.06

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	28,685,352.21	---	---	28,651,383.96	125,465.09	27,646,707.71	27,772,172.80

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

CLEARWATER
ANALYTICS

Report: GAAP Trading Activity
Account: SAM Transit District Agg (136232)
Date: 11/01/2023 - 11/30/2023

* Does not Lock Down

Account	Identifier	Description	Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Price	Principal	Accrued Interest	Realized Gain/Loss	Amount
SAM TR Reserve Fund	002824B89	ABBOTT LABORATORIES	(900,000.00)	3.400	Maturity	11/30/2023	11/30/2023	11/30/2023	100.000	(900,000.00)	0.00	0.00	900,000.00
SAM TR Reserve Fund	14044AC6	COPAR 2021-1 A3	(23,025.11)	0.770	Principal Paydown	11/15/2023	11/15/2023	09/15/2026	---	(23,025.11)	0.00	0.00	23,025.11
SAM Paratransit Fund	14044AC6	COPAR 2021-1 A3	(4,004.37)	0.770	Principal Paydown	11/15/2023	11/15/2023	09/15/2026	---	(4,004.37)	0.00	0.00	4,004.37
SAM TR Reserve Fund	14315FAD9	CARMX 2020-3 A3	(5,161.12)	0.620	Principal Paydown	11/15/2023	11/15/2023	03/17/2025	---	(5,161.11)	0.00	(0.01)	5,161.11
SAM Paratransit Fund	14315FAD9	CARMX 2020-3 A3	(1,490.99)	0.620	Principal Paydown	11/15/2023	11/15/2023	03/17/2025	---	(1,490.96)	0.00	(0.03)	1,490.96
SAM TR Reserve Fund	14316HAC6	CARMX 2020-4 A3	(15,690.79)	0.500	Principal Paydown	11/15/2023	11/15/2023	08/15/2025	---	(15,690.79)	0.00	(0.00)	15,690.79
SAM Paratransit Fund	14316HAC6	CARMX 2020-4 A3	(3,691.95)	0.500	Principal Paydown	11/15/2023	11/15/2023	08/15/2025	---	(3,691.95)	0.00	(0.00)	3,691.95
SAM TR Reserve Fund	14316NAC3	CARMX 2021-1 A3	(8,827.80)	0.340	Principal Paydown	11/15/2023	11/15/2023	12/15/2025	---	(8,827.80)	0.00	0.00	8,827.80
SAM Paratransit Fund	14316NAC3	CARMX 2021-1 A3	(1,557.85)	0.340	Principal Paydown	11/15/2023	11/15/2023	12/15/2025	---	(1,557.85)	0.00	0.00	1,557.85
SAM TR Reserve Fund	3132CWMM3	FH SB0364	(13,420.91)	3.500	Principal Paydown	11/01/2023	11/01/2023	06/01/2035	---	(13,420.91)	0.00	0.00	13,420.91
SAM Paratransit Fund	3132CWMM3	FH SB0364	(2,491.12)	3.500	Principal Paydown	11/01/2023	11/01/2023	06/01/2035	---	(2,491.12)	0.00	0.00	2,491.12
SAM TR Reserve Fund	3133L7LB1	FH RC1222	(6,625.13)	3.500	Principal Paydown	11/01/2023	11/01/2023	12/01/2034	---	(6,625.13)	0.00	0.01	6,625.13
SAM Paratransit Fund	3133L7LB1	FH RC1222	(1,192.52)	3.500	Principal Paydown	11/01/2023	11/01/2023	12/01/2034	---	(1,192.52)	0.00	(0.00)	1,192.52
SAM TR Reserve Fund	3133JA92	FH RC2709	(6,984.07)	4.500	Principal Paydown	11/01/2023	11/01/2023	09/01/2037	---	(6,984.07)	0.00	0.00	6,984.07
SAM Paratransit Fund	3133JA92	FH RC2709	(1,132.44)	4.500	Principal Paydown	11/01/2023	11/01/2023	09/01/2037	---	(1,132.44)	0.00	0.00	1,132.44
SAM TR Reserve Fund	3133QSGZ3	FHS 370 A3	(22,090.68)	1.000	Principal Paydown	11/01/2023	11/01/2023	09/25/2033	---	(22,090.68)	0.00	0.00	22,090.68
SAM TR Reserve Fund	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	(1,150,000.00)	0.250	Maturity	11/27/2023	11/27/2023	11/27/2023	100.000	(1,150,000.00)	0.00	0.00	1,150,000.00
SAM Paratransit Fund	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	(250,000.00)	0.250	Maturity	11/27/2023	11/27/2023	11/27/2023	100.000	(250,000.00)	0.00	0.00	250,000.00
SAM TR Reserve Fund	3137BGK24	FHMS K-043 A2	(1,050.27)	3.062	Principal Paydown	11/01/2023	11/01/2023	12/25/2024	---	(1,050.27)	0.00	0.00	1,050.27
SAM Paratransit Fund	3137BGK24	FHMS K-043 A2	(282.77)	3.062	Principal Paydown	11/01/2023	11/01/2023	12/25/2024	---	(282.76)	0.00	(0.01)	282.76
SAM TR Reserve Fund	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	(1,300,000.00)	0.250	Maturity	11/06/2023	11/06/2023	11/06/2023	100.000	(1,300,000.00)	0.00	0.00	1,300,000.00
SAM Paratransit Fund	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	(275,000.00)	0.250	Maturity	11/06/2023	11/06/2023	11/06/2023	100.000	(275,000.00)	0.00	0.00	275,000.00
SAM TR Reserve Fund	3137F6Z55	FHMS K-J31 A1	(20,591.52)	0.569	Principal Paydown	11/01/2023	11/01/2023	05/26/2026	---	(20,591.52)	0.00	(0.00)	20,591.52
SAM Paratransit Fund	3137F6Z55	FHMS K-J31 A1	(4,856.49)	0.569	Principal Paydown	11/01/2023	11/01/2023	05/26/2026	---	(4,856.49)	0.00	(0.00)	4,856.49
SAM TR Reserve Fund	3137FDH5	FHR 5048 B	(15,647.87)	1.000	Principal Paydown	11/01/2023	11/01/2023	05/25/2033	---	(15,647.87)	0.00	0.00	15,647.87
SAM Paratransit Fund	3137FDH5	FHR 5048 B	(3,310.13)	1.000	Principal Paydown	11/01/2023	11/01/2023	05/25/2033	---	(3,310.13)	0.00	0.00	3,310.13
SAM TR Reserve Fund	3137H4RZ5	FHMS K-J36 A1	(44,955.44)	1.298	Principal Paydown	11/01/2023	11/01/2023	12/25/2026	---	(44,955.44)	0.00	(0.00)	44,955.44
SAM Paratransit Fund	3137H4RZ5	FHMS K-J36 A1	(7,152.00)	1.298	Principal Paydown	11/01/2023	11/01/2023	12/25/2026	---	(7,152.00)	0.00	(0.00)	7,152.00
SAM TR Reserve Fund	3137H8B42	FHMS K-J40 A1	(1,216.85)	3.400	Principal Paydown	11/25/2023	11/25/2023	06/25/2028	---	(1,216.85)	0.00	0.00	1,216.85
SAM Paratransit Fund	3137H8B42	FHMS K-J40 A1	(202.81)	3.400	Principal Paydown	11/25/2023	11/25/2023	06/25/2028	---	(202.81)	0.00	0.00	202.81
SAM TR Reserve Fund	3137H8H79	FHMS K-J41 A1	(1,013.96)	3.137	Principal Paydown	11/01/2023	11/01/2023	01/25/2029	---	(1,013.96)	0.00	0.00	1,013.96
SAM Paratransit Fund	3137H8H79	FHMS K-J41 A1	(168.99)	3.137	Principal Paydown	11/01/2023	11/01/2023	01/25/2029	---	(168.99)	0.00	(0.00)	168.99
SAM TR Reserve Fund	3137H9Z8N	FHMS K-J42 A1	(990.61)	3.902	Principal Paydown	11/01/2023	11/01/2023	07/25/2029	---	(990.61)	0.00	(0.00)	990.61
SAM Paratransit Fund	3137H9Z8N	FHMS K-J42 A1	(165.85)	3.902	Principal Paydown	11/01/2023	11/01/2023	07/25/2029	---	(165.85)	0.00	0.00	165.85
SAM TR Reserve Fund	3137H9MM8	FHMS K-J43 A1	(804.87)	4.377	Principal Paydown	11/25/2023	11/25/2023	12/25/2028	---	(804.87)	0.00	0.00	804.87
SAM Paratransit Fund	3137H9MM8	FHMS K-J43 A1	(122.97)	4.377	Principal Paydown	11/25/2023	11/25/2023	12/25/2028	---	(122.97)	0.00	0.00	122.97
SAM TR Reserve Fund	3137H9Q79	FHMS K-J44 A1	(1,158.93)	4.558	Principal Paydown	11/01/2023	11/01/2023	01/25/2029	---	(1,158.93)	0.00	0.00	1,158.93
SAM Paratransit Fund	3137H9Q79	FHMS K-J44 A1	(177.06)	4.558	Principal Paydown	11/01/2023	11/01/2023	01/25/2029	---	(177.06)	0.00	0.00	177.06
SAM TR Reserve Fund	3137HA4K9	FHMS K-J45 A1	(516.08)	4.455	Principal Paydown	11/01/2023	11/01/2023	11/25/2028	---	(516.08)	0.00	0.00	516.08
SAM Paratransit Fund	3137HA4K9	FHMS K-J45 A1	(78.85)	4.455	Principal Paydown	11/01/2023	11/01/2023	11/25/2028	---	(78.85)	0.00	0.00	78.85
SAM TR Reserve Fund	3137HAD45	FHMS K-J46 A1	(735.70)	4.777	Principal Paydown	11/01/2023	11/01/2023	06/25/2028	---	(735.70)	0.00	(0.00)	735.70
SAM Paratransit Fund	3137HAD45	FHMS K-J46 A1	(114.16)	4.777	Principal Paydown	11/01/2023	11/01/2023	06/25/2028	---	(114.16)	0.00	(0.00)	114.16
SAM TR Reserve Fund	3137HAGY6	FHMS K-752 A1	(1,157.07)	4.284	Principal Paydown	11/01/2023	11/01/2023	01/25/2029	---	(1,157.07)	0.00	(0.00)	1,157.07
SAM Paratransit Fund	3137HAGY6	FHMS K-752 A1	(179.07)	4.284	Principal Paydown	11/01/2023	11/01/2023	01/25/2029	---	(179.07)	0.00	(0.00)	179.07
SAM TR Reserve Fund	3137HB3D4	FHMS K-510 A2	655,000.00	5.069	Buy	11/14/2023	11/21/2023	10/25/2028	99.711	653,106.40	1,844.55	0.00	(654,950.95)
SAM Paratransit Fund	3137HB3D4	FHMS K-510 A2	100,000.00	5.069	Buy	11/14/2023	11/21/2023	10/25/2028	99.711	99,710.90	281.61	0.00	(99,992.51)
SAM TR Reserve Fund	3137HB3G7	FHMS K-511 A2	1,000,000.00	4.860	Buy	11/28/2023	12/07/2023	10/25/2028	99.713	997,127.00	0.00	0.00	(997,127.00)
SAM Paratransit Fund	3137HB3G7	FHMS K-511 A2	150,000.00	4.860	Buy	11/28/2023	12/07/2023	10/25/2028	99.713	149,569.05	0.00	0.00	(149,569.05)
SAM TR Reserve Fund	31394CP22	FNR 2005-33 QE	(19,638.70)	5.000	Principal Paydown	11/01/2023	11/01/2023	04/25/2035	---	(19,638.70)	0.00	0.00	19,638.70
SAM Paratransit Fund	31394CP22	FNR 2005-33 QE	(2,980.87)	5.000	Principal Paydown	11/01/2023	11/01/2023	04/25/2035	---	(2,980.87)	0.00	(0.00)	2,980.87
SAM TR Reserve Fund	3140K7XA6	FN BP0672	(10,146.45)	3.000	Principal Paydown	11/01/2023	11/01/2023	03/01/2035	---	(10,146.45)	0.00	0.00	10,146.45
SAM Paratransit Fund	3140K7XA6	FN BP0672	(1,790.55)	3.000	Principal Paydown	11/01/2023	11/01/2023	03/01/2035	---	(1,790.55)	0.00	0.00	1,790.55
SAM TR Reserve Fund	3140Q9FM0	FN CA1971	(11,954.52)	3.500	Principal Paydown	11/01/2023	11/01/2023	06/01/2033	---	(11,954.52)	0.00	0.00	11,954.52
SAM Paratransit Fund	3140Q9FM0	FN CA1971	(1,793.18)	3.500	Principal Paydown	11/01/2023	11/01/2023	06/01/2033	---	(1,793.18)	0.00	0.00	1,793.18
SAM TR Reserve Fund	3140QGNK6	FN CA8400	(7,796.85)	3.500	Principal Paydown	11/01/2023	11/01/2023	12/01/2035	---	(7,796.85)	0.00	0.00	7,796.85
SAM Paratransit Fund	3140QGNK6	FN CA8400	(1,526.08)	3.500	Principal Paydown	11/01/2023	11/01/2023	12/01/2035	---	(1,526.08)	0.00	0.00	1,526.08
SAM TR Reserve Fund	3140X9ZC8	FN FM6170	(69,320.16)	4.000	Principal Paydown	11/01/2023	11/01/2023	07/01/2035	---	(69,320.16)	0.00	0.00	69,320.16
SAM Paratransit Fund	3140X9ZC8	FN FM6170	(12,997.53)	4.000	Principal Paydown	11/01/2023	11/01/2023	07/01/2035	---	(12,997.53)	0.00	0.00	12,997.53
SAM TR Reserve Fund	3140X9K46	FN FM5714	(5,488.39)	4.000	Principal Paydown	11/01/2023	11/01/2023	11/01/2035	---	(5,488.39)	0.00	(0.00)	5,488.39
SAM Paratransit Fund	3140X9K46	FN FM5714	(980.07)	4.000	Principal Paydown	11/01/2023	11/01/2023	11/01/2035	---	(980.07)	0.00	0.00	980.07
SAM TR Reserve Fund	3140XALC4	FN FM6622	(21,931.26)	2.500	Principal Paydown	11/01/2023	11/01/2023	02/01/2036	---	(21,931.26)	0.00	(0.00)	21,931.26

Account	Identifier	Description	Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Price	Principal	Accrued Interest	Realized Gain/Loss	Amount
SAM Paratransit Fund	3140XALC4	FN FM6622	(4,112.11)	2.500	Principal Paydown	11/01/2023	11/01/2023	02/01/2036	---	(4,112.11)	0.00	(0.00)	4,112.11
SAM TR Reserve Fund	3140XC4K1	FN FM8925	(14,138.05)	4.000	Principal Paydown	11/01/2023	11/01/2023	08/01/2034	---	(14,138.05)	0.00	0.00	14,138.05
SAM Paratransit Fund	3140XC4K1	FN FM8925	(2,650.88)	4.000	Principal Paydown	11/01/2023	11/01/2023	08/01/2034	---	(2,650.88)	0.00	(0.00)	2,650.88
SAM TR Reserve Fund	3140XHQQ3	FN FS2262	(11,546.69)	4.000	Principal Paydown	11/01/2023	11/01/2023	06/01/2037	---	(11,546.69)	0.00	(0.00)	11,546.69
SAM TR Reserve Fund	3140XHFE3	FN FS2929	(18,833.62)	4.000	Principal Paydown	11/01/2023	11/01/2023	09/01/2037	---	(18,833.62)	0.00	0.00	18,833.62
SAM Paratransit Fund	3140XHFE3	FN FS2929	(3,138.94)	4.000	Principal Paydown	11/01/2023	11/01/2023	09/01/2037	---	(3,138.94)	0.00	0.00	3,138.94
SAM TR Reserve Fund	3140XJ87	FN FS2986	(31,091.34)	4.000	Principal Paydown	11/01/2023	11/01/2023	10/01/2032	---	(31,091.34)	0.00	(0.00)	31,091.34
SAM Paratransit Fund	3140XJ87	FN FS2986	(4,402.05)	4.000	Principal Paydown	11/01/2023	11/01/2023	10/01/2032	---	(4,402.05)	0.00	0.00	4,402.05
SAM TR Reimbursement Fund	31846V534	FIRST AMER-US TRS MM Y	37,285.23	4.960	Buy	11/02/2023	11/02/2023	11/30/2023	1.000	37,285.23	0.00	0.00	(37,285.23)
SAM TR Reserve Fund	31846V534	FIRST AMER-US TRS MM Y	4,411,932.29	4.960	Buy	---	---	11/30/2023	1.000	4,411,932.29	0.00	0.00	(4,411,932.29)
SAM TR Reserve Fund	31846V534	FIRST AMER-US TRS MM Y	(964,896.36)	4.960	Sell	---	---	11/30/2023	1.000	(964,896.36)	0.00	0.00	964,896.36
SAM Paratransit Fund	31846V534	FIRST AMER-US TRS MM Y	690,260.86	4.960	Buy	---	---	11/30/2023	1.000	690,260.86	0.00	0.00	(690,260.86)
SAM Paratransit Fund	31846V534	FIRST AMER-US TRS MM Y	(144,984.59)	4.960	Sell	---	---	11/30/2023	1.000	(144,984.59)	0.00	0.00	144,984.59
SAM TR Reserve Fund	362554AC1	GMCAR 2021-4 A3	(18,137.16)	0.680	Principal Paydown	11/16/2023	11/16/2023	09/16/2026	---	(18,137.17)	0.00	0.01	18,137.17
SAM Paratransit Fund	362554AC1	GMCAR 2021-4 A3	(3,062.12)	0.680	Principal Paydown	11/16/2023	11/16/2023	09/16/2026	---	(3,062.12)	0.00	0.00	3,062.12
SAM TR Reserve Fund	362590AC5	GMCAR 2020-3 A3	(21,313.63)	0.450	Principal Paydown	11/16/2023	11/16/2023	04/16/2025	---	(21,313.63)	0.00	(0.00)	21,313.63
SAM TR Reserve Fund	36260KAC8	GMCAR 2020-4 A3	(13,905.59)	0.380	Principal Paydown	11/16/2023	11/16/2023	08/18/2025	---	(13,905.59)	0.00	0.00	13,905.59
SAM Paratransit Fund	36260KAC8	GMCAR 2020-4 A3	(2,954.94)	0.380	Principal Paydown	11/16/2023	11/16/2023	08/18/2025	---	(2,954.94)	0.00	0.00	2,954.94
SAM TR Reserve Fund	380140AC7	GMCAR 213 A3	(27,168.55)	0.480	Principal Paydown	11/16/2023	11/16/2023	06/16/2026	---	(27,168.55)	0.00	(0.00)	27,168.55
SAM Paratransit Fund	380140AC7	GMCAR 213 A3	(4,676.55)	0.480	Principal Paydown	11/16/2023	11/16/2023	06/16/2026	---	(4,676.55)	0.00	(0.00)	4,676.55
SAM TR Reserve Fund	438123AC5	HAROT 2023-4 A3	310,000.00	5.670	Buy	11/01/2023	11/08/2023	06/21/2028	99.982	309,945.41	0.00	0.00	(309,945.41)
SAM Paratransit Fund	438123AC5	HAROT 2023-4 A3	45,000.00	5.670	Buy	11/01/2023	11/08/2023	06/21/2028	99.982	44,992.08	0.00	0.00	(44,992.08)
SAM TR Reserve Fund	43815GAC3	HAROT 2021-4 A3	(25,001.37)	0.880	Principal Paydown	11/21/2023	11/21/2023	01/21/2026	---	(25,001.36)	0.00	(0.01)	25,001.36
SAM Paratransit Fund	43815GAC3	HAROT 2021-4 A3	(4,619.82)	0.880	Principal Paydown	11/21/2023	11/21/2023	01/21/2026	---	(4,619.82)	0.00	0.00	4,619.82
SAM TR Reserve Fund	44891RAC4	HART 2020-C A3	(49,210.81)	0.380	Principal Paydown	11/15/2023	11/15/2023	05/15/2025	---	(49,210.80)	0.00	(0.01)	49,210.80
SAM Paratransit Fund	44891RAC4	HART 2020-C A3	(10,826.38)	0.380	Principal Paydown	11/15/2023	11/15/2023	05/15/2025	---	(10,826.38)	0.00	0.00	10,826.38
SAM TR Reserve Fund	44933LAC7	HART 2021-A A3	(16,184.77)	0.380	Principal Paydown	11/15/2023	11/15/2023	09/15/2025	---	(16,184.77)	0.00	0.00	16,184.77
SAM Paratransit Fund	44933LAC7	HART 2021-A A3	(3,140.33)	0.380	Principal Paydown	11/15/2023	11/15/2023	09/15/2025	---	(3,140.33)	0.00	0.00	3,140.33
SAM TR Reserve Fund	44935FAD6	HART 2021-C A3	(19,751.11)	0.740	Principal Paydown	11/15/2023	11/15/2023	05/15/2026	---	(19,751.11)	0.00	0.00	19,751.11
SAM Paratransit Fund	44935FAD6	HART 2021-C A3	(3,338.22)	0.740	Principal Paydown	11/15/2023	11/15/2023	05/15/2026	---	(3,338.22)	0.00	0.00	3,338.22
SAM TR Reserve Fund	47787NAC3	JDOT 2020-B A3	(1,424.57)	0.510	Principal Paydown	11/15/2023	11/15/2023	11/15/2024	---	(1,424.55)	0.00	(0.02)	1,424.55
SAM Paratransit Fund	47787NAC3	JDOT 2020-B A3	(341.90)	0.510	Principal Paydown	11/15/2023	11/15/2023	11/15/2024	---	(341.91)	0.00	0.01	341.91
SAM TR Reserve Fund	50117TAC5	KCOT 2021-1 A3	(20,728.58)	0.620	Principal Paydown	11/15/2023	11/15/2023	08/15/2025	---	(20,728.58)	0.00	0.00	20,728.58
SAM TR Reserve Fund	65480BAC1	NAROT 2021-A A3	(70,455.68)	0.330	Principal Paydown	11/15/2023	11/15/2023	10/15/2025	---	(70,455.70)	0.00	0.02	70,455.70
SAMTR - ICD	902656602	UBS SL ESG PRIME PFD	4,731.96	5.430	Buy	11/01/2023	11/01/2023	11/30/2023	1.000	4,732.91	0.00	0.00	(4,732.91)
SAM TR Reserve Fund	92868KAC7	VALET 2021-1 A3	(38,011.81)	1.020	Principal Paydown	11/20/2023	11/20/2023	06/22/2026	---	(38,011.81)	0.00	0.00	38,011.81
SAM Paratransit Fund	92868KAC7	VALET 2021-1 A3	(6,381.54)	1.020	Principal Paydown	11/20/2023	11/20/2023	06/22/2026	---	(6,381.54)	0.00	(0.00)	6,381.54
SAM TR Reserve Fund	98163KAC6	WOART 2021-D A3	(27,634.01)	0.810	Principal Paydown	11/15/2023	11/15/2023	10/15/2026	---	(27,634.01)	0.00	(0.01)	27,634.01
SAM Paratransit Fund	98163KAC6	WOART 2021-D A3	(4,687.91)	0.810	Principal Paydown	11/15/2023	11/15/2023	10/15/2026	---	(4,687.91)	0.00	(0.00)	4,687.91
---	---	---	1,544,076.60	3.603	---	---	---	02/06/2025	---	1,538,528.42	2,126.16	(0.03)	(1,540,654.58)

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down. While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend using them for booking journal entries or reconciliation.

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

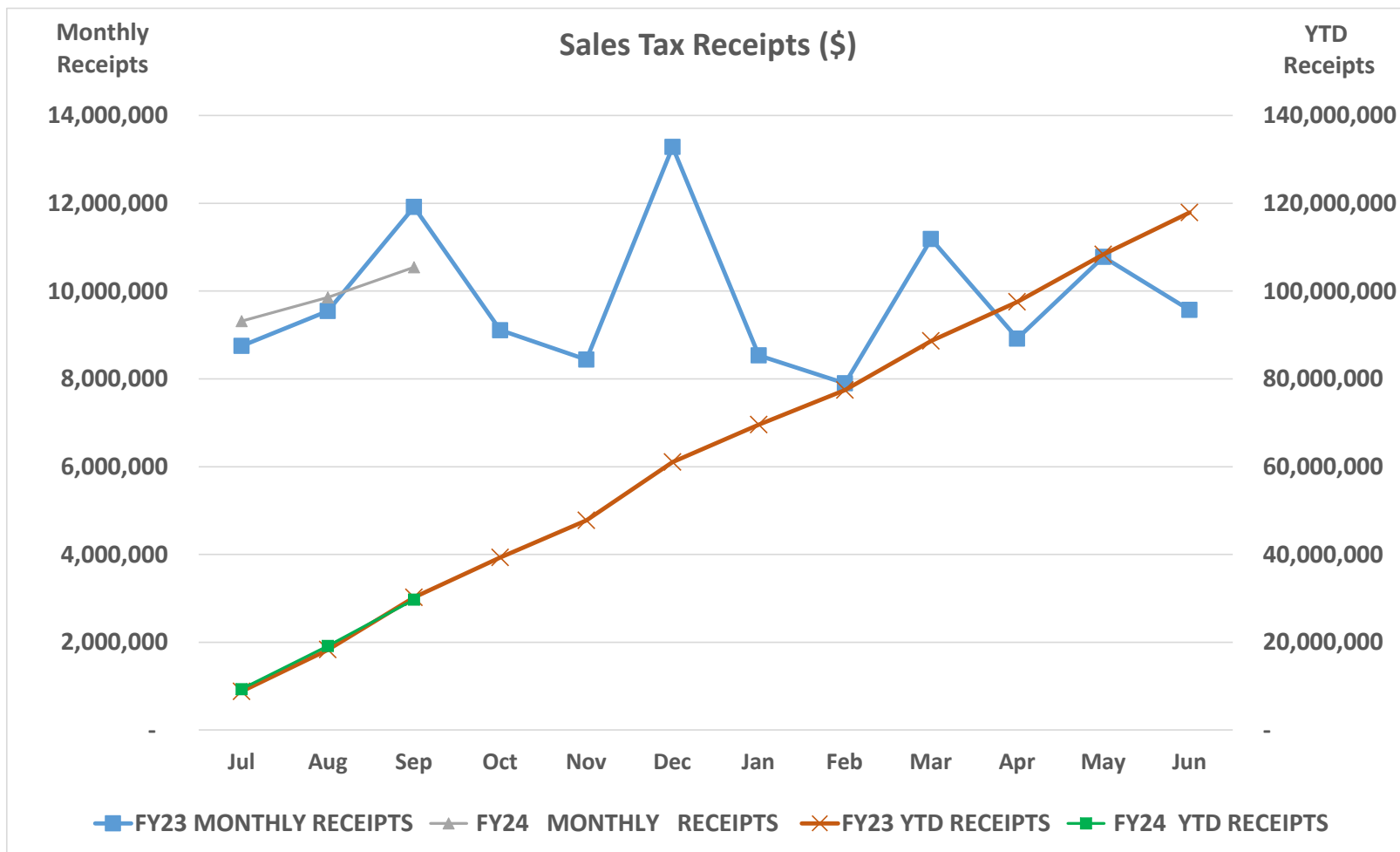
BUDGET AMENDMENTS

	Amount	Line Item	Description
Nov-23	\$ 5,725,000	Page 2 line 9 - District Sales Tax	CUB New Contract
	\$ 5,725,000	Page 3 line 34 - Contracted Urban Bus Service	CUB New Contract
	<u>\$ 11,450,000</u>	Total	<u>\$ -</u> Total

BUDGET REVISIONS

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

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2024
Measure A Sales Tax
November 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
NOVEMBER 2023

	FY23 MONTHLY RECEIPTS*	FY24 MONTHLY RECEIPTS*	MONTHLY % Change	FY23 YTD RECEIPTS	FY24 YTD RECEIPTS	YTD % Change
Jul	8,751,087	9,314,718	6.4%	8,751,087	9,314,718	6.4%
Aug	9,545,280	9,853,612	3.2%	18,296,367	19,168,331	4.8%
Sep	11,914,443	10,543,395	(11.5%)	30,211,052	29,711,726	(1.7%)
Oct	9,109,158		(100.0%)	39,320,211		(100.0%)
Nov	8,437,702		(100.0%)	47,757,912		(100.0%)
Dec	13,282,326		(100.0%)	61,040,237		(100.0%)
Jan	8,533,234		(100.0%)	69,573,472		(100.0%)
Feb	7,899,675		(100.0%)	77,473,147		(100.0%)
Mar	11,183,491		(100.0%)	88,656,640		(100.0%)
Apr	8,918,606		(100.0%)	97,575,245		(100.0%)
May	10,777,353		(100.0%)	108,352,598		(100.0%)
Jun	9,567,557		(100.0%)	117,919,911		(100.0%)
Total	<u>117,919,911</u>	<u>29,711,726</u>				

**San Mateo County Transit District
Staff Report**

To: Finance Committee
 Through: April Chan, General Manager/CEO
 From: Kate Jordan Steiner, Chief Financial Officer
 Subject: **Authorize the Filing of an Application with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds for Fiscal Year 2023-24**

Action

Staff proposes the Finance Committee recommend the Board of Directors (Board) authorize filing a claim to receive Transportation Development Act (TDA) Article 4.0 and 4.5 funds, State Transit Assistance (STA) funds, including funds from the State of Good Repair Program for capital projects, and Regional Measure 2 (RM2) funds for Fiscal Year 2023-24 (FY2024). The total amount to be claimed and received by the San Mateo County Transit District (District) is \$70,713,573. The District is also claiming \$14,396,203 in STA operating and State of Good Repair capital funds on behalf of, and to be passed-through to, the Peninsula Corridor Joint Powers Board (JPB).

Based on the Metropolitan Transportation Commission’s (MTC) latest estimates, the District is allowed to claim the following amounts for FY2024:

<u>Funding Source</u>	San Mateo County Transit District FY2024 MTC Claims	
<u>Transportation Development Act (TDA)</u>		
TDA Article 4.0 (SamTrans Bus)	\$	53,593,748
TDA Article 4.5 (Paratransit)		2,820,723
TDA Total	\$	56,414,471
<u>State Transit Assistance (STA)</u>		
Revenue Based	\$	11,386,584
Population Based		1,066,735
STA Total	\$	12,453,319
Total District Operating TDA & STA	\$	68,867,790
RM2 (SamTrans Owl Service)	\$	245,834
SamTrans State of Good Repair Capital Funding	\$	1,599,949
Total District TDA, STA, RM2, and State of Good Repair Funding	\$	70,713,573

Funding Source	Peninsula Corridor Joint Powers Board FY2024 MTC Claims	
STA Revenue Based	\$	12,800,936
State of Good Repair Capital Funding		1,595,267
Total JPB STA and State of Good Repair Funding	\$	14,396,203

Significance

TDA and STA funding allocated by the MTC supports the District’s fixed-route bus and paratransit services for San Mateo County residents. In addition, the District claims STA capital funds from the State of Good Repair Program established through Senate Bill 1 in April 2017. Furthermore, the District claims STA funds on behalf of the JPB, which funds will be used to support the JPB’s operating and capital budgets.

In addition to TDA and STA funds, the MTC allocates RM2 bridge toll revenues. The District’s RM2 claim will offset operating costs for Route 397, which provides late-night Owl Service from the Palo Alto Caltrain Station to the San Francisco International Airport and then to the Transbay Terminal in San Francisco.

The District must submit an application to the MTC each year to receive the allocations outlined above.

Budget Impact

The District’s FY2024 Operating Budget includes TDA funding in the amount of \$56.4 million, STA funding in the amount of \$12.5 million, and RM2 funding in the amount of \$0.2 million. The District’s FY2024 Capital Budget includes State of Good Repair funding in the amount of \$1.5 million. Subsequent to the budget adoption, \$1.6 million was confirmed in State of Good Repair funding. The full \$1.6 million will be applied to the Replacement of (135) 2009 Model-Year Gillig Heavy Duty Diesel Buses Project, which will reduce the need for Measure W sales tax funds.

Additionally, the JPB’s FY2024 Operating Budget includes STA funding in the amount of \$12.8 million and STA State of Good Repair Capital funding in the amount of \$1.6 million. The STA claim filed on behalf of the JPB has no impact on the District’s budget. While the JPB is eligible to receive STA funds, the District, as an eligible TDA recipient, must claim the funds.

Background

TDA funding provides a significant share of the District’s operating revenues. TDA and STA dollar amounts cited are estimates from the MTC and are subject to adjustment if actual receipts differ from projections over the course of the fiscal year.

Prepared By: Cleo Liao	Manager, Budgets	650-508-7756
Daniel Srour	Senior Budget Analyst	650-508-6302

Resolution No. 2024-

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

* * *

**Authorizing the Filing of an Application with the Metropolitan Transportation
Commission for Transportation Development Act, State Transit Assistance
and Regional Measure 2 Funds for Fiscal Year 2023-24**

Whereas, the Metropolitan Transportation Commission (MTC) is the transportation planning agency for the nine county San Francisco Bay Area and, as such, distributes assorted federal and state transit and transportation planning funds to cities, counties, and other entities to spend, including funds authorized by the Transportation Development Act of 1971 (TDA) and Regional Measure 2 (RM2), as set forth below; and

Whereas, the TDA (Public Utilities Code §§ 99200 et seq.) provides for the disbursement of TDA Article 4.0 and 4.5 Funds, and State Transit Assistance (STA) Funds (Public Utilities Code §§ 99310 et seq.); and

Whereas, RM2 (Streets and Highway Code §§ 30921, 30914 and 30914.5) was adopted by the voters of seven Bay Area counties in 2004 to provide funding for new transit options in the Bay Area's toll bridge corridors, to relieve traffic congestion and bottlenecks, and to build secondary transit connections, with funds available to specific recipients subject to application to the MTC; and

Whereas, the San Mateo County Transit District (District) acts as managing agency for the Peninsula Corridor Joint Powers Board (JPB); and

Whereas, for technical reasons, the JPB is not eligible to apply for funds under these three sources, but the District can apply for funds on behalf of the JPB; and

Whereas, the District is an eligible claimant for funds under the sources described above to support transit operations and planning, and to pass through funds to other entities including the JPB, San Mateo County, the City/County Association of Governments of San Mateo County, cities in San Mateo County, and the entity responsible for administering the Paratransit Coordinating Council (Public Utilities Code §§ 99260(a), 99260.2, 99260.6 and 99275; Resolution Nos. 2012-26 and 2012-28, dated June 13, 2012, and District's Opinion of Counsel dated May 9, 2013); and

Whereas, the MTC has provided the District with estimates of its share of TDA and STA funds for Fiscal Year 2023-24 (FY2024), subject to adjustment if actual receipts differ from projections over the course of the fiscal year; and

Whereas, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (Board) authorize the General Manager/CEO, or designee, to apply to the MTC for funds for FY2024 from the specified sources and for the purposes set forth below:

1. TDA Article 4.0 (SamTrans Bus Operating): \$53,593,748
2. TDA Article 4.5 (Paratransit Operating): \$2,820,723
3. STA Revenue Based (SamTrans Bus Operating): \$11,386,584
4. STA Population Based (Paratransit Operating): \$1,066,735
5. RM2 (SamTrans Owl Service): \$245,834
6. STA State of Good Repair (SamTrans Capital): \$1,599,949
7. JPB: STA Revenue Based (Caltrain Operating): \$12,800,936
8. JPB: STA State of Good Repair (Caltrain Capital): \$1,595,267

Now, Therefore, Be It Resolved by the Board of Directors of the San Mateo County Transit District that the General Manager/CEO, or designee, hereby is authorized and directed to file appropriate claims for Transportation Development Act Article 4.0 and 4.5 Funds, State Transit Assistance Funds, and Regional Measure 2 Funds, together with all necessary supporting

documents, with the Metropolitan Transportation Commission for Fiscal Year 2024 as listed above; and

Be It Further Resolved, that the General Manager/CEO, or designee, is authorized and directed to file appropriate amendments to these claims, together with all necessary supporting documents, with the MTC to carry out the policies of the Board and attendant funding requirements during FY2024, as may be adopted from time to time by the Board; and

Be It Further Resolved, that the District indemnifies and holds harmless the MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the District, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under the allocation of RM2 funds. In addition to any other remedy authorized by law, the MTC may retain as much of the funding due under the allocation of RM2 funds as shall reasonably be considered necessary by the MTC until disposition has been made of any claim for damages; and

Be It Further Resolved, that the General Manager/CEO, or designee, is authorized and directed to transmit an executed copy of this Resolution to the MTC in conjunction with the filing of the claims authorized pursuant to this Resolution, and to request that the MTC concur in these fundings and grant the allocation of funds as specified.

Regularly passed and adopted this 10th day of January, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Proclamation

Declaring January as National Slavery and Human Trafficking Prevention Month

Whereas, the San Mateo County Transit District (District) supports the observation of National Slavery and Human Trafficking Prevention Month during the month of January to raise awareness of, and opposition to, modern slavery and human trafficking; and

Whereas, the Trafficking Victims Protection Act of 2000, as amended (TVPA), defines severe forms of trafficking in persons as sex trafficking in which a commercial sex act is induced by force, fraud, or coercion, or in which the person induced to perform such an act has not attained 18 years of age; and

Whereas, the TVPA also defines severe forms of trafficking as the recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of subjection to involuntary servitude, peonage, debt bondage, or slavery; and

Whereas, according to the US Department of State, approximately 14,500 to 17,500 individuals are trafficked into the United States each year; and

Whereas, in 2018, the District supported AB 2034, which required specified businesses and other establishments that operate intercity passenger rail, light rail or bus stations to provide employee training on how to both recognize the signs of human trafficking and report those signs to the appropriate law enforcement agency; and

Whereas, the United States should hold accountable all individuals, groups, organizations, governments, and countries that support, advance, or commit acts of modern slavery and human trafficking; and

Whereas, because the people of the United States remain committed to protecting individual freedom, there is a national imperative to eliminate human trafficking and modern slavery; and

Whereas, through education, the United States must also work to end human trafficking and modern slavery in all forms in the United States and around the world.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors does hereby recognize January as National Slavery and Human Trafficking Prevention Month.

Regularly passed and adopted this 10th day of January, 2024.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2024

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

APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: January 3, 2024
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: General Manager/CEO Report

Ridership Recovery

SamTrans total trips for the first four months of Fiscal Year (FY) 2024, ending October 31, 2023, was 86.9 percent of its ridership compared to the same period in 2019. SamTrans ridership recovery continues to compare favorably with local peer agencies and out-of-state bus public transportation providers. The national bus ridership recovery rate achieved an average of 76.2 percent year to date (YTD), just above three-quarters of the national pre-pandemic ridership. Local rail systems remain at a lower recovery rate compared to buses and to the national rail recovery rate.

	Total Trips YTD October 2019	Total Trips YTD October 2023	Ridership Recovery Rate
SamTrans	3,822,792	3,323,467	86.9%
AC Transit	19,068,053	13,374,818	70.1%
SFMTA	70,869,609	51,945,303	73.3%
VTA	9,532,573	7,530,887	79.0%
Dallas	13,115,194	9,785,386	74.6%
Seattle - King	41,819,632	26,013,895	62.2%
Chicago	82,502,707	57,566,790	69.8%
Atlanta	18,136,975	11,165,693	61.6%
New York MTA	245,579,098	206,564,939	84.1%
National Bus	1,570,337,653	1,197,146,889	76.2%
Caltrain	6,713,960	2,423,739	36.1%
BART Extension	4,739,584	2,075,885	43.8%
BART System	44,486,951	19,054,839	42.8%
National Rail	1,678,425,849	1,128,592,371	67.2%
Total NTD Trips	3,419,719,797	2,447,309,862	71.6%

Bus Operator Staffing

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	12	314**

* Class 183 graduated 14 Bus Operator Trainees on December 21, 2023. Class 184 has 4 trainees and Class 185 (that started on December 6) has 8 trainees; both classes are using the new West Base Training Center, located in Colma.

** This number excludes 12 trainees from Classes 184 and 185.

Ride Plus - Fare Collection

Start of fare collection on the microtransit service Ride Plus has continued to be delayed due to configuration issues with handheld Clipper 2.0 devices. MTC and Cubic (Clipper 2.0 system integrator) are working with their international development team to resolve the issues. Staff will provide an update at the January 10 Board meeting.

Regional/MTC Matters

Clipper BayPass Phase 2

MTC (Metropolitan Transportation Commission) and BART (Bay Area Rapid Transit) continue to partner with Bay Area public transit agencies to study the benefits of a transit pass that provides access to all transit services on Clipper in the nine-county Bay Area. Up to 10 employers will be selected to participate in Phase 2 of the pilot program. MTC and BART have announced the first three employers to participate – providing Clipper BayPass to more than 8,000 individuals. On January 1, 2024, select employees from the University of California at San Francisco (UCSF) and all employees of City of Menlo Park will receive a Clipper BayPass, which allows access to all bus, rail, and ferry services in the nine-county San Francisco Bay Area that accept Clipper at no charge (except for San Francisco Muni Cable Cars). On January 15, 2024, residents and employees of Alameda Transportation Management Association member organizations will also receive a Clipper BayPass. These new BayPass participant cohorts are in addition to the existing BayPass participants from 12 MidPen Housing locations: Santa Rosa Junior College, University of California at Berkeley, San Francisco State University, and San Jose State University.

Regional Network Management Council

As staff has previously reported, MTC has set up a Transit Regional Network Management (RNM) Council to be made up of 11 members, including 10 transit agency general managers, and the MTC Executive Director. The General Manager/CEO of the San Mateo County Transit District is one of the 11 members who sit on the RNM Council. At the November 27, 2023 meeting, Bob Powers of BART was elected Chair, and I (April Chan), was elected as Vice Chair of the RNM Council.

At the December meeting, the RNM Council voted to endorse the RNM Council Charter and approve the FY 2023-2024 and FY 2024-2025 Workplans. The RNM Council Work Plan is anchored by the Transit Transformation Action Plan (TAP) “desired outcomes” and the Mission and Vision of the RNM. Items included in this year’s Work Plan aim to balance between initiatives already having momentum and funding (such as the roll-out of the regional mapping

and wayfinding system) and introducing new priorities that would benefit from systematic, consistent regional implementation support, such as cross-agency fare pilots and initiatives. Work Plan items share a common focus on tangible customer benefits.

Regional Transportation Revenue Measure

MTC has spearheaded conversations about a regional ballot measure supporting transit agencies and other transportation infrastructure and projects to address Bay Area transit operators' fiscal cliffs. In January, MTC is considering an outline of the enabling legislation required to put such a measure on the 2026 ballot. Staff participates in the Regional Ballot Measure Working Group facilitated by MTC and will continue to engage as this process progresses.

Bus Transportation Safety Campaign

The December 2023 Safety Campaign focuses on merging safely to avoid accidents. Operators should avoid changing lanes unless it is completely clear and free of obstructions and vehicles. Bus Operators are reminded to use their signals and check their mirrors for blind spots before merging into lanes.

Bus Operator Employee of the Month (EOM) Recognitions

Sabeur Ayari is the November 2023 Bus Operator of the Month at North Base. This is the first EOM award he achieved during his initial two years of service with the District. **Ricardo Francia** is the November 2023 Bus Operator of the Month at South Base. Operator Sanchez has been driving with the District for twenty years, and this is his second EOM award.

Bus Maintenance Employee of the Month (EOM) Recognitions

Ryan Ramirez is the November 2023 Mechanic of the Month at North Base. This is his first EOM during his five years of service with the District. **Narend Chand** is the November 2023 Mechanic of the Month at South Base. This is his fifth EOM during his six years of service with the District. He was Employee of the Year in 2011.



BOARD OF DIRECTORS 2024

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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, January 10, 2024 – 2:30 pm

- | | | |
|--------|--|---------------|
| 8.a.1. | Call to Order | |
| 8.a.2. | Approval of Minutes of the Legislative Committee Meeting of December 6, 2023 | Motion |
| 8.a.3. | State and Federal Legislative Update | Informational |
| 8.a.4. | Adoption of 2024 Legislative Program | Motion |
| 8.a.5. | 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**

December 6, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

10.c.1. Call to Order

Committee Chair Ray Mueller called the meeting to order at 3:38 pm.

10.c.2. Approval of Minutes of the Legislative Committee Meeting of November 1, 2023

Motion/Second: Esser/Ratto

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

Noes: None

Absent: None

10.c.3. State and Federal Legislative Update

Jessica Epstein, Manager, Government and Community Affairs, introduced Michael Pimentel and Matt Robinson, Shaw Yoder Antwih Schmelzer & Lange, who are the lead lobbyists for SamTrans in Sacramento. Mr. Robinson provided an update on recent state legislation and leadership that included monitoring several Brown Act bills that would make it easier for non-decision-making bodies to meet remotely and conduct business the way they did throughout the pandemic. Mr. Pimentel provided an update on the state budget regarding accountability and reform. He noted a new requirement under the Budget Act for state transportation agencies to set up a transit transformation task force consisting of CalSTA (California State Transportation Agency) and Caltrans (California Department of Transportation) representatives. He also provided updates on finances and investments. Mr. Robinson said that on January 10, the Governor would release his Fiscal Year 2024-2025 budget and commented on what is being called a budgetary problem, not a deficit.

Ms. Epstein said , there would be a two-tiered continuing resolution (CR) at the federal level and noted leadership updates.

Committee Member Rico Medina asked about discussions regarding merging Caltrain and BART (Bay Area Rapid Transit), which would also affect SamTrans. Ms. Epstein said MTC (Metropolitan Transportation Commission) has conducted some polling, and there has been much recent conversation about whether to merge Caltrain and BART, but that staff does not anticipate at this time MTC including it in a ballot measure. She said an enabling statute for a 2026 transportation ballot measure is being taken to the MTC Legislative Committee on December 8 as an informational item and would be brought back to that committee in January as an action item.

Director David Canepa noted that as an MTC Commissioner and Chair of MTC's Legislative Committee, information is available online and the goal is to share the information with the public and elected officials. He said MTC would review the voter survey and provide an update on the regional transportation measure. He said MTC is focusing on regional transportation measures and how the 27 transit operators in the area can work together collaboratively to achieve an integrated system that works well for riders. He noted that the proposed merger would be an informational item at the December 8 meeting and would go to the Legislative Committee in January before going on to the full Board; he encouraged input from everyone.

Committee Chair Mueller spoke against any proposed Caltrain and BART merger. Ms. Epstein noted that the MTC staff report did not specifically call out a merger but that it was well within what could be discussed at the upcoming MTC meeting. The Board members provided general informal support for sending a letter to MTC.

April Chan, General Manager/CEO, said she would author a letter to MTC on behalf of the Board.

Director Marina Fraser said there was no benefit to County taxpayers to taking on the burden of BART and said she would support sending a letter to MTC.

The Board approved a motion for a letter to be sent to MTC advising them on the perceived effect of the proposals to merge BART and Caltrain, to be signed by both the Chair and the General Manager/CEO).

Director Canepa said he was abstaining due to a potential conflict with his role as MTC Legislative Committee Chair.

Motion/Second: Medina/Fraser

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

Noes: None

Abstain: Canepa

Absent: None

10.c.4. 2024 Draft Legislative Program

Ms. Epstein outlined the changes from the 2023 legislative program, indicating that they were mostly updates based on the progression of time, and noted that there were no major substantive changes. She said the final program would be brought back to the Board at the January 10 meeting for adoption.

Director Jeff Gee said that on the federal side, they may need to send a delegation to Washington on an annual basis to ensure the Bay Area is not forgotten.

10.c.5. Adjourn

The meeting adjourned at 4:09 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Legislative Committee
Through: April Chan, General Manager/CEO
From: Casey Fromson, Chief Communications Officer
Subject: **State and Federal Legislative Update**

Action

Staff proposes the Committee recommend the Board receive the attached federal and state legislative updates.

Significance

The 2024 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 November 2023

Appropriations Update

- On November 16, President Biden signed a continuing resolution (CR) to avoid a government shutdown that would have begun at midnight on November 17. The new CR established two key deadlines for two groups of the 12 appropriations bills. The first group of appropriations bills include the Agriculture, Energy and Water, Military Construction-VA, and Transportation-HUD bills, and Congress must pass these bills or another CR before January 19, 2024, deadline. The remaining eight bills are in the second tranche of appropriations bills and must be passed by February 2, 2024.
- In a recent shift, House Freedom Caucus Chair Rep. Scott Perry (R-PA) has signaled that the caucus is open to accepting the spending levels outlined in the Fiscal Responsibility Act (debt limit deal) enacted earlier this year. This represents a significant change from their previous position on fiscal year (FY) 2024 spending. However, Rep. Perry cited the Senate's history of forcing the House into accepting their proposal if the House is unable to pass their own spending bills.
- Recently, House Speaker Mike Johnson (R-LA) has proposed passing a short-term CR that would cover the remainder of the fiscal year, ending on September 30, 2024, if FY 2024 spending negotiations fail to reach an agreement in the coming months. However, the exact duration of such a stopgap measure remains uncertain, with some speculations that it could extend until January 2025. This would set up a government funding deadline just before the presidential election.

House Postpones Action on Transportation-Housing (THUD) Appropriations Bill

- The House postponed a final vote on its FY 2024 THUD Appropriations bill on November 7th, minutes before it was scheduled to be considered on the House floor, a sign that it did not have the votes to pass. The bill cuts Amtrak funding by about \$1.5 billion and drew objections from Republicans who represent districts in or near Amtrak's busy Northeast Corridor.
- The pending House THUD bill contains \$22.9 billion less than the Senate-passed bill and cuts public transit investment by \$2.3 billion from current levels. Before heading to the House floor, several conservative amendments were added to the bill. Rep. Scott Perry (R-PA) included an amendment prohibiting funding transit-oriented development and the electric or low-emission ferry program. However, Rep. Perry failed to include amendments that eliminated funding for Capital Investment Grants (CIG) and transit infrastructure grants.

- This is the second time that the bill has been postponed. A new date has not yet been officially announced. The House will need to eventually act on the THUD bill by January 19th or pass an additional CR to avoid a partial government shutdown.

Administration Update

DOT Announces \$1.5 Billion Available Through the RAISE Program

- On November 30, the Department of Transportation (DOT) announced its \$1.5 billion FY 2024 funding opportunity for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. This program provides funding to localities to carry out projects of significant local or regional impact. DOT must announce grant awards by June 27, 2024.
- The new NOFO has the following changes from the previous FY 2023 NOFO:
 - Simplified the NOFO with plain language and tables to organize the information.
 - The merit criteria rating rubric is refined. For example, this NOFO provides more examples of project elements that align with a “High” rating under the Safety, Environmental Sustainability, and Innovation metrics.
 - Clarifies what applicants should provide in the Project Budget document for the Financial Completeness Review.
 - Updates data used to determine Urban, Rural, and Areas of Persistent Poverty designations, and uses the White House Council on Environmental Quality (CEQ) Climate & Economic Justice Screening Tool (CEJST) to identify Historically Disadvantaged Communities.
- In the 2023 funding round, DOT awarded 162 projects across all 50 states. DOT continues to encourage applicants to consider factors related to climate, workforce, and addressing barriers to economic opportunity. All applications are due by February 28, 2024. For more information, please refer to the Funding Opportunity Announcement via [Grants.gov](https://www.grants.gov).

DOT Announces \$120 Million Available Through the ATTAIN Program

- On November 21, DOT announced that \$120 million would become available for the FY 2023-FY 2024 Advanced Transportation Technology and Innovation (ATTAIN) Program. Formerly known as the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program, the Bipartisan Infrastructure Law (BIL) renamed the program but continued its core mission of funding advanced transportation projects.
- While BIL only provided \$60 million per year for ATTAIN, the current NOFO combines funding for FY 2023 and 2024 to a total of \$120 million. DOT has emphasized the importance of using funding to advance innovative transportation projects while reducing traffic-related fatalities, congestion, and emissions.

- Examples of transportation technologies that can be pursued under ATTAIN include traveler information systems that provide real-time, predicted, and individualized information about travel choices based on data and technologies that assist transportation system operators in managing and controlling the performance of their systems.
- Officials plan to make between 10 to 20 awards through this ATTAIN grant round with a performance period between two and four years. Applications are due on February 2, 2024. Interested parties may view the NOFO via [grants.gov](https://www.grants.gov).

FTA Publishes Request for Information (RFI) on Improving Access to Transit Facilities for Persons with Disabilities

- On November 9, the Federal Transit Administration (FTA) issued an RFI to seek public comments on recommendations for improving accessibility of public transportation for people with disabilities. The public comments will be used to aid the FTA in considering whether to amend accessibility requirements for transportation facilities as included in the Americans with Disabilities Act of 1990 (ADA).
- FTA is specifically requesting feedback on areas including but not limited to vertical access, communications, and wayfinding. All public comments are due by January 5, 2024. The RFI can be accessed via the Federal Register [here](#).

Round-Up of Open Grant Opportunities

- [ATTAIN Program](#). \$120 million available. All applications due by February 2, 2024.
- [Innovative Coordinated Access and Mobility Pilot Program](#). \$4.7 million available. All applications due by February 13, 2024.
- [RAISE](#). \$1.5 billion available. All applications due by February 28, 2024.



December 8, 2023

TO: Board of Directors, San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – January 2024**

General Update

The Legislature remains on interim study recess and will return to Sacramento on January 3 to convene the second year of the 2023-24 Legislative Session. Immediately upon their return, the Legislature will begin working to hear and move bills introduced in 2023 that did not move out of their first house, known as two-year bills. Two-year bills still in their first policy committee will have to move by January 22, with all two-year bills needing to pass the first house by January 31. Shortly after the Legislature reconvenes in January, Governor Newsom will release his proposed Fiscal Year 2024-25 State Budget on January 10. When the Legislature returns, their actions will be subject to the 2024 Legislative Calendar, which is now available [here](#).

Speaker Rivas Appoints Key Committee Chairs

On November 21, 2023, Assembly Speaker Robert Rivas (D-Salinas) announced his much-anticipated changes to policy and fiscal committee chairs in the Assembly. While the change for the Appropriations Committee Chair won't take effect until January 22, the others are effective immediately. Some key changes we would like to note are:

- Assembly Transportation Committee Chair Lori Wilson (D-Fairfield)
- Assembly Appropriations Committee Chair Buffy Wicks (D-Oakland)
- Assembly Budget Subcommittee #4 (Climate Crisis, Resources, Energy, and Transportation) Chair Steve Bennett (D-Ventura) [this appointment reflects a broader jurisdiction for the subcommittee]
- Assembly Budget Committee Chair Jesse Gabriel (D-Encino)
- Assembly Utilities and Energy Committee Chair Cottie Petrie-Norris (D-Irvine)
- Assembly Natural Resources Committee Chair Isaac Bryan (D-Los Angeles)
- Assembly Housing Committee Chair Chris Ward (D-San Diego)

In the months ahead, we expect the Speaker, after conferring with the new committee chairs, to announce the complete roster of all committees. In addition to the changes to the various chairs, Speaker Rivas announced a change to his leadership team, appointing Assembly Member Cecilia Aguiar-Curry (D-Winters) as Assembly Majority Leader (she is currently the Speaker pro Tempore) and Assembly Member Jim Wood (D-Santa Rosa) as Speaker pro Tempore.

Transition for Senate Pro Tem Announced

On December 4, 2023, it was announced that incoming Pro Tem Mike McGuire (D-Healdsburg) would take the gavel from current Pro Tem Toni Atkins (D-San Diego) on February 5, 2024. We're not sure the timing for other Senate leadership and/or Senate committee chair changes, but it's safe to assume that we could begin to see new posts announced shortly after Senator McGuire is confirmed as Senate leader.

Transit Recovery Task Force

[SB 125 \(Committee on Budget and Fiscal Review\)](#), which was part of the FY 2023-24 Budget Act establishes the Transit Recovery Task Force (Task Force) and requires, by January 1, 2024, CalSTA to convene the Task Force. The Task Force is required to include transit operators (small and large/urban and rural), local governments, MPOs/RTPAs, advocacy organizations, legislative committee staff, and Caltrans. The Task Force will focus on developing policy recommendations that will increase transit ridership and improve transit for users. CalSTA is required to prepare a recommendations report based on the task force's efforts to the Legislature by October 31, 2025. The report is required to cover numerous elements. On November 14, CalSTA opened an application process for interested participants, closing it on November 29. **We expect the Task Force to be selected by December 8, with an initial kick-off meeting on December 19.**

CARB Adopts FY 2023-24 Funding Plan for Clean Transportation Incentives

On November 16, the California Air Resources Board adopted its [Proposed Fiscal Year \(FY\) 2023-24 Funding Plan for Clean Transportation Incentives](#). The Funding Plan includes no new funding for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, commonly known as HVIP. Instead, the Funding Plan acknowledges that HVIP Standard (open to truck and bus projects) and HVIP Transit (open to bus projects) retain significant budget capacity from previous years. Specifically, HVIP Standard retains \$312 million from FYs 2021-22 and 2022-23; and HVIP Transit retains \$111 million from FYs 2021-22 and 2022-23. The Funding Plan includes a policy change to increase the current annual voucher cap for transit agencies from 30 to 50, allowing transit agencies to claim more HVIP vouchers annually. This policy change will go into effect on January 1, 2024.

Grants for Zero-Emission Buses and Infrastructure

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$46 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, but will close on September 15](#)

Cybersecurity and Transit Security

Transit Security Grant (\$93 million in FY 2023) – 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 2023 awarded](#)

**San Mateo County Transit District
Staff Report**

To: Legislative Committee
Through: April Chan, General Manager/CEO
From: Casey Fromson, Chief Communications Officer
Subject: **Adoption of 2024 Legislative Program**

Action

Staff proposes the Committee recommend the Board approve the attached 2024 Legislative Program for the San Mateo County Transit District.

Significance

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transit District (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2024 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2024 calendar year, including the second half of the 2023-24 State legislative session and second session of the 118th Congress.

The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2024 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's projects, programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve safe and quality transportation choices, and better incorporate SamTrans service with other agencies in the Bay Area.

Advocacy Process

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further SamTrans' legislative objectives and to provide support for our advocacy efforts.

Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation. Staff will indicate on each monthly legislative update recommended positions for pending bills.

Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2024 Legislative Program, including:

- Direct Engagement
Engage policymakers directly, sponsor or support legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement
Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

Budget Impact

There is no impact on the budget.

Prepared By:	Jessica Epstein	Government and Community Affairs Manager	650-400-6451
	Michaela Wright Petrik	Government and Community Affairs Officer	650-730-4951

San Mateo County Transit District 2024 Legislative Program

Purpose

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- Reinforce and expand programs that build and incentivize public transportation ridership, improve **safe and** quality transportation choices, and better incorporate SamTrans service with other agencies in the Bay Area.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory, Legislative, and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position.

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Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the Agency's legislative advocacy efforts until approval of the next program.

State and Regional	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p>General Funding Transit and transportation agencies continue to suffer from a loss of ridership and revenue as a result of the COVID-19 pandemic and widespread work from home policies. SamTrans is fortunate to be a leader in ridership recovery at over 80% pre-pandemic. SamTrans also has sources of local funding other agencies do not have. Sister agencies, especially rail, are facing large fiscal cliffs. Additional funding is needed to mitigate the pandemic and work from home policies' impact on transit agencies.</p> <p>In 2023, the state budget saw a significant decline in the funding allocation to transportation. The state allowed for flexibility to redirect capital funding to operations. In the Bay area, the Metropolitan Transportation Commission (MTC) is redirecting all non-BART discretionary capital funding to operations for agencies facing significant fiscal cliffs. This leaves capital projects with limited funding resources and only a short-term solution for agencies facing fiscal cliffs.</p>	<ul style="list-style-type: none"> ● Advocate, along with coalitions, for additional resources to secure sustainable state funding for transit systems and work to ensure committed funds materialize in the FY 2024-25 State Budget. ● Work with other transit agencies and stakeholders to secure a new source of operations and capital funding for transit. ● Participate in state and regional efforts to award committed funds through the process set up in the FY 2023-2024 State Budget (SB 125). ● Protect against the elimination or diversion of any State or regional funds that support the Agency's transportation needs. ● Support State funding allocation requests for investments that benefit the Agency's transportation programs and services. ● Work with legislative delegation, regional agencies, transit systems and transit associations to identify and advance opportunities for funding that would support the Agency's transportation priorities. ● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure.
<p>Formula Funding In 2023, transit formula funding continued its rebound from the lows of the COVID-19 pandemic, seeing new highs by some estimates. However, there remain signs of a</p>	<ul style="list-style-type: none"> ● Support the full funding of the STA program. ● Support full and timely allocation of the Agency's State Transportation Improvement Program (STIP) share.

<p>recession and the state budget continues to project funding shortfalls, which may impact core transit funding.</p> <p>After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community.</p>	<ul style="list-style-type: none"> ● Engage with CalSTA’s Transit Recovery Task Force and support CTA’s efforts on TDA reform and the review of performance measures for transit.
<p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). The program has generated billions of dollars, particularly for high-speed rail, passenger rail and transit capital and operating needs. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade, which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<ul style="list-style-type: none"> ● Monitor efforts to extend the Cap and Trade program beyond 2030 and any impacts the 2030 date will have on upcoming TIRCP cycles. ● Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs. ● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment. ● Support efforts to further extend the program. ● Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation. ● Support efforts to revise the State’s definition on “equity priority communities” to encompass a larger proportion of disadvantaged communities on the Peninsula
<p>Voter Threshold In 2024, ACA 1 will appear on the November General Election ballot and ask voters</p>	<ul style="list-style-type: none"> ● Monitor ACA 1 and other initiatives related to revenue generation as they head to the November 2024 Ballot.

<p>to lower the vote-threshold to fund public works projects, including transportation, from two-thirds to 55 percent. There is also an effort, sponsored by the California Business Roundtable, to try and increase the voter threshold for certain taxes and make it harder to raise state and local revenue.</p>	<ul style="list-style-type: none"> • Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs. Monitor efforts to use the initiative process to place measures on the ballot with lower voter thresholds.
<p>Other State or Local Funding Options Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, operations and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>The Metropolitan Transportation Commission (MTC) is working to coordinate funding advocacy from Bay Area transportation agencies. Significant funding flows through MTC on a discretionary basis.</p>	<ul style="list-style-type: none"> • Participate in state and regional efforts to establish authorizing legislation for a regional funding measure and ensure San Mateo County transit and transportation agencies receive sufficient operating and capital support. • Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. • Support innovative local and regional funding options that will provide financial support for the Agency and sister agencies. • Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin. • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. • Support funding for workforce development, retention, and housing to attract and retain quality personnel. • Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion.
<p>Transportation & Housing Connection Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding.</p>	<ul style="list-style-type: none"> • Evaluate state or regional efforts that directly link transportation funding to housing and provide for higher density housing projects near transit stations. • Advocate for solutions that appropriately match decision making authority with funding (i.e. – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency). • Advocate where necessary for the Agency to be able to develop its property in the manner most beneficial to Agency needs and goals.

Transportation Projects	
<p>General Pre-pandemic, as the Bay Area’s population continued to grow, the region’s transportation infrastructure was strained. Although transit ridership remains below pre-pandemic levels, all agencies are working to bring ridership back to transit. We are seeing heavy congestion on highways, local streets and roads and the demand for housing with easy access to public transit continues to grow.</p>	<ul style="list-style-type: none"> • Work with state delegation members, as well as local, regional, and state coalitions to support the federal funding requests for Agency projects and programs for our partner transit agencies, such as the Caltrain electrification project, that provide complementary services for the Agency. • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for equitable transportation and mobility in the Bay Area.
<p>Dumbarton Corridor SamTrans continues to build on the 2017 San Mateo County Transit District “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility in San Mateo County and between San Mateo County and Alameda County.</p>	<ul style="list-style-type: none"> • Support funding opportunities at regional, state and federal levels that will help projects move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Support policies that will promote long-term transit use and access in the Dumbarton Corridor.
<p>The Grand Boulevard Initiative (GBI) The GBI is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Building on the work of GBI, the Transit District is looking at several projects to improve transportation infrastructure on El Camino Real and around the County.</p>	<ul style="list-style-type: none"> • Support funding for El Camino Real and other on street transportation infrastructure projects such as those that improve bus speed, bus stops, complete streets, bike and pedestrian projects, parking improvements, signal improvements, sustainability features like storm water capture, and transportation demand management features.
<p>101 Managed Lanes and Multimodal Projects There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from the San Mateo/Santa Clara County line to I-380 in South San Francisco (Phase 1); North of 380 to San Francisco (Phase 2); and the</p>	<ul style="list-style-type: none"> • Support policies and projects aimed at improving safety and encouraging the use of multimodal transportation throughout San Mateo County. • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.

<p>101/92 Interchange Area Improvement and Direct Connector projects. Phase 1 is currently operational, and Phase 2 began environmental efforts in 2021 with a draft EIR expected to be available for public comment in 2024. The 101/92 Area Improvement project is construction ready and the Direct Connect project starts environmental efforts in 2023/24.</p>	<ul style="list-style-type: none"> • Participate in future workshops held by the California Transportation Commission to ensure eligibility for all projects. • Support funding and regulations that complement the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) adopted 101 equity program.
<p>Transit-Oriented Development / First and Last Mile First and last mile projects, as well as transit-oriented development projects, are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their destination. • Support the development of new, innovative and equitable first and last mile options. • Support increased funding opportunities for first and last mile projects. • Support transit-oriented development policies that promote collaboration with transit agencies to maximize the benefit of the TOD.
<p>Grade Separations are an important safety and quality of life feature for the cities in San Mateo County. These projects improve safety for people walking, biking, riding transit and driving when crossing the railroad, and help to relieve congestion on local our streets. With the average grade separation cost over \$200 million, there continue to be limited federal, state and local resources available to help finance these projects.</p>	<ul style="list-style-type: none"> • Advocate for additional funding and policies to support grade separation projects.
<p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> • Support policies that encourage the use of TDM and efforts that provide more TDM tools and funding opportunities.

Legislative, Regulatory and Administrative Issues	
<p>General Every year, lawmakers pursue a variety of legislation or regulatory actions that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, there are opportunities to reform or update existing regulations that are outdated or can be improved to address potential burdens on transportation agencies without affecting regulatory goals. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the Agency. • Oppose efforts to impose unjustified and/or overly burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. • Engage with MTC, the Legislature, and stakeholders on policies related to regional coordination. • Ensure that new requirements impacting transit agencies support improved connections with other transit system and don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders. • Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs. • Support efforts that assist the Agency in its efforts to recruit and retain employees.
<p>California Environmental Quality Act (CEQA) San Mateo County has experienced an acceleration of frequent impacts on its infrastructure due to climate change. Existing law provides a series of statutory exemptions for transit and active transportation projects under CEQA through 2030. In 2023, the legislature enacted a comprehensive package to shorten the administrative and judicial review process.</p>	<ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects. • Monitor the implementation and opportunities related to CEQA streamlining to expedite project delivery, particularly for climate resilient projects.
<p>Public Employees’ Pension Reform Act (PEPRA) In 2021, the United States Department of Labor issued new policy asserting that the implementation of PEPRA by California transit agencies precludes the department from certifying federal transit grants owed to California transit</p>	<ul style="list-style-type: none"> • Engage the State of California, delegation, sister agencies and transportation associations to prevent the withholding of the certification of federal transit grants owed to the Agency due to the implementation of PEPRA by transit agencies.

<p>agencies. This policy, if implemented fully by USDOL, would lead to the withholding of potentially billions of dollars in federal funding to California transit agencies, including the Agency.</p>	
<p>Sustainable Communities Strategies Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. The most recent Plan Bay Area 2050 was adopted in 2021 and MTC is currently working on an update to Plan Bay Area 2050+.</p>	<ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area. • Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning. • Support efforts to provide ensure transit agencies are eligible for climate resiliency program funding. • Support efforts to prioritize San Mateo County projects in Plan Bay Area.
<p>Transit Bus Electrification Zero-Emission Bus In December 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit regulation. This regulation, which aims to transition all transit buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges. Addressing these challenges requires ongoing engagement with regulatory bodies, including CARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.</p>	<ul style="list-style-type: none"> • Advocate for priority funding from the State Legislature, CARB, CEC and CPUC for zero-emission buses and charging/refueling infrastructure to facilitate compliance with the Innovative Clean Transit (ICT) regulation. • Continue to educate State Legislature, CARB, CEC and CPUC on any challenges to implement the ICT regulation. • Continue to monitor implementation of Pacific Gas & Electric’s Commercial Electric Vehicle Rate and determine whether further refinements to the rate are necessary.

<p>Climate Action Plan for Transportation Infrastructure (CAPTI) in prioritizing environmental sustainability in transportation. In 2021 CalSTA adopted CAPTI, which details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity.</p>	<ul style="list-style-type: none"> • Work to ensure state and federal funds are made available to achieve the transportation and transit goals outlined in CAPTI. • Engage in the State’s effort to address the transit-specific goals outlined in the executive orders. • Protect transit and transportation agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding, changes to funding guidelines that might disadvantage transit projects). • Work to ensure state regulations related to the reduction of greenhouse gas emissions (GHG) and the implementation of CAPTI align with the goals of The Agency.
<p>Brown Act In response to the COVID-19 pandemic, Governor Newsom issued emergency orders that included suspending many of the Brown Act requirements for remote participation in public meetings, such as requiring teleconference locations to be disclosed, and making all teleconference locations open and accessible to the public. Multiple bills addressed the Brown Act in the last legislative session in order to incorporate the ability to meet remotely with conditions into Brown Act meetings moving forward. Significant issues, such as allowing citizen committee members to meet virtually, remain.</p>	<ul style="list-style-type: none"> • Evaluate legislation that makes additional changes to the Brown Act. • Support changes that would do one or more of the following: <ul style="list-style-type: none"> ○ Provide flexibility for Board and citizens advisory/oversight committee members to participate in meetings remotely, particularly for regional entities. ○ Maximize equitable access to remote participation in meetings. ○ Protect the privacy of individuals cared for by Board/committee members. ○ Increase participation in public meetings.

Federal	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p>Federal Appropriations Transit and transportation agencies continue to suffer from a loss of ridership and revenue as a result of the COVID-19 pandemic and widespread work from home policies. SamTrans is fortunate to be a leader in ridership recovery at over 80% pre-pandemic. SamTrans also has sources of local funding other agencies do not have. Sister agencies, especially rail, are facing large fiscal cliffs. Additional funding is needed to mitigate the pandemic and work from home policies' impact on transit agencies.</p> <p>Every year, Congress adopts appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the funding for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p>	<ul style="list-style-type: none"> • Seek funding opportunities for Zero Emission Bus infrastructure and other capital projects. • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the Agency's transportation services and needs. • Work with local and regional coalitions to support requests for funding from discretionary programs. • Communicate frequently with the Agency's federal delegation and key appropriators on the needs or concerns of pending appropriation bills.
<p>Tax and Finance Congress considers legislation that governs tax and finance issues that impact transit agencies.</p>	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the Agency's priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the Agency's transportation needs.

Transportation Projects	
<p>General Support Agency projects and the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for Agency projects and programs and for our partner transit agencies, such as Caltrain electrification, on projects that provide complementary services for the Agency. • Support the allocation of federal funding to advance implementation of transportation projects in San Mateo County.
<p>Grade Separations are an important safety and quality of life feature for the cities in San Mateo County. These projects improve safety for people walking, biking, and driving when crossing the railroad, and help to relieve congestion on local our streets. While the IJJA authorized additional funding for Grade Separation projects, the average grade separation cost over \$200 million and there continues to be limited resources available to help advance these projects.</p>	<ul style="list-style-type: none"> • Advocate for additional funding and policies to support grade separation projects and to prioritize and fund San Mateo County projects.
<p>Dumbarton Corridor SamTrans continues to build on the 2017 San Mateo County Transit District “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility in San Mateo County and between San Mateo and Alameda County.</p>	<ul style="list-style-type: none"> • Support funding opportunities and a regulatory environment that will help the project move through the different stages of planning, environmental, and construction phases.
<p>101 Managed Lanes and Multimodal Projects There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from the San Mateo/Santa Clara County line to I-380 in South San Francisco (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 Interchange Area Improvement and Direct Connector projects.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.

<p>Phase 1 is currently operational and Phase 2 began environmental efforts in 2021 with a draft EIR expected to be available for public comment in 2024. The 101/92 Area Improvement project is construction ready and the Direct Connect project starts environmental efforts in 2023/24.</p>	
<p>Legislative, Regulatory and Administrative Issues</p>	
<p>General Every year lawmakers pursue legislation or regulatory action that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, there are opportunities to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct safe and efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the Agency. • Oppose efforts to impose unjustified and/or overly burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. • Support efforts that assist the Agency in its efforts to recruit and retain employees.
<p>Infrastructure Investment and Jobs Act (IIJA) implementation In November 2021, Congress approved, and the President signed into law the IIJA, which includes \$550 billion in new funding, and \$1.2 trillion in total, for infrastructure investment, including for roads and bridges, rail systems, bus systems, drinking water and clean water, the electric grid, and other programs. MTC estimates that the Bay Area will receive at least \$3.4 billion in formula funding from the IIJA.</p>	<ul style="list-style-type: none"> • Support efforts to seek federal funds through IIJA for Agency projects and plans, apply for appropriate grants. • Monitor and review guidance and rulemaking proposals affecting IIJA implementation and other transportation issues. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate funding advocacy and comments that support regulations that maximize benefits for transportation programs, services and users.
<p>Inflation Reduction Act (IRA) With the passage of the IRA, federal agencies are moving forward on implementing the new tax and climate law. While focusing mainly on energy production, tax, and</p>	<ul style="list-style-type: none"> • Monitor closely and take action as needed during Administration implementation of provisions that may have a significant impact on transit / transportation projects and programs. • Advocate for funding for the Agency’s projects and needs.

<p>healthcare, the IRA provides some funding for low-emission transportation technologies.</p>	
<p>FAA Rule In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures.</p> <p>Senator Alex Padilla recently introduced legislation (with the intention of offering it to the Senate FAA reauthorization bill) with the intent of codifying this language. However, the FAA bill is stalled in committee, so its path forward remains unclear.</p>	<ul style="list-style-type: none"> • Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated. • Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue. • Support the State of California in its efforts to respond and address FAA’s requests.



BOARD OF DIRECTORS 2024

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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, January 10, 2024 – 2:45 pm

or immediately following the Legislative Committee meeting

- | | | |
|--------|--|---------------|
| 8.b.1. | Call to Order | |
| 8.b.2. | Approval of Minutes of the Community Relations Committee Meeting of December 6, 2023 | Motion |
| 8.b.3. | Accessible Services Update | Informational |
| 8.b.4. | Paratransit Coordinating Council Update | Informational |
| 8.b.5. | Monthly Performance Report November 2023 | Informational |
| 8.b.6. | 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**

December 6, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

10.a.1. Call to Order

Committee Chair Marie Chuang called the meeting to order at 2:38 pm.

10.a.2. Approval of Minutes of the Community Relations Committee Meeting of November 1, 2023

Motion/Second: Fraser/Powell

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

Noes: None

Absent: None

10.a.3. Accessible Services Update

Tina Dubost, Manager, Accessible Services, said they were doing a number of outreach efforts to promote their services and were updating their Senior Mobility Guide, which she said she would provide to the Board Members at the January 10 meeting.

Item 10.a.4 was taken out of order.

10.a.5. Citizens Advisory Committee Update

Committee Chair Chuang noted that she and five other Board members attended the CAC reception on November 29, where they expressed their appreciation for the CAC members' dedication.

10.a.6 Quarterly Report | Quarter 1 Fiscal Year 2024

Jonathan Steketee, Manager, Operations Planning, provided the presentation on statistics from the first quarter of Fiscal Year 2024.

10.a.4. Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, said they were pleased with the inception of Same-Day Paratransit service. He said they were following the MTC (Metropolitan Transportation Commission) one-seat paratransit ride pilot efforts.

10.a.7. Monthly Performance Report | October 2023

Ana Rivas, Director of Bus Transportation, provided the latest performance statistics. She said they had just one DNO (Did Not Operate) for the month. Director Jeff Gee thanked the operators for the low DNO number.

10.a.8. Adjourn

The meeting adjourned at 2:45 pm.

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

**San Mateo County Transit District
Staff Report**

To: 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 November 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 November 14, 2023, Meeting

ATTENDANCE:

Members in person:

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

Members on Zoom:

Dao Do, Rosener House

Guests:

Kent Hinton, TransDev/Redi-Wheels; Richard Weiner, Nelson\Nygaard (on Zoom); Jane Stahl, PCC Staff; Larisa Vaserman, Consumer; Kenneth Richardson, TransDev/Redi-Wheels; Chelsea Schultz, SamTrans; Asiya Patel, SamTrans; Michaela Wright Petrik, SamTrans.

Absent:

Evan Milburn, COD, Consumer; Kathy Uhl, CoA.

WELCOME/INTRODUCTIONS:

The meeting was held in person and via Zoom conference call.

APPROVAL OF OCTOBER MINUTES:

Sammi Riley moved to approve the October meeting minutes; Mike Levinson seconded the motion. The minutes were approved.

PRESENTATION: SamTrans Strategic Plan

Chelsea Schultz gave an overview of the new SamTrans' strategic plan project, how they will engage internal and external stakeholders, the project schedule, and what has been learned so far. The presentation can be found here.

Following the presentation, committee members had some questions.

Q. Mike asked why there is no community meeting planned in the first stage?

A. There has been a lot of community outreach and research recently (e.g., Reimagine SamTrans, bus stop improvement program, etc.) so involving the community was delayed until a later stage when a draft plan is ready.

Q. Sandra asked if this plan is on the same schedule as those for Caltrain and the Transit Authority, and whether it will adhere to the principles of Measure W.

A. Caltrain and the TA have their own plans. SamTrans receives 50% of Measure W funds and sets clear criteria for evaluating projects that use Measure W funds. SamTrans doesn't have a call for projects process, but they will include a clear plan based on Measure W funds projections and which projects are consistent with the Measure W core principles. There will be prioritization criteria for Measure W projects over the next ten years.

Q. Sandra asked how the Capital Improvement Plan (CIP) relates to Measure W.

A. There are various types of CIPs that could include IT equipment, headquarters building, sea level mitigation, etc. These are one-time costs as opposed to ongoing operational costs. There will be some overlap with Measure W-funded projects.

Larisa commented that emphasis should be placed on how to take care of the needs of people with disabilities who are unable to use any other type of transportation. Redi-Wheels is the best service in the Bay Area but still needs improvement. A goal should be to make improvements to the service.

Sandra asked about measuring needs assessment for Redi-Wheels and suggested that rider experience should be measured in public engagement meetings.

Q. Jane asked if there were any meetings planned strictly for people with disabilities.

A. Not yet, but they will look into it.

Q. Mike asked if language translation assistance would be incorporated into the strategic plan? Tina commented that the Redi-Wheels staff has access to translation service providers. SamTrans customer service also uses this service.

Marie commented that many people live in the hills above El Camino. This is a huge issue to solve and should be addressed in the strategic plan.

Q. Dao commented that many rides are up to two hours long and this creates an issue for people attending programs.

A. Kent responded that more drivers will soon be starting work and this should open up additional routes.

Chelsea asked that the PCC provide her with any additional thoughts on paratransit issues. She can be contacted at SchultzC@samtrans.com.

Larissa commented that only two wheelchairs can be accommodated on the new paratransit vehicles, and this limits vehicle usage. It also necessitates that these riders schedule rides two hours in advance.

Q. Richard asked if the strategic plan would incorporate the possible success of the micro-transit and same-day service?

A. Tina said that the same day service pilot will shortly be launched. Micro-transit is a separate service.

Sandra wondered if wheelchair users were aware of the services available to them and if this outreach should be included in the plan.

PUBLIC COMMENTS:

None.

COMMITTEE REPORTS:

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

See page 10.

Grant/Budget Review – Sammi Riley, Chair

No report. This committee will be disbanded and not included in future minutes. Budget reports will be provided by Tina as necessary.

Education – Sammi Riley, Chair

The Education Committee met on November 7 and discussed approaching senior centers to give a presentation on the PCC. The current presentation will be revised to include PCC accomplishments and emphasize membership.

The committee suggested that drivers have cards that can be handed to people requesting information on Redi-Wheels. It was noted that drivers don't always provide correct information.

The next meeting will be on December 5th.

Executive – Ben McMullan

At the meeting on November 7, the committee reviewed a draft advocacy tool kit. They would like to see all PCC members take an active role in at least one sub-committee and members can expect an email on this. A chairperson is needed for the Membership Committee – this will be reviewed as a possible addition to the bylaws. They decided that the Budget committee could be disbanded and replaced with an occasional report by Tina.

Nominations/Membership – Open

This chair position is open to anyone who is interested.

OPERATIONAL REPORTS

PERFORMANCE REPORT

Total ridership and average weekday ridership increased in September compared to last year; the average weekday ridership was 659 – 9% higher than last year. Subscription trips were approximately 22%; agency trips were approximately 6%; trips sent to taxis remained low. The number of individuals riding is increasing and on time performance did not meet the standard. Productivity was 1.44.

Richard asked about the decrease in on-time performance; Kent responded that it is mainly due to an increase in trip demand, particularly on Mondays and Fridays.

COMMENT STATISTICS REPORT

There are fewer total comments compared to pre-COVID levels as there are fewer rides. Most reports are through Consumer Reports rather than Consumer Comment Cards. Patterns are consistent with the

main concern being on-time performance. One policy issue was a rider calling to explain why she was a no show and asked that it not be counted against her as it was for a reason outside of her control.

Larissa wondered if Redi-Wheels riders allow other family members to ride using their names. Tina responded that it's unusual for this to happen and that there are young people (and people with hidden disabilities) who use the service.

Mike reported hearing two concerns. First, a rider called dispatch for a status on her ride and was asked for all kinds of personal information. He thought this unusual. Kent said that generally the dispatchers ask for some sort of confirmation information such as member number, home address, etc., to make sure they pull up the correct member information. This is standard practice for most transit agencies.

Second, the scheduled time was changed by Redi-Wheels. Tina reported that this shouldn't happen, and riders should report this as soon as possible so that it can be investigated.

SAFETY REPORT

Kent Hinton reported that there were two preventable incidents in October.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

No report.

ERC – Mike Levinson

Tina reported that new scheduling software is now live. Larissa reported hearing that GPS wasn't working; Tina responded that they are aware of this, and it's being fixed. Sammi reported that she's unable to buy tickets with the SamTrans mobile app; she was told it is being worked on.

Department of Rehabilitation – Susan Capeloto

They are starting a pilot program in one office to address the shortage of job coaches in San Mateo County. If it's successful, it could be expanded to other offices.

They are starting an internship program so that clients can obtain work experience. This will also be available to youth.

Commission on Disabilities (CoD) – Ben McMullan

The committee's strategic plan was presented to the Board of Supervisors in November.

Center for Independence (CID) – Ben McMullan

CID is completing their ADRC designation application.

Commission on Aging (CoA) – Kathy Uhl

No report.

Coastside Transportation Committee (CTC) – Tina Dubost

Tina reported that they are excited about the micro-transit pilot serving Half Moon Bay.

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

The CAC-TA met on October 31st in person.

- There was an acceptance of the quarterly expense report – a review of TA investments.
- There was an acceptance of the statement and expenditures for the period ending September 30th.
- There was an acceptance of Measure A and Measure W semi-annual program status report for January-June 2023.
- There was a programming allocation of Measure A funds for the Broadway grade separation in Burlingame.

The next meeting is on December 15th at 4:30pm. Everyone’s invited.

Other Business

ADA Refresher: Google Maps has added an accessible walking path option.

Jane reviewed the Consumer Corps report for the 3rd quarter 2023. This includes consumer comments, many of which are very positive. There are issues noted.

The meeting was adjourned at 3:04pm.

The next meeting is on December 12th, in person and remotely via Zoom.

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

The minutes from the October PAL meeting were included in the meeting packet. Sandra moved to approve the minutes; Ben seconded the motion. The minutes were approved.

Legislative

Mike mentioned that the stakeholder meeting with MTC met in October; the next step is to develop “enabling legislation” in 2024, with a potential 2026 ballot measure. The plan is to raise over \$1B of local financing and take advantage of available federal and state funding.

Transit Recovery Update – Tina Dubost

Tina reported that paratransit ridership is continuing to slowly increase and is approximately 60% of pre-pandemic numbers. All trips though are very important to the riders. SamTrans bus recovery rate is still at 87%.

Policy Issues

- Tina said that Caltrain is hoping to have the new electric trains in service in the fall of 2024. The new electric train will be on display early in 2024. There is an advisory group that provided input on accessibility features. The new trains will be quieter, better for the environment, and able to speed up and slow down more rapidly resulting in more frequent service. They will run on the existing track.

- Tina advised that the paratransit survey had been completed and results would be available in a few months.
- Tina advised that same-day service will begin on December 18th, 2023. This service will be on a space-available basis and operate between 9:30am and 3pm. Customers can call between 8:30 am and 1:30pm for a ride and trips will be offered within 90 minutes plus or minus of the requested time. There are no limits on how often a same-day ride can be requested, however it is on a space-available basis so trips could be denied if there is no capacity. The fare will be \$10; \$8 for those qualifying for fare assistance. Very few transit agencies offer this service. To guarantee a ride, customers can call one day ahead as normal.

For this service, the county will be divided into two zones, separated by Highway 92. It was hoped that the program will make better use of existing capacity and shouldn't have any negative impact on the current system. The goals are to provide 50% of requested trips, increase productivity, and continue to meet the 90% on-time standard. They will review qualitative data from riders and staff.

A letter will be sent to all Redi-Wheels customers in multiple languages and there will be outreach at popular locations. Ride coupons can be used with additional payment. There will be no limits on the number of rides.

Advocacy

None.

The next PAL meeting will be on December 12, 2023.

**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 | November 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 16.3 percent in November 2023 compared to November 2022. The total monthly ridership increased by 17.6 percent.

Post-pandemic SamTrans bus ridership recovery in November 2023 reached 91.2 percent compared to pre-pandemic total ridership in November 2019. SamTrans Adult fare usage recovery is 105.9 percent compared to pre-pandemic adult fare usage.

Ride Plus: For November 2023, average weekday ridership for Ride Plus was 131. There was a total of 3,634 rides taken on Ride Plus in November 2023. Of the total ridership, 2,702 rides were taken in East Palo Alto/Belle Haven (74.4 percent) and 932 rides taken in Half Moon Bay/El Granada (25.6 percent).

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

- **Preventable Accidents** – In November 2023, there were 16 preventable accidents. The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 2.1 accidents per 100,000 miles this month.
- **Miles Between Service Calls (MBSC)** – SamTrans had 27 service calls November 2023. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans met its goal with 0.9 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** – OTP systemwide for November 2023 was 82.1 percent. This is below the goal of 85.0 percent. November 2023, OTP increased by 3.8 percent compared to the previous month's OTP.
- **Did Not Operate (DNOs)** – In November 2023, there were zero DNOs.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Nov-21	Nov-22	Nov-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	22,642	27,791	32,567	17.2%	21,159	26,859	31,416	17.0%
Paratransit	555	668	719	7.6%	536	655	723	10.4%
Shuttles	1,366	1,861	1,840	-1.1%	1,276	1,853	1,831	-1.2%
Ride Plus	-	-	131	-	-	-	108	-
Total	24,563	30,320	35,257	16.3%	22,970	29,366	34,078	16.0%

SAMTRANS Total Ridership								
Mode	Nov-21	Nov-22	Nov-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	574,528	701,263	829,585	18.3%	2,790,149	3,523,122	4,153,052	17.9%
Paratransit	14,211	16,897	18,265	8.1%	69,368	84,144	92,825	10.3%
Shuttles	28,028	37,301	36,751	-1.5%	135,709	194,130	191,678	-1.3%
Ride Plus	-	-	3,634	-	-	-	15,184	-
Total	616,767	755,461	888,235	17.6%	2,995,226	3,801,396	4,452,739	17.1%

CALTRAIN Average Weekday Ridership								
Mode	Nov-21	Nov-22	Nov-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	11,787	16,857	20,901	24.0%	10,632	17,938	20,565	14.6%

CALTRAIN Total Ridership								
Mode	Nov-21	Nov-22	Nov-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	296,065	406,068	488,597	20.3%	1,425,685	2,131,916	2,485,843	16.6%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Nov-21	Nov-22	Nov-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	55	72	99	38.2%	54	81	102	25.9%
BART (San Mateo County)	12,363	15,965	17,619	10.4%	11,278	17,611	18,726	6.3%

OTHER MODES in San Mateo County Total Ridership								
Mode	Nov-21	Nov-22	Nov-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	1,206	1,575	2,075	31.7%	5,814	8,694	10,828	24.5%
BART (San Mateo County)	335,665	433,916	475,935	9.7%	1,536,575	2,404,412	2,551,820	6.1%

Important Notes:

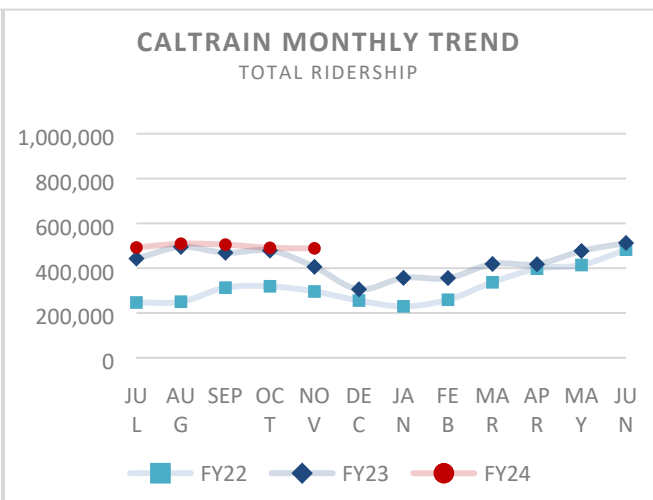
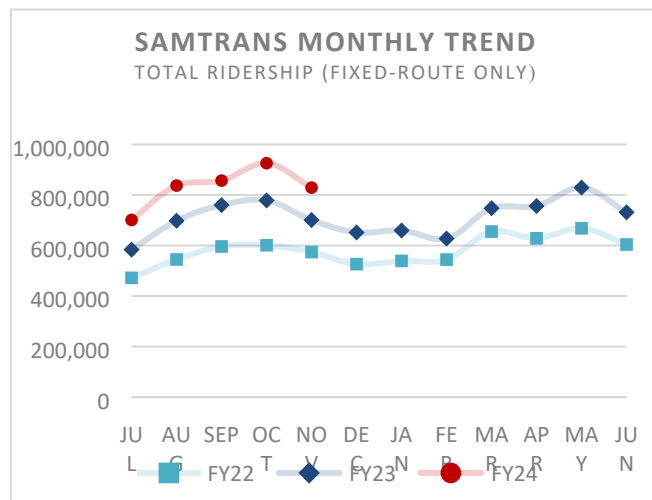
SamTrans (Bus) Ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

Shuttle Ridership includes SamTrans Shuttles, JPB Caltrain Shuttles, and other TA Funded Shuttles.

BART Ridership in San Mateo County does not include Daly City BART Station.

%Δ¹ indicates the percentage change for the month, current year to previous year.

%Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Nov-21	Nov-22	Nov-23
Adult	325,905	415,464	504,105
Eligible Discount	151,941	161,587	180,713
Youth	96,415	123,986	144,471
--- Youth Unlimited Pass	-	54,982	70,096
Total	574,261	701,037	829,289

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Nov-21	Nov-22	Nov-23
On-Time Performance	79.9%	77.4%	82.1%
Preventable Accidents	8	14	16
Service Calls	22	25	27
Trips Scheduled	37,434	36,641	39,175
Did Not Operate DNOs	212	5	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	Nov-21	Nov-22	Nov-23
Total Ridership	--	--	3,634
--- East Palo Alto Trips	--	--	2,702
--- Half Moon Bay Trips	--	--	932
Active Users	--	--	419
New Registrations	--	--	187
Total Downloads	--	--	494
--- iOS Downloads	--	--	247
--- Android Downloads	--	--	247
Load Factor	--	--	1.3

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 service.

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Nov-21	Nov-22	Nov-23
Revenue Hours (Sched.)	44,254	43,751	49,194
Revenue Miles (Sched.)	508,436	478,960	493,173
Total Fleet Miles (Actual)	704,839	696,130	754,314

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 49,724 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 27,845 Miles between Service Calls this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Nov-21	Nov-22	Nov-23
On-Time Performance (RW)	96.0%	90.3%	87.4%
On-Time Performance (RC)	95.5%	93.2%	93.0%
Preventable Accidents (RW)	0	1	3
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	3	4
Service Calls (RC)	0	0	0

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

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

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Nov-21	Nov-22	Nov-23
Revenue Miles (RW)	117,849	141,748	150,462
Revenue Miles (RC)	13,843	15,463	21,364
Fleet Miles (RW)	132,451	157,680	167,993
Fleet Miles (RC)	17,962	19,936	28,007

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Nov-19	Nov-21	Nov-22	Nov-23	% ³
Bus	37,615	22,642	27,791	32,567	86.6%
Paratransit	1,111	555	668	719	64.7%
Shuttles	11,938	1,366	1,861	1,840	15.4%
Ride Plus	-	-	-	131	
Total	50,664	24,563	30,320	35,257	69.6%

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

%³ indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2020). For example, SamTrans Bus Average Weekday Ridership reached 73.9 percent of pre-pandemic levels (2019) for this month of November 2023.

SAMTRANS Total Ridership					
Mode	Nov-19	Nov-21	Nov-22	Nov-23	% ³
Bus	909,148	574,528	701,263	829,585	91.2%
Paratransit	26,599	14,211	16,897	18,265	68.7%
Shuttles	234,188	28,028	37,301	36,751	15.7%
Ride Plus	-	-	-	3,634	
Total	1,169,935	616,767	755,461	888,235	75.9%

CALTRAIN Average Weekday Ridership					
Mode	Nov-19	Nov-21	Nov-22	Nov-23	% ³
Caltrain	69,607	11,787	16,857	20,901	30.0%

CALTRAIN Total Ridership					
Mode	Nov-19	Nov-21	Nov-22	Nov-23	% ³
Caltrain	1,472,693	296,065	406,068	488,597	33.2%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Nov-19	Nov-21	Nov-22	Nov-23	% ³
Dumbarton	136	55	72	99	72.7%
BART (San Mateo County)	45,598	12,363	15,965	17,619	38.6%

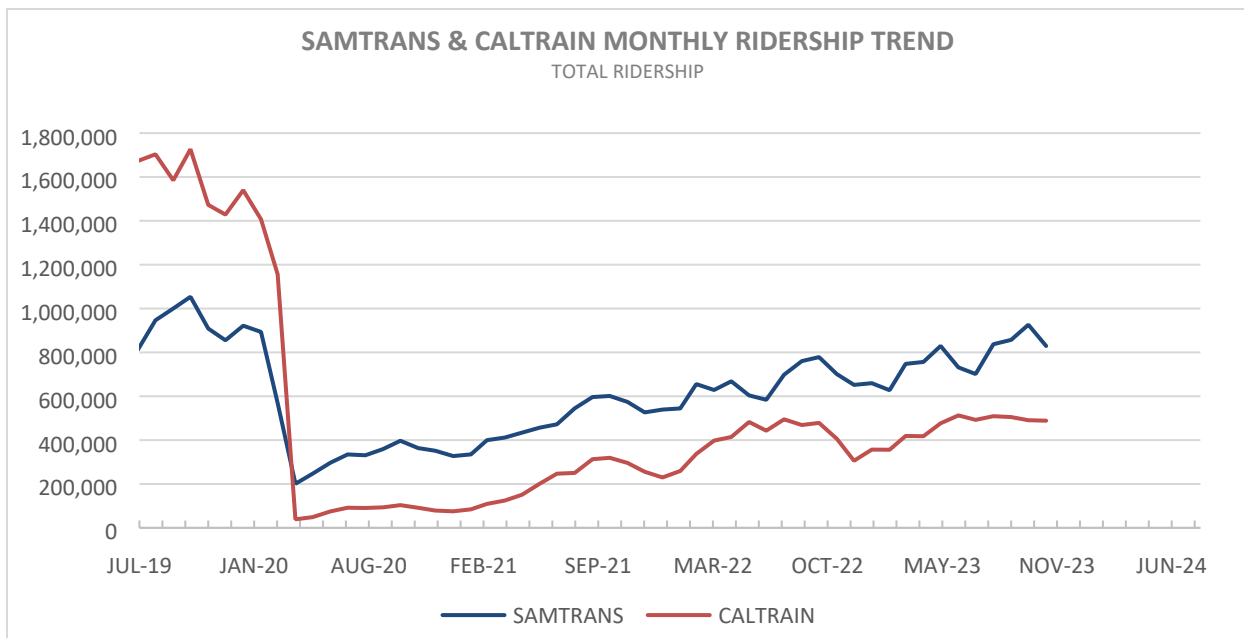
OTHER MODES in San Mateo County Total Ridership					
Mode	Nov-19	Nov-21	Nov-22	Nov-23	% ³
Dumbarton	2,725	1,206	1,575	2,075	76.2%
BART (San Mateo County)	1,041,450	335,665	433,916	475,935	45.7%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Nov-19	Nov-21	Nov-22	Nov-23	% ³
Adult	476,049	325,905	415,464	504,105	105.9%
Youth	195,207	96,415	123,986	144,471	74.0%
Eligible Discount	237,452	151,941	161,587	180,713	76.1%
Total	908,708	574,261	701,037	829,289	91.3%

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

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Nov-21	Nov-22	Nov-23
Complaints	93	84	117
Accessibility	8	8	12
Compliments	12	13	19
Service Requests	27	37	47
Reports Total	140	142	195

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

The total number of reports for SamTrans increased from November 2022 (142) to November 2023 (195).

COMMUNICATIONS & MARKETING

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

- Press Release: ‘SamTrans awards MV Transportation a five-year contract to operate buses’
- Press Release: SamTrans will use its Sunday service schedule on Thanksgiving Day”
- Press Release: "The SamTrans Holiday Bus will join Redwood City’s Hometown Holidays Parade"
- Bus Operator Recruitment
- SamTrans Ride Plus (Microtransit)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

Digital Communications Report:

In November, SamTrans focused on several events, including the Dia de Los Muertos Redwood City event where our themed bus was staged. APEC 2023 brought delays, detours, and service changes as expected. Our team prioritized creating messaging to ensure timely updates on service disruptions. The annual Hometown Holidays event in Redwood City was scheduled for December 2nd, prompting us to release messages towards the end of November to build excitement among our audience. This included showcasing our holiday wrapped battery electric bus (BEB). Simultaneously, ongoing always-on campaigns for Drive with Us Operator Recruitment, Mechanic Recruitment, and Ride Plus Free Fares Promo continued throughout the month, accompanied by holiday service messaging for Thanksgiving.

November Digital Communications Highlights:

- Hometown Holidays
- Dia de Los Muertos Redwood City Event
- APEC 2023
- Congresswoman Eshoo Retirement
- Mechanic Recruitment Campaign
- Ride Plus Free Fares Extension
- Thanksgiving Holiday Post
- Drive With Us Operator Recruitment Campaign
- Thanksgiving Service Messaging
- Trans Day of Remembrance

- Telmo Hernandez Retirement
- SamTrans Service Awards 2023
- Veteran's Day

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	Robert Casumbal	Director, Marketing/Market Research	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845
	Jamie Vizmanos	Digital Communications Specialist	650-508-7704



BOARD OF DIRECTORS 2024

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

APRIL CHAN
GENERAL MANAGER/CEO

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

Wednesday, January 10, 2024 – 3:00 pm

or immediately following the Community Relations Committee meeting

- | | | |
|--------|---|--------|
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Finance Committee Meeting of December 6, 2023 | Motion |
| 8.c.3. | Acceptance of Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2023 | Motion |
| 8.c.4. | Adjourn | |

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

Note:

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

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

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

December 6, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

10.b.1. Call to Order

Committee Chair Jeff Gee called the meeting to order at 2:45 pm.

10.b.2. Approval of Minutes of the Finance Committee Meeting of November 1, 2023

Motion/Second: Medina/Esser

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

Noes: None

Absent: None

10.b.3. Update of Innovative Clean Transit Plan

Liria Larano, Deputy Chief, Bus Fleet and Facilities Infrastructure, provided the presentation on the plan, including compliance deadlines, training, evaluation of zero-emission technology, cost analyses and estimates, fleet procurement, and a progress report.

Director David Canepa asked for the cost, and Ms. Larano responded it was \$155 million. He noted the advantages of exploring both types of technologies and asked what sort of protections SamTrans has in case one of these technologies does not perform. David Olmeda, Chief Operating Officer, Bus, responded with some background and noted that the plan provides the best opportunity in terms of investment, reliability, and resiliency, and said that training of employees is paramount.

Committee Chair Gee commented on getting away from lithium batteries and noted the research on liquid batteries in China, where he had recently visited.

Director Ray Mueller asked if cost estimates fit the projected budgets for those years so that it all balances. April Chan, General Manager/CEO, said the numbers were previously included per state mandate and were looking better now with cheaper fuel cell technology and infrastructure, and noted they would be updated as part of the capital improvement plan that will be brought back to the Board.

Committee Chair Gee asked what the order of magnitude of the \$700 million that comes from grant funds. Ms. Chan introduced Eve Ng, Director, Grants and Fund Management, who said they were working hard to ensure that the District is as close to 100 percent grant-funded as possible. She said they hope to achieve at least 90 percent grant funding for the upcoming 108 hydrogen fuel cell electric buses.

Committee Member Marie Chuang asked what the battery lifespan was and the cost of disposal. Mr. Olmeda said the BEBs' (battery electric buses) battery packs would be replaced at least once in the life of the bus and that the costs are factored into the cost of the bus. Committee Member Chuang asked if the interim charging stations are permanent or if they would be relocated. Ms. Larano said "interim" refers to the means by which the buses will be charged until the permanent structure is completed. Committee Chair Gee noted that the new buses are very quiet.

Motion/Second: Canepa/Chuang

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

Noes: None

Absent: None

10.b.4. Award of Contract for the Purchase and Delivery of Up to 108 Heavy-Duty, Low-floor Hydrogen Fuel Cell Electric Buses and Disposition of 105 2009 Gillig Diesel Buses

Kevin Yin, Director, Contracts and Procurement, presented the staff report for awarding the contract for hydrogen fuel cell buses and disposal of the diesel buses. Ms. Chan noted prices for these vehicles have been going up and recognized Dave Harbour, Director of Maintenance, who was able to work with the manufacturer to lock in the price of \$1.5 million until June 2024. She noted that they already had \$95 million in FTA (Federal Transit Administration) grants in the bank in addition to previously secured state grants.

Director Brooks Esser asked what the District paid for the 17 BEBs currently in use. Mr. Olmeda said the total cost was approximately \$1.1 million due to the supply chain, cost of raw materials, and increased general demand.

Chair Josh Powell said he was pleased that the District had received 90 percent of the cost in grants.

Motion/Second: Fraser/Ratto

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

Noes: None

Absent: None

10.b.5. Authorization to Sell Two Parcels in the City of San Carlos to the Peninsula Corridor Joint Powers Board for Property Used for the Peninsula Corridor Electrification Project

Ms. Chan introduced Janni Baugh, Deputy Director, Real Estate Management and Development, who provided the presentation describing the subject properties for the Peninsula Corridor Joint Powers Board to use for the Peninsula Corridor Electrification Project.

Motion/Second: Chuang/Powell

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

Noes: None

Absent: None

10.b.6. Adjourn

The meeting adjourned at 3:37 pm.

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

**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: April Chan, General Manager/CEO
From: Kate Steiner, Chief Financial Officer
Subject: **Acceptance of Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2023**

Action

Staff proposes the Committee recommend that the Board of Directors (Board) of the San Mateo County Transit District (District) accept the District's Fiscal Year (FY) 2023 Annual Comprehensive Financial Report (ACFR). On December 19, 2023, the SamTrans Audit Committee met and voted to recommend acceptance of the ACFR to the SamTrans Board.

The Fiscal Year 2023 ACFR is attached and also available online at:

<https://www.samtrans.com/about-samtrans/finance/annual-comprehensive-financial-reports>

Significance

Annually, staff is responsible for preparation of an annual report on the financial position and financial results of the District. The District contracts with an independent auditor, Eide Bailly LLP, to conduct yearly audits of the Financial Statements in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards (GAGAS), issued by the Comptroller General of the United States. The independent auditor has provided an unmodified, or "clean," opinion on the Financial Statements.

The District presents these audited financial statements, along with the auditor's opinion thereupon, in a comprehensive document called the Annual Comprehensive Financial Report (ACFR). The ACFR serves as the District's primary source of disclosure to the public and to the financial community regarding the status of the District's financial position.

Budget Impact

There is no impact on the Budget.

Background

The ACFR is prepared in accordance with the guidelines set forth by the Government Accounting Standards Board and is organized into three sections – Introductory, Financial, and Statistical.

- The **Introductory** section includes a Transmittal Letter and provides general information on the District’s structure, personnel, economic outlook, and finances.
- The **Financial** section includes audited financial statements which provide detailed financial information as well as comparative financial data. The Management Discussion & Analysis (MD&A) is also found in the Financial section. Along with the Transmittal Letter, the MD&A is of most interest to those looking for a narrative annual review of the District’s finances.
- The **Statistical** section provides a broad range of data covering key financial trends including revenue and debt capacity, economic and demographic data, and operating information.

The Introductory section and the Statistical section presented in the ACFR are not required by California Government Code to be reported as part of the audited financial statements of the District. These sections are required when producing an ACFR which the District chooses to do in order to provide detailed information about the financial condition of the District in a form that is understandable to our customers and constituents.

Together, all sections of the ACFR provide the detail as well as the perspective with which to assess the District’s financial condition.

The ACFR is prepared and presented to the Government Finance Officers Association (GFOA) for their review and evaluation, and to apply for the Certificate of Achievement for Excellence in Financial Reporting. The District has received the award for every year that the report has been submitted.

Prepared By:	Kyle Huie	Acting Senior Accountant	650-551-6180
	Annie To	Director, Accounting	650-622-7890

San Mateo County Transit District
San Carlos, California



Annual Comprehensive Financial Report

Fiscal Years Ended June 30, 2023 and 2022



San Mateo County
TRANSIT DISTRICT

San Carlos, California

Annual Comprehensive Financial Report

Fiscal Years Ended June 30, 2023 and 2022

Prepared by the Finance Division

San Mateo County Transit District

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June 30, 2023 and June 30, 2022

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DRAFT

Introductory

Letter of Transmittal

GFOA Certificate of Achievement

Board of Directors

Executive Management

Organization Chart

Maps

Table of Credits

DRAFT



December 19, 2023

**To the Board of Directors of the
San Mateo County Transit District and the
Citizens of San Mateo County
San Carlos, California**

**Annual Comprehensive Financial Report
Year Ended June 30, 2023**

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the San Mateo County Transit District (District) for the Fiscal Year ended June 30, 2023. This transmittal letter provides a summary of the District's finances, services, achievements, and economic prospects for readers without a technical background in accounting or finance. Readers desiring a more detailed discussion of the District's financial results may refer to the Management's Discussion and Analysis in the Financial Section.

Management assumes sole responsibility for all the information contained in this report, including its presentation and the adequacy of its disclosures. To the best of our knowledge, we believe this report to be complete and reliable in all material respects. To provide a reasonable basis for making this representation, we have established a comprehensive system of internal controls designed to protect the District's assets from loss, identify and record transactions accurately, and compile the information necessary to produce financial statements in conformity with Generally Accepted Accounting Principles (GAAP). Because the cost of internal controls should not exceed the likely benefits, the District's internal control system intends to provide reasonable (but not absolute) assurance that the financial statements are free from material misstatement.

To test the performance of the internal control system, the District contracted for independent auditing services from Eide Bailly LLP, a certified public accounting firm licensed to practice in the State of California. The auditor expressed an opinion that the District's financial statements are fairly stated in all material respects and in compliance with accounting principles generally accepted in the United States of America. This conclusion is the most favorable kind and is commonly known as an "unmodified" or "clean" opinion.

San Mateo County Transit District

Letter of Transmittal

June 30, 2023

PROFILE OF THE ORGANIZATION

Basic Information

The District is an independent political subdivision of the State of California, formed by the California State Legislature on August 14, 1974 and approved by San Mateo County voters in the general election that followed. San Mateo County is located on a peninsula south of the City and County of San Francisco, bordered on the west by the Pacific Ocean, on the east by the San Francisco Bay and on the south by the counties of Santa Clara and Santa Cruz.

The overall purpose of the District is to plan, develop, finance, and operate a modern, coordinated system of transportation that meets local mobility demands and promotes sound growth and economic development for the region. The District provides bus transit services throughout San Mateo County, north into downtown San Francisco, and south to Palo Alto in Santa Clara County. The District also operates paratransit and shuttle services, connecting rail stations to employment centers. The District also is a partner in a three-agency joint powers authority that owns and operates Caltrain, a highly successful commuter rail service between San Francisco and Silicon Valley. In addition, the District works cohesively with other transportation services in the San Francisco Bay Area. No other organization within San Mateo County has a similar scope of responsibility for public transportation.

History

On January 1, 1975, the District began consolidating 11 separate municipal bus systems in San Mateo County and initiated local bus service where none existed. By July 1976, the District had established a viable network of local bus service throughout a 446 square mile service area in the county. In mid- 1977, the District added mainline service between Palo Alto and downtown San Francisco through a contract with Greyhound Lines, Inc. and inaugurated its Redi-Wheels demand response service for the mobility impaired. During its history of operations, the District has provided transportation to special events such as the Democratic National Convention, the Major League Baseball World Series and All- Star Games, the National Football League Super Bowl, World Cup Soccer and the American Public Transportation Association's Commuter Rail Conference.

The District has fought throughout its history to preserve passenger rail service along the San Francisco Peninsula and led a successful campaign in 1978 to avoid an impending decision by the Southern Pacific Transportation Company to discontinue the commuter rail service. Two years later, the California Department of Transportation negotiated a purchase of service agreement with the Southern Pacific to continue to operate the commuter rail service under the name "Caltrain" while the local counties determined if they could assume control of the corridor. As a result, the Peninsula Corridor Joint Powers Board (JPB) was formed with the three member agencies: City and County of San Francisco, San Mateo County Transit District and Santa Clara Valley Transportation Authority. The Southern Pacific right of way from San Francisco to San Jose was purchased using California grant funding and the District covered the local share of the purchase price (about \$82 million) on behalf of the three member agencies. The District was then selected as the Managing Agency for the locally controlled and operated Caltrain passenger service in 1992. Amtrak served as the JPB's operator until May 2012. After that, the contract to operate the rail passenger service was awarded to Transit America Services Incorporated (TASI).

San Mateo County Transit District

Letter of Transmittal

June 30, 2023

Governance

A nine-member Board of Directors governs the District. The publicly elected County Board of Supervisors appoints two of its own members and an individual with transportation expertise to the District Board. The mayors of the cities throughout the county appoint three elected city officials, bringing the District Board membership to six. These six members then select the remaining three board members from the general public, one of which must be a coastal resident, due to a geographical diversity policy in place for public members. The Board of Directors meets once a month to determine overall policy for the District. In addition, the Board has created a 15-member Citizens Advisory Committee (CAC) with the principal objective of articulating the interests and needs of current and future customers.

Administration

The District's current organizational structure reflects changes made through a 2022 Memorandum of Understanding (MOU) on Caltrain governance between the JPB and its three member agencies, including the District. As a result of that MOU, the District remains the Managing Agency for the JPB, and all the employees remain District employees. However, a new Caltrain Executive Director (ED) position was created that reports directly to the JPB's Board of Directors (rather than the District's Board of Directors or General Manager/CEO). Additionally, the Rail Division, and some new positions that were created in pursuant to the MOU, including a Chief of Staff and other directors, report to the Caltrain Executive Director. Those positions are shown in the Caltrain organization structure.

The *Bus Division* is responsible for SamTrans fixed-route bus service, paratransit services, microtransit services, shuttle service contracts, contracted urban bus services (CUB), quality assurance, vehicle and facilities maintenance, intelligent transportation systems (ITS), and bus stops, all in full accord with the requirements of the Americans with Disabilities Act (ADA).

The *Communications Division* is responsible for fare media, customer service, marketing, sales, advertising, distribution services, public information, media relations, legislative activities and community outreach.

The *Executive Office* is responsible for directing and overseeing all activities and for providing support to the Board of Directors. This office also includes the Safety and Security function.

The *Finance Division* is responsible for financial accounting and reporting, capital and operational budgeting, payroll and vendor disbursements, investments and cash management, debt management, revenue control, purchasing, contract administration, grant administration, financial planning and analysis, and risk management.

The *Information Technology (IT) Division* is responsible for IT infrastructure and cybersecurity, as well as all IT applications and operations.

The *People and Culture Division* is responsible for all human resource functions and employee and labor relations. The Civil Rights office is also part of this division.

San Mateo County Transit District

Letter of Transmittal

June 30, 2023

The *Planning and Development Division* is responsible for the operations and strategic planning functions of the SamTrans system, as well as for the District's sustainability efforts. In addition, the division also oversees real estate transactions and property management.

The *Transportation Authority Division* is responsible for operations of the San Mateo County Transportation Authority (the "TA"), which is governed by its own independent Board of Directors, and for implementation and oversight of voter-approved Transportation Expenditure Plans adopted as Measure A in 1988 and renewed in 2004, as well as a portion of the Congestion Relief Plan adopted as part of the District's Measure W in 2018.

Component Units

The District is a legally separate and financially independent entity that is not a component unit of San Mateo County or any other organization. The District administers various activities on behalf of other agencies: the Peninsula Corridor Joint Powers Board (JPB), which operates Caltrain; the San Mateo County Transportation Authority (TA), which administers the Expenditure Plan funded by a half-cent transportation sales tax approved by San Mateo County voters in 2004 which will continue in effect until 2034, in addition to 50% of Measure W which was approved by voters in November 2018, and the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA). These agencies have their own separate corporate identities and governance, and they are not component units of the District. Therefore, this ACFR and the financial statements contained within represent solely the activities, transactions and status of the District.

Budget

In FY2023, after over four decades of annual budgets, the District moved to its first biennial budget cycle. The biennial budget cycle began with adoption of operating and capital budgets for FY2024 and FY2025. Instituting a biennial budget allows the District to focus on increasing access and mobility, reducing congestion, and promoting economic vitality in San Mateo County. Staff presented the first biennial budget to the Board of Directors in spring 2023, based on established agency goals, objectives, and performance measures. The Board of Directors monitors budget-to-actual performance through monthly staff reports. The Financial Section of this report includes a supplemental schedule that compares actual results on a budgetary basis of accounting to the final adopted budgets.

Once adopted, the Board of Directors has the authority to amend the budget. While the legal level of budgetary control is at the entity level, the District maintains stricter control at division, departmental and line-item levels to serve various needs. Cost center managers monitor budget-to-actual performance on a monthly basis. The Board has delegated the authority to transfer budget amounts between divisions and departments to the General Manager/CEO or their designee. However, any increase to the expenditure budget as a whole requires the approval of the Board. In addition, the District uses the encumbrance system to reduce budget balances by issuing purchase orders to avoid over-commitment of resources.

The District employs the same basis and principles for both budgeted and actual revenues and expenses, except that actual proceeds from the sale of capital assets, unrealized investment gains and losses, and inter-fund transfers are not included in the budgets.

FINANCIAL AND ECONOMIC OUTLOOK

Local Economy

The Bay Area continues to rebound from the pandemic, but high inflation and massive tech layoffs clouded the Bay Area economy with uncertainty in FY2023. The second half of calendar year 2022 reflected the highest inflation levels since the early 1980s, which led to concerns of slower economic growth and a possible recession. To combat high and persistent inflation, the Federal Reserve has been taking aggressive interest rate hikes since March 2022. As a result, inflation dipped in June 2023 to its lowest pace in more than 2 years, indicating price increases are cooling amid the Federal Reserve's rate-hiking regime. On employment, despite the massive tech industry layoffs in late 2022 and early 2023, the Bay Area job market powered through with robust job gains in spring 2023, partly thanks to the ascendance of artificial intelligence, and strong job growth in the education, health services, and construction sectors, further underscoring the diversity of the region's economy and its ability to withstand industry-specific turbulence. For the remainder of 2023 and into 2024, the pace of inflation on housing, consumer goods/services and job markets growth remain key factors and can present continued challenges to the Bay Area economy.

According to the State of California Employment Development Department (EDD), the unemployment rate in the San Francisco-Redwood City-South San Francisco Metropolitan Area was 3.2 percent in June 2023, up from a revised 2.9 percent in May 2023, and above the year-ago estimate of 2.5 percent. This compares with an unadjusted unemployment rate of 4.9 percent for California and 3.8 percent for the nation during the same period.

The unemployment rate was 3.2 percent in San Francisco County, and 3.1 percent in San Mateo County. Per the EDD, between May 2022 and May 2023, the total number of jobs in the counties of San Francisco and San Mateo increased by 30,600 jobs or 2.6 percent. Between 2022 and 2027, job growth in San Mateo County is expected to average 1% per year.

According to the 2022 San Mateo County Economic Forecast, the San Mateo County population is expected to steadily decline over the 2022 and 2027 period, mainly due to the high home prices in California; residents in the region have demonstrated a history of relocating to alternative areas with more affordable conditions. The housing market in San Mateo County has been declining since the peak of inflation in 2022. In June 2023, San Mateo County home prices were down 4.1% compared to last year, selling for a median home price of \$1.4 million. Overall, the housing market in San Mateo County is expected to remain strong but the pace of growth is expected to slow due to the high home prices.

San Francisco and the San Mateo County's technology sector has weathered waves of industry layoffs beginning in late 2022, but has recovered 38% of job losses since May after months of painful job cuts, partly thanks to developments in artificial intelligence which is expected to account for much of the job growth in the technology sector.

The median household income of San Mateo County in 2022 was \$141,426, a 12% increase from 2019, partially driven by the high inflation in 2021 and 2022, placing San Mateo County among the most affluent regions of California. The professional and business services sector in San Mateo County remains strong despite tech layoffs in late 2022 and early 2023, as most workers are quickly re-hired at other companies, increasing the unemployment rate only slightly over last year.

San Mateo County Transit District

Letter of Transmittal

June 30, 2023

Long-term Financial and Strategic Planning

The District began operations in 1976 as a fixed-route bus service. Today, the District has grown into a multimodal system of coordinated transit services, including bus, paratransit, microtransit, shuttles, and commuter rail, each playing an integral role in meeting the transportation needs of San Mateo County.

The District continually looks at ways in which to responsibly administer the debt it has assumed, which includes a 2015 bond issuance in the amount of \$211 million, which enabled the District to make payments to conclude the agreement for funding the extension of BART south to San Francisco International Airport (SFO), by refunding multiple prior issuances and restructuring them at lower rates.

In November 2018, voters in San Mateo County approved the Measure W half-cent sales tax. Starting in July 2019, the District began administering 50% of the funds received from Measure W, providing a supplemental resource to improve transit services and reduce travel times. Measure W should materially improve the District's financial condition for years to come.

In compliance with requirements set forth by the Metropolitan Transportation Commission (MTC), the District recently updated its five-year Short Range Transit Plan (SRTP) for fiscal years 2023–2028. The 2023-2028 SRTP Update included a scenario-planning exercise to develop service plans in alignment with three financial and ridership recovery scenarios. The most recent SRTP built on the District's recently completed Comprehensive Operational Analysis, "Reimagine SamTrans," which included adoption of a new fixed-route bus network and associated service plan to be operationalized over the next several years. The first two phases of implementation for "Reimagine SamTrans" took place in August 2022 and June 2023, with timing of future phases to be determined. The District's SRTP can be viewed online at https://www.samtrans.com/projects/samtrans_short_range_transit_plan.

The District launched a 10-year Strategic Plan project in May 2023 to cover the years 2025-2035. This project will establish updated agency-wide goals, values and priority initiatives for the 10-year period, a Measure W Budget Framework to guide specific investments made with Measure W funds as well as an updated Capital Improvement Program (CIP) developed based on the strategic plan's goals, values and priorities within a financially constrained scenario. The 2025-2035 Strategic Plan, including budget framework and CIP, will be complete by December 2024.

Major Initiatives

The District plans to continue providing coordinated transit services including bus, paratransit, microtransit, shuttle services and supporting rail services. The Association of Bay Area Governments (ABAG) projections assume there will be intensified population growth along the El Camino Real Corridor, parallel to the Caltrain line. These projections also assume that there will be higher density development in all cities along this corridor, which will increase demand for transportation services.

San Mateo County Transit District

Letter of Transmittal

June 30, 2023

The District has committed significant resources to supporting regional transportation options. These include sustainable transportation and interconnectivity over the next several years as local agencies are encouraged to implement Transportation Systems Management plans designed to reduce highway congestion and improve air quality. Continuing a long history of serving San Mateo County residents with mobility impairments, the District will also manage the demand for paratransit services.

The District has started to invest in zero-emission bus technology to advance California's climate change and energy policy goals. In late FY2022, the District purchased 37 battery electric buses (BEB's) and 10 fuel cell electric buses (FCEBs). Per the California Air Resource Board's (CARB) Innovative Clean Transit (ICT) regulation, The District submitted the SamTrans ICT Plan in May 2021. The plan, which was approved by CARB, reflects the District's commitment to accelerate compliance with the State's regulation by replacing its entire fleet with zero-emission technology and providing zero emission transportation in advance of the State's 2040 deadline. This plan may evolve as the District continues to investigate new technologies for the delivery of a zero-emission bus system.

As mentioned above, the District completed its comprehensive operational analysis titled "Reimagine SamTrans" in March 2022 and has since implemented two phases of fixed route bus service changes consistent with the plan's recommendations, as well as launched a microtransit service called "SamTrans Ride Plus" in two areas of San Mateo County. "Reimagine SamTrans" called for increased frequency and off-peak services, new limited stop routes, consolidated routes, and the new microtransit service.

More information on "Reimagine SamTrans" can be found at <https://www.samtrans.com/planning/reimaginesamtrans>.

The District also launched planning efforts with the goals of improving bus service reliability on El Camino Real through the El Camino Real Bus Speed & Reliability Study (adopted December 2022) and improving the bus stop amenities and customer experience through the Bus Stop Improvement Plan. Both plans will result in future capital projects to implement recommendations.

The District has also begun work to repair, modify, and/or replace its major facilities. The following work is underway:

1. North Base Bus Transportation Building 200: Field investigations and independent evaluations completed in 2010 and 2019 for North Base's Building 200 and the surrounding area have determined that extensive settlement has occurred and will likely continue. The resulting building assessment recommends the removal and replacement of the existing structure to ensure the safety, functionality, sustainability, durability, and cost-effectiveness for SamTrans bus operations, employees, and visitors. During the next two years, the District will complete engineering design studies and conduct the procurement process to provide temporary accommodation for building occupants, demolish Building 200, and begin construction of a new building.

San Mateo County Transit District

Letter of Transmittal

June 30, 2023

2. North Base and South Base: A project is underway to assess the North Base and South Base structures and facilities to develop recommendations to repair, modify and/or replace the buildings. The project will also fund work by an architectural and engineering firm to conduct a systematic field survey of both the facilities, establish reliable baseline civil data, and develop computer-aided design and drafting (CADD) files to allow effective planning and execution of construction projection. Additionally, the District's Adaptation and Resilience Plan identifies the District's vulnerability to sea level rise, floods and heat-related climate change impacts and provides potential action alternatives to improve resilience, a particular concern for the North Base and South Base operations and maintenance facilities, which are located near the San Francisco Bay. In the next two years the District will develop conceptual design plans and obtain the required environmental clearances for the associated project(s).
3. District Headquarters Building (San Carlos): The District headquarters building was constructed in the mid-1970s to serve as the headquarters of Eureka Federal Savings and Loan. The District purchased the facility in May 1990. Since the early 2000s, the District has been addressing the efficiency and functionality of the headquarters building. In 2019 the Board began to seriously evaluate options for the potential rehabilitation or reconstruction of the building on its current site. More recently, based on current real estate market dynamics, a third option, to acquire an office building in San Mateo County, has become more feasible. In August 2023 the Board directed staff to pursue acquisition of a new headquarters building in the County, subject to certain parameters, and to report to the Board in January 2024 if a suitable building has not been found.
4. Technology: The District is also embarking on significant updates to its technology system, including measures to improve its cybersecurity program. In the next two years the District will undertake a detailed analysis of the needs and functionality of its legacy network and applications to develop and prioritize solutions.
5. Pension Liability Management: On May 3, 2023, the Board of Directors established a California Employers' Pension Prefunding Trust (CEPPT) Account for the District with the California Public Employees' Retirement System (CalPERS) and directed the staff to open and fund the trust account over FY 2023 and FY 2024 with a \$21 million pension prepayment reserve fund contribution that was included in the District's 2023 Operating Budget. In September 2023, the District began contributing just under \$1.0 million bi-weekly into the CEPPT and will continue doing so until the entire \$21 million reserve has been invested in the Account.

San Mateo County Transit District

Letter of Transmittal

June 30, 2023

Motor Bus Operations

The District designs its bus services to meet the needs of San Mateo County residents, workers, and visitors. Bus service is offered throughout San Mateo County and into select areas of San Francisco and Palo Alto. Many bus routes make connections to Caltrain, BART, and the SFO. Each bus has a bicycle rack, allowing for multimodal use. Starting in 2019, new buses have on board Wi-Fi and USB charging stations. SamTrans provides transportation services from early morning until just past midnight. Fixed-route bus ridership peaked in San Mateo County at 20.9 million in 1982, but later declined to 12.4 million in 2013. The implementation of the SamTrans Service Plan, adopted in May that same year, resulted in an initial increase in ridership, which grew 3.0 percent in FY2014 and another 2.9 percent in FY2015. However, ridership declined again by 2.8 percent in FY2016, and the drop persisted through FY2019. SamTrans started to see an increase in ridership beginning in August 2019 with the launch of its new Foster City-San Francisco Commuter Express Bus service (Route FCX). For the first 8 months of FY2020, average weekday ridership was about 36,775, compared to 35,100 in FY2019. The COVID-19 pandemic had significant ridership implications; social distancing and shelter in place health orders restricted rides to essential personnel. To encourage the return of ridership, SamTrans initiated improved cleaning protocols, limited the number of passengers on board buses, reduced service levels, installed bus operator barriers, and issued masks to riders. Over the past three years, SamTrans ridership has continued to recover with just under 8.5 million trips in FY2023 compared to 4.5 million trips in FY2021.

The District was in the midst of the “Reimagine SamTrans” comprehensive operational analysis when COVID-19 hit. The study was paused so the agency could pivot to do work on scenario planning and near-term service planning. The project was restarted and completed and as described above, the final study; charts a path forward for service recovery and ridership growth in FY2023 and beyond. By the end of FY2023, Bus ridership has recovered to 79.9% of FY2019 (pre-COVID-19) levels.

Paratransit Services

The District provides accessible transportation services throughout San Mateo County with fixed-route, Redi-Wheels and RediCoast services. The entire fleet of fixed-route buses is equipped with wheelchair ramps and a kneeling feature to make boarding easier. Redi-Wheels and RediCoast members and their Personal Care Attendants are allowed to ride all regular fixed-route SamTrans buses for free. For persons with disabilities who cannot use fixed-route buses, Redi-Wheels and RediCoast are the only means of transportation available. In FY2020, the SamTrans paratransit program provided 256,738 passenger trips. The COVID-19 pandemic had significant ridership implications for the paratransit riders, social distancing and shelter in place health orders restricted riders. The ridership since FY2020 has been lower because of the COVID-19 pandemic. Similar to on fixed-route service, we are also seeing continued ridership recovery with 202,425 trips in FY2023 (59.7% of pre-COVID-19 levels) as we continue to move on from the COVID-19 pandemic.

Caltrain Administration

Since 1992, the District has served as staff to the JPB administering the operation of commuter rail service on the 77-mile corridor between San Francisco and Gilroy. In the near term, Caltrain will focus on implementing the Peninsula Corridor Electrification Project which includes the installation of electric infrastructure and the procurement of new, high-performance electric trains. The new electrified Caltrain service will substantially increase the ridership capacity of the system.

San Mateo County Transit District

Letter of Transmittal

June 30, 2023

As referenced above, in August 2022, a Memorandum of Understanding was signed between the JPB Board of Directors, Santa Clara Valley Transportation Authority (VTA), the District, and the City and County of San Francisco (CCSF). The MOU affirmed that the District would remain the Managing Agency for Caltrain, with some modifications laid out in the MOU. It also outlined the repayment of the outstanding balance of funds owed to the District by Metropolitan Transportation Commission (MTC), CCSF and VTA for funds put forth by the District to purchase and preserve the Peninsula rail corridor in 1991. Furthermore, the parties to the MOU agreed to establish a new Caltrain Executive Director position that will report to the JPB Board of Directors, and to have certain functions within the Rail Division report directly to the Caltrain Executive Director. Those functions include Rail Operations and Maintenance, Rail Planning, Rail Contracts and Budgets, Rail Development, and the Peninsula Corridor Electrification Project (PCEP). Five new positions were also created by the MOU to report to the Caltrain ED: Chief of Staff, Director of Government and Community Affairs, Director of Budgets and Financial Analysis, Director of Real Estate, and Director of Grants and Fund Management.

District staff produce a separate ACFR for the JPB, which can be viewed online:

<https://www.caltrain.com/about-caltrain/statistics-reports/annual-comprehensive-financial-reports>

San Mateo County Transportation Authority (TA)

The District provides staff and administrative support for the TA, which programs and appropriates funds from a half-cent county sales tax authorized by voters in 1988 and extended by voters in November 2004 through 2034. The TA programs and allocates sales tax revenues to designated project sponsors that are responsible for delivering a broad spectrum of transportation projects and programs pursuant to a Transportation Expenditure Plan (TEP). The TEP includes these six program categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs. The TA is a co-sponsor of the San Mateo County 101 Express Lane Project and a member of the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) formed to own, manage, operate, and maintain Express Lanes along the 101 Highway corridor in San Mateo. The District and its JPA partner, the City/County Association of Governments of San Mateo County, both provide staff and administrative support for the SMCEL-JPA.

In November 2018, San Mateo County voters approved Measure W, another sales tax measure that provides an additional half-cent sales tax for 30 years to fund countywide transportation and traffic congestion solutions in San Mateo County. The District imposes the tax and administers the investments in the County Public Transportation Systems Program Category in the associated Measure W Congestion Relief Plan, which represents 50% of the proceeds. Pursuant to Measure W, the District has designated the TA to administer the remaining 50 percent of Measure W sales tax proceeds in the following five categories:

1. Countywide Highway Congestion Improvements
2. Local Safety, Pothole and Congestion Relief Improvements
3. Grade Separations
4. Bicycle and Pedestrian Improvements
5. Regional Transit Connections

In total, the TA programs and appropriates funds for a combined $\frac{3}{4}$ -cent sales tax, including $\frac{1}{2}$ -cent from the sales tax measure reauthorized in 2004, and $\frac{1}{4}$ -cent from the Measure W sales tax enacted in 2018.

District staff produce a separate ACFR for the Transportation Authority, which can be viewed online:
<https://www.smcta.com/resources/finance/annual-comprehensive-financial-reports>

ACKNOWLEDGMENTS AND AWARDS

The District staff with the occasional support of consulting firms of the District bring an effective combination of skill, experience and dedication in carrying out the District's mission. Together, they plan, develop, and finance the creation of a modern, coordinated multimodal transportation system offering convenient access to the many attributes of the Bay Area and beyond.

The Government Finance Officers Association (GFOA) recognized the District's 2022 Annual Comprehensive Financial Report for excellence in financial reporting and the Certificate of Achievement appears immediately following this transmittal letter. To be awarded a certificate, a report must be easy to read and efficiently organized, while satisfying both generally accepted accounting principles and applicable legal requirements. We believe our Fiscal Year 2023 ACFR also meets the requirements for a Certificate of Achievement, and we will submit it to the GFOA for evaluation. We would like to thank our independent audit firm Eide Bailly LLP, for its timely and expert guidance in this matter.

An ACFR requires the dedicated effort of many individuals working together as a team. We extend our grateful recognition to all the individuals who assisted in both the preparation of this report and the processing of financial transactions throughout the Fiscal Year. Finally, we wish to thank the Board of Directors for their interest and support in the maintenance and development of a reliable financial management and reporting system.

Respectfully,



April Chan
General Manager/CEO



Kate Jordan Steiner
Chief Financial Officer

San Mateo County Transit District
Government Finance Officers Association (GFOA) Certificate of Achievement
June 30, 2023



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**San Mateo County Transit District
California**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2022

Christopher P. Morill

Executive Director/CEO

JOSH POWELL, Chair

MARINA FRASER, Vice Chair

DAVID J. CANEPA

MARIE CHUANG

BROOKS ESSER*

JEFF GEE

RICO E MEDINA

RAY MUELLER

PETER RATTO

*Sworn in October 4, 2023

GENERAL MANAGER/CEO

April Chan

DEPUTY GENERAL MANAGER/CEO

David Santoro

EXECUTIVE OFFICERS

Casey Fromson - Chief Communications Officer

Nate Kramer - Chief People & Culture Officer

Mehul Kumar - Chief Information & Technology Officer

Josh Mello - Executive Officer, Planning & Development

David Olmeda - Chief Operating Officer, Bus

Dora Seamans - Executive Officer, District Secretary

Peter Skinner - Executive Officer, Transportation Authority

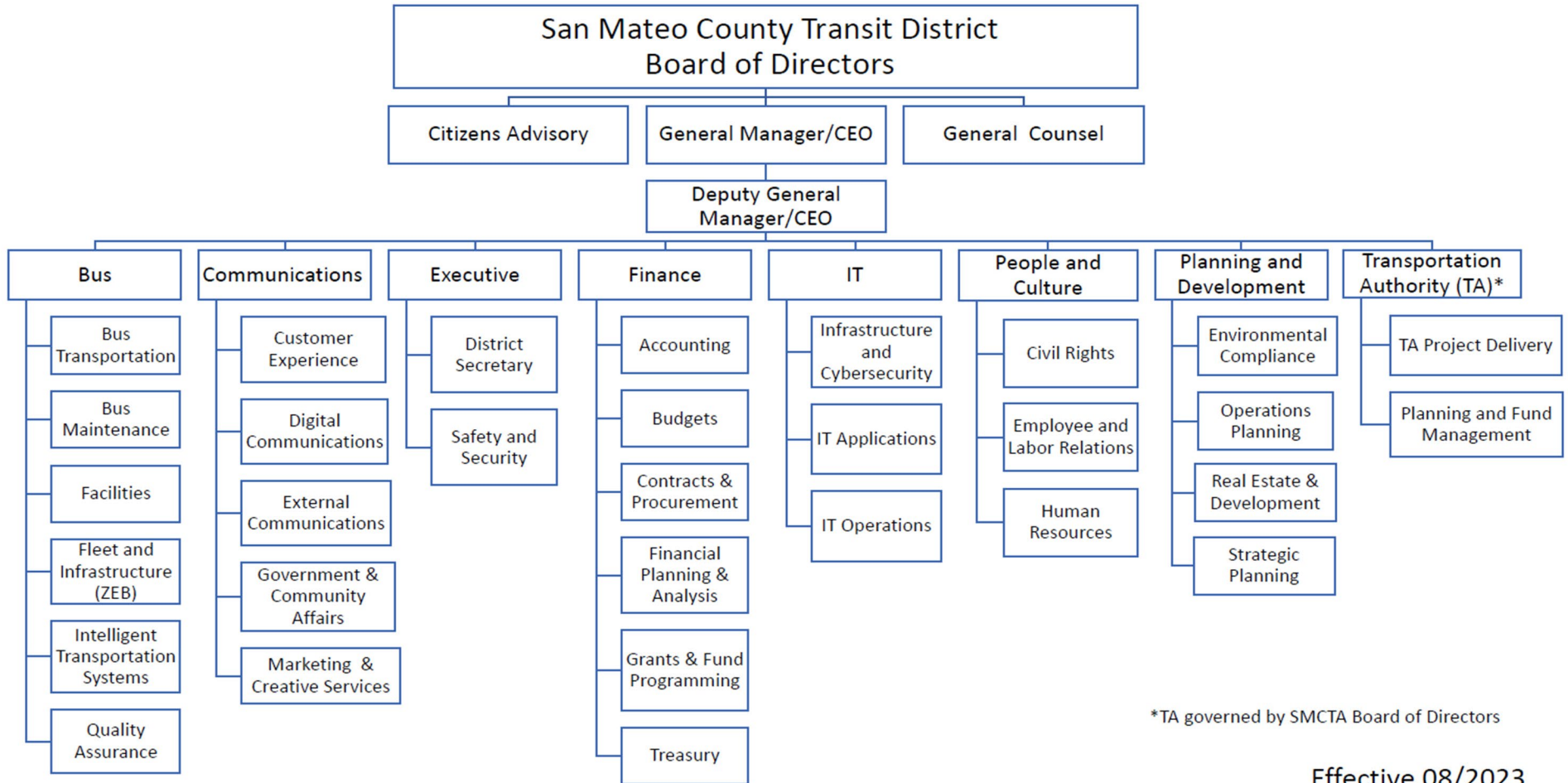
Kate Jordan Steiner - Chief Financial Officer

GENERAL COUNSEL

Hanson Bridgett LLP

Joan Cassman, Esq.

San Mateo County Transit District
Organization Chart
June 30, 2023



*TA governed by SMCTA Board of Directors

Effective 08/2023

SAN MATEO COUNTY, CALIFORNIA





San Mateo County Transit District

Table of Credits

June 30, 2023

The following individuals contributed to the production of the Fiscal Year 2023 Annual Comprehensive Financial Report:

Finance

Chief Financial Officer
Director, Accounting
Acting Director, Accounting
Director, Treasury

Kate Jordan Steiner
Annie To
Jeannie Chen
Connie Mobley-Ritter, MBA, CTP

Audit Firm

Partner
Senior Manager

Ahmad Gharaibeh, CPA
Joe Escobar, CPA, CGFM

DRAFT

Financial

Independent Auditor's Report

Management's Discussion and Analysis

Basic Financial Statements:

- Statement of Net Position
- Statement of Revenue, Expenses, and Changes in Net Position
- Statement of Cash Flows
- Notes to the Financial Statements

Required Supplementary Information

- Schedule of Changes in Net OPEB Liability and Related Ratios
- Schedule of OPEB Contributions
- Schedule of Changes in Net Pension Liability and Related Ratios
- Schedule of Pension Contributions

Supplementary Information

- Schedule of Revenues, Expenses, Capital Outlay and Long-Term Debt Payment Comparison of Budget to Actual (Budgetary Basis)

Notes to Supplementary Information

Independent Auditor's Report

To the Board of Directors of the
San Mateo County Transit District
San Carlos, California

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the San Mateo County Transit District (District) as of and for the years ended June 30, 2023 and June 30, 2022, and the related notes to the financial statements, which collectively comprise the District's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the District, as of June 30, 2023 and June 30, 2022, and the respective changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Adoption of New Accounting Standard

As discussed in Notes 15 to the financial statements, the District has adopted the provisions of Government Accounting Standards Board (GASB) Statement No. 96, *Subscription Based Information Technology Arrangements*, for the years ended June 30, 2023, and June 30, 2022. Accordingly, a restatement has been made as of July 1, 2021. Our opinions are not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of changes in Net OPEB liability and related ratios, schedule of OPEB contributions, schedule of changes in the net pension liability and related ratios and the schedule of pension contributions, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the District's basic financial statements. The budgetary comparison information are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the budgetary comparison information are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections, as listed in the table of contents, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 19, 2023 on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

Menlo Park, California
December 19, 2023

Management's Discussion and Analysis
June 30, 2023

San Mateo County Transit District

DRAFT

San Mateo County Transit District
Management's Discussion and Analysis
June 30, 2023 and June 30, 2022

Management's Discussion and Analysis

This discussion and analysis of the San Mateo County Transit District's (District) financial performance provides an overview of the District's activities for Fiscal Years ended June 30, 2023 and June 30, 2022, with comparisons to the prior two Fiscal Years. We encourage readers to consider the information presented here in conjunction with the transmittal letter contained in the Introductory Section and with the statements and related notes contained in the Financial Section.

Financial Highlights

- On June 30, 2023, the assets and deferred outflows of resources of the District exceeded its liabilities and deferred inflows of resources by \$456.7 million (*net position*). Of this amount, a surplus net position of \$278.3 million represents the unrestricted net position. On June 30, 2022, the assets and deferred outflows of resources of the District exceeded its liabilities and deferred inflows of resources by \$351.3 million. Of this amount, a surplus net position of \$165.4 million represents the unrestricted net position.
- The District's total net position increased by \$105.4 million in Fiscal Year 2023 and increased by \$98.8 million in Fiscal Year 2022. The increase in Fiscal Year 2023 was mainly due to the operating assistance (including transaction and use tax) exceeding the operating expenses by \$80.4 million and increases of \$19.9 million in investment income. The increase in Fiscal Year 2022 was due to the operating assistance (including transaction and use tax) exceeding the operating expenses by \$98.2 million.

Overview of the Financial Statements

The Financial Section of this report presents the District's financial statements as two components: basic financial statements and notes to the financial statements. It also includes other supplemental information in addition to the basic financial statements intended to furnish additional detail to support the basic financial statements themselves.

Basic Financial Statements

The *Statement of Net Position* presents information about assets, deferred outflows and liabilities and deferred inflows with the difference between the four reported as *net position*. The change in net position over time is an indicator of whether the financial position of the District is improving or deteriorating.

The *Statement of Revenues, Expenses and Changes in Net Position* reports how net position has changed during the year and presents a comparison between operating revenues and operating expenses. Operating revenues and expenses are related to the District's principal business of providing bus transit services. Operating expenses include the cost of direct services to passengers, administrative expenses, contracted services, and depreciation on capital assets. All other revenues and expenses not included in these categories are reported as nonoperating.

San Mateo County Transit District
Management's Discussion and Analysis
June 30, 2023 and June 30, 2022

The *Statement of Cash Flows* reports inflows and outflows of cash and is classified into four major components:

- *Cash flows from operating activities* which includes transactions and events reported as components of operating income in the statement of revenues, expenses, and changes in net position.
- *Cash flows from non-capital financing activities* which includes operating grant proceeds as well as operating subsidy payments from third parties and other nonoperating items.
- *Cash flows from capital and related financing activities* which arise from the borrowing and repayment (principal and interest) of capital-related debt, the acquisition and construction of capital assets and the proceeds of capital grants and contributions.
- *Cash flows from investing activities* which includes the proceeds from the sale of investments and receipt of interest. Outflows in this category include the purchase of investments.

Notes to the Financial Statements

Various notes provide additional information that is essential to a full understanding of the information provided in the basic financial statements and are found immediately following the financial statements to which they refer.

Other Information

This report also presents certain required supplementary information in accordance with the requirements of generally accepted accounting principles providing information about the status of the District's pension liability for its public employee retirement system and information about its other post-employment benefits unfunded liability. Additional supplementary information and associated notes concerning compliance with the District's annual budget appear immediately following the required supplementary information.

Analysis of Basic Financial Statements

In Fiscal Year 2023, total assets and deferred outflows were \$892.7 million, an increase of \$143.5 million or 19.2% compared to June 30, 2022. In Fiscal Year 2022, total assets and deferred outflows were \$749.2 million, an increase of \$54.2 million or 7.8% compared to June 30, 2021. Total current assets increased by \$136.2 million or 43.0% to \$453.1 million on June 30, 2023, from \$316.9 million on June 30, 2022, and increased by \$49.3 million or 18.4% at June 30, 2022 compared to June 30, 2021. Capital assets net of accumulated depreciation decreased by \$7.5 million or 4.7% to \$153.6 million on June 30, 2023, compared to 2022 and decreased by \$10.9 million or 6.3% in 2022 compared to 2021. Land, buses, and related equipment and building and related improvements comprise most of the District's capital assets.

San Mateo County Transit District
Management's Discussion and Analysis
June 30, 2023 and June 30, 2022

Condensed Statements of Net Position
(in thousands)

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Assets			
Current assets	\$ 453,143	\$ 316,921	\$ 267,663
Capital assets, net of depreciation and amortization	153,562	161,066	171,978
Other noncurrent assets	<u>229,373</u>	<u>244,236</u>	<u>228,286</u>
Total Assets	<u>836,078</u>	<u>722,223</u>	<u>667,927</u>
Deferred Outflows of Resources	<u>56,584</u>	<u>26,950</u>	<u>27,030</u>
Liabilities			
Current liabilities	66,264	49,510	58,234
Long-term debt	159,621	173,582	187,256
Other noncurrent liabilities	<u>125,930</u>	<u>56,993</u>	<u>120,071</u>
Total Liabilities	<u>351,815</u>	<u>280,085</u>	<u>365,561</u>
Deferred Inflows of Resources	<u>84,181</u>	<u>117,791</u>	<u>76,859</u>
Net Position			
Net investment in capital assets	151,793	159,345	171,967
Restricted	26,601	26,599	26,600
Unrestricted	<u>278,272</u>	<u>165,353</u>	<u>53,970</u>
Total Net Position	<u>\$ 456,666</u>	<u>\$ 351,297</u>	<u>\$ 252,537</u>

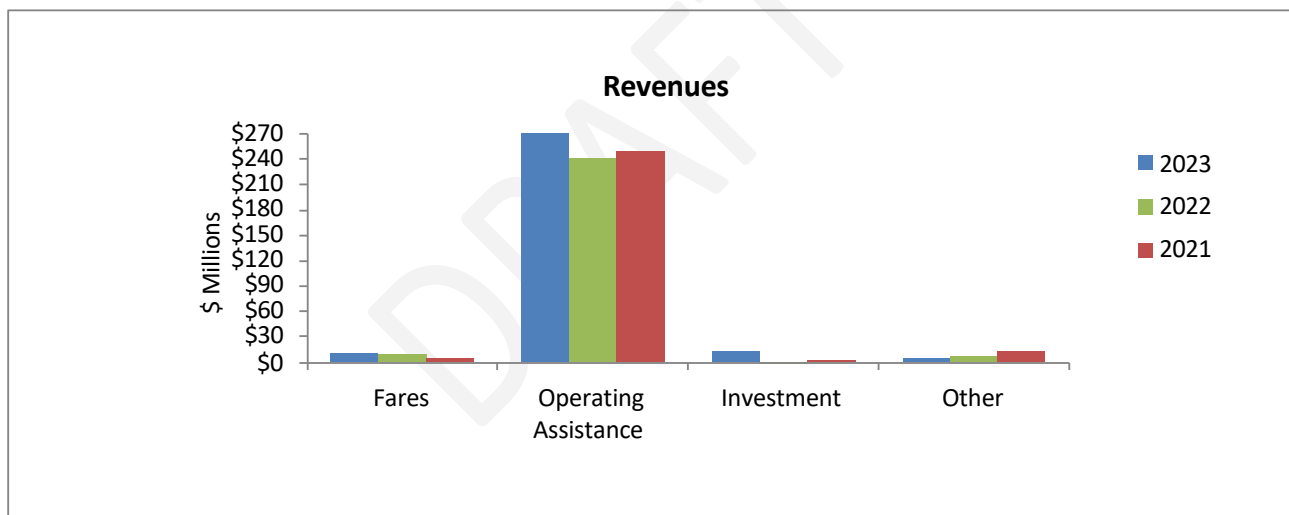
In Fiscal Year 2023, total liabilities and deferred inflows of resources were \$436.0 million, an increase of \$38.1 million or 9.6% compared to Fiscal Year 2022. In Fiscal Year 2022, total liabilities and deferred inflows of resources were \$397.9 million, a decrease of \$44.5 million or 10.1% compared to 2021. The increase for 2023 was mostly due to increases of \$3.1 million in self-insurance liabilities, \$9.2 million in Unearned revenue, \$2.9 million in Net Other Post-Employment Benefits (OPEB) liability, and \$22.1 million in Net pension Liability, partially offset by increases in Deferred inflows related to Other Post-Employment Benefits, Deferred inflows related to pension. The decrease for 2022 was mostly due to decreases of \$4.2 million in self-insurance liabilities, \$5.8 million in Unearned revenue, \$13.6 million in Long-term debt, less current portion, \$9.7 million in Net Other Post-Employment Benefits (OPEB) liability, and \$6.7 million in Net pension Liability, partially offset by increases in Deferred inflows related to Other Post-Employment Benefits, Deferred inflows related to pension.

San Mateo County Transit District
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- On June 30, 2023, net position was \$456.7 million, an increase of \$105.4 million or 30.0% compared to \$351.3 million on June 30, 2022. On June 30, 2022, net position was \$98.8 million or 39.1% higher than June 30, 2021. The net investment in capital assets was \$151.7 million on June 30, 2023. Total restricted net position on June 30, 2023 was \$26.6 million. The remaining \$278.3 million of total net position on June 30, 2023, was unrestricted net position. The District reported a positive unrestricted net position, mainly due to the operating assistance (including transaction and use tax) exceeding the operating expenses by \$80.4 million and increases of \$19.9 million in investment income.

Revenue Highlights

Operating revenues generated from passenger fares of \$11.2 million increased by \$2.3 million or 26.0% during Fiscal Year 2023 compared to Fiscal Year 2022 and increased by \$3.3 million or 58.7% in Fiscal Year 2022 compared to Fiscal Year 2021. The increase for Fiscal Year 2023 was a result of a continued increase in ridership and the increase for Fiscal Year 2022 was a result of recovering ridership from the impact of COVID-19 pandemic.

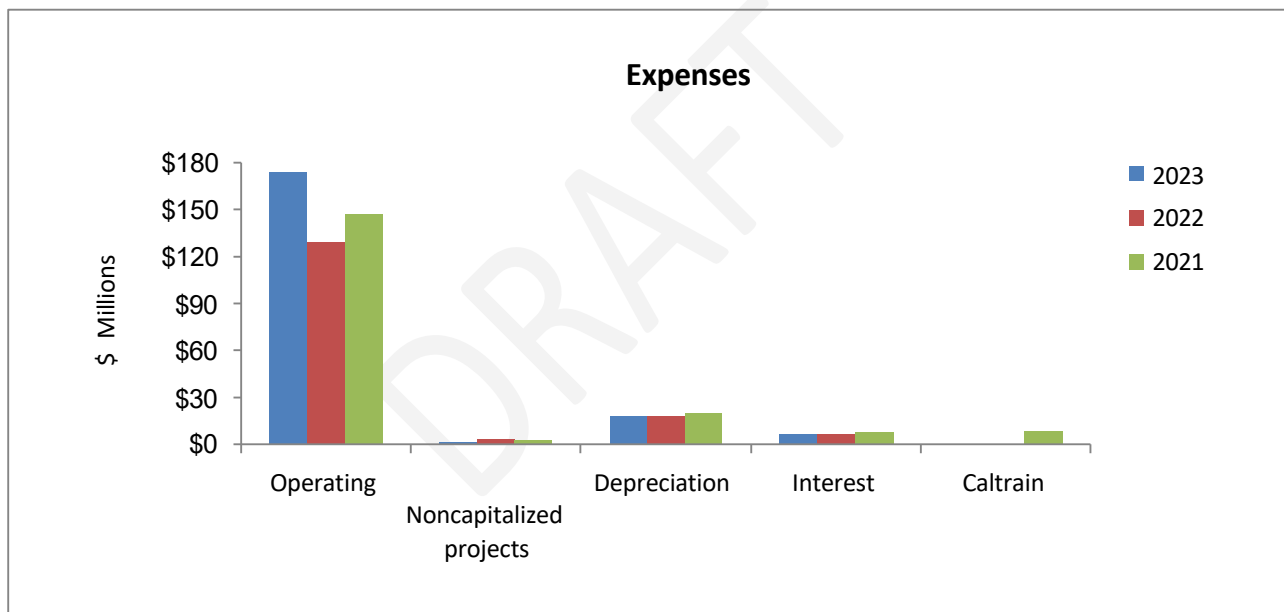


In Fiscal Year 2023, nonoperating revenues increased by \$49.3 million or 20.4% to \$290.5 million. The increase was mainly due to increase in operating assistance and investment income. Operating assistance of \$272.5 million accounted for the majority of Fiscal Year 2023 nonoperating revenues. This amount consisted of 62.3% from transaction and use tax, 20.6% from local transportation funds, and 17.1% from others. The largest portion of this increase is attributable to transaction and use tax, local transportation funds, and state transit assistance. In Fiscal Year 2022, nonoperating revenues decreased by \$22.8 million or 8.6% to \$241.2 million. The decreased was mainly due to decrease in operating assistance, other income, and investment income. Operating assistance of \$241.6 million accounted for the majority of Fiscal Year 2022 nonoperating revenues. This amount consisted of 70.0% from transaction and use tax, 15.1% from local transportation funds, and 15.0% from others. While the transaction and use tax increased by \$28.6 million, the Federal assistances related to the COVID-19 pandemic reduced by \$42.5 million.

San Mateo County Transit District
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June 30, 2023 and June 30, 2022

Expense Highlights

In Fiscal Year 2023, total operating expenses (excluding depreciation) were \$173.7 million, an increase of \$49.0 million or 39.3% compared to Fiscal Year 2022. The increase was due to an increase in salaries and benefits, contract operations and maintenance services, materials and supplies, and provisions for claims and claims adjustment. The increase in salaries and benefits were mainly due to an increase in fringe benefits and year-end GASB 68 pension adjustment. In Fiscal Year 2022, total operating expenses (excluding depreciation) were \$124.7 million, a decrease of \$18.9 million or 13.2% compared to Fiscal Year 2021. The decrease was due to a decrease in salaries and benefits. The decreases in salaries and benefits were mainly due to year-end GASB 68 pension adjustment of \$11.3 million and GASB 75 other post-employee benefits adjustment of \$5.9 million. Depreciation and amortization expenses were \$18.4 million and \$18.7 million for Fiscal Year 2023 and Fiscal Year 2022 respectively, a \$0.3 million or 1.7% decrease in Fiscal Year 2023 compared to Fiscal Year 2022 and \$1.8 million or 8.6% decrease in Fiscal Year 2022 compared to Fiscal Year 2021.



- In Fiscal Year 2023, nonoperating expenses were \$8.3 million, a decrease of \$2.9 million or 26.1% compared to Fiscal Year 2022. The decrease was due to a decrease in noncapitalized projects. In Fiscal Year 2022, nonoperating expenses were \$11.2 million, a decrease of \$7.7 million or 40.6% compared to Fiscal Year 2021. As of Fiscal Year 2022, the District and other Caltrain member agencies were not required to make operating contributions toward the Caltrain rail service operation. In Fiscal Year 2021, the District paid the JPB \$8.9 million for its contribution toward the Caltrain rail service operation through the funding from the Transportation Authority. A more detailed discussion of the District’s relationship with the JPB can be found in *Note #6 – Peninsula Corridor Joint Powers Board (JPB)* in the Notes to the Financial Statements.

San Mateo County Transit District
Management's Discussion and Analysis
June 30, 2023 and June 30, 2022

Condensed Statements of Changes in Net Position
(in thousands)

	<u>2023</u>	<u>2022</u>	<u>2021</u>
Operating revenues-passenger fares	\$ 11,226	\$ 8,913	\$ 5,615
Operating expenses-transit services	<u>173,746</u>	<u>124,707</u>	<u>143,636</u>
Operating loss before depreciation and amortization	(162,520)	(115,794)	(138,021)
Depreciation and amortization	<u>(18,394)</u>	<u>(18,711)</u>	<u>(20,491)</u>
Operating loss	<u>(180,914)</u>	<u>(134,505)</u>	<u>(158,512)</u>
Nonoperating revenues			
Operating assistance	272,494	241,629	250,472
Investment income	11,671	(8,188)	288
Other income, net	<u>6,321</u>	<u>7,755</u>	<u>13,214</u>
Total Nonoperating revenues	290,486	241,196	263,974
Nonoperating expenses			
Interest expense	(6,644)	(7,045)	(7,270)
Expense for noncapitalized projects	(1,635)	(4,155)	(2,706)
Caltrain service subsidy	<u>-</u>	<u>-</u>	<u>(8,877)</u>
Total Nonoperating expenses	<u>(8,279)</u>	<u>(11,200)</u>	<u>(18,853)</u>
Net gain before capital contributions	101,293	95,491	86,609
Capital contributions	<u>4,076</u>	<u>3,124</u>	<u>6,094</u>
Change in net position	105,369	98,615	92,703
Net position - beginning of year, as restated	351,297	252,537	159,470
GASB87 & 96 restatements	<u>-</u>	<u>145</u>	<u>364</u>
Net position - beginning of year, as restated	<u>351,297</u>	<u>252,682</u>	<u>159,834</u>
Net Position - end of year	<u>\$ 456,666</u>	<u>\$ 351,297</u>	<u>\$ 252,537</u>

Capital Program

The District received capital contributions of \$4.1 million in Fiscal Year 2023 and \$3.1 million in Fiscal Year 2022, which was an increase of \$1.0 million or 30.5% in Fiscal Year 2023 compared to Fiscal Year 2022 and a decrease of \$3.0 million or 48.7% in Fiscal Year 2022 compared to Fiscal Year 2021.

The following is a summary of the District's major capital expenditures for Fiscal Year 2023.

- Purchase of revenue vehicles (\$4.5 million).
- Maintenance and administrative facilities and equipment (\$3.0 million).
- Communication information system (\$0.6 million).
- Replacement of bus parts in accordance with FTA guidelines (\$1.8 million).
- Capital project development, and others (\$1.8 million).

Additional information concerning the District's Capital Assets can be found in *Note #5 - Capital Assets* in the Notes to the Financial Statements.

San Mateo County Transit District
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June 30, 2023 and June 30, 2022

Debt

On June 30, 2023, the District had \$171.4 million in limited tax bonds outstanding, a decrease of \$13.4 million or 7.3%, compared to \$184.9 million in limited tax bonds outstanding on June 30, 2022. This decrease resulted from retirement of principal in scheduled debt service payments. The District pledges sales tax revenues to secure the 2015 Series A Bonds and the 2015 Series B Bonds. Interest payments on the 2015 Series A Bonds are due on June 1 and December 1 of each year. Principal payments on the 2015 Series A Bonds began on June 1, 2019. The final maturity date for the 2015 Series A Bonds is June 1, 2034. Interest rates on the 2015 Series A Bonds range from 3.0 percent to 5.0 percent. More information on the District's long-term debt activity appears in *Note #8 - Long-term Debt* in the *Notes to the Financial Statements*.

Economic Factors and Next Year's Budget

The District's Board adopted the Fiscal Year 2024 Operating and Capital Budget on June 1st, 2023. As in past years, District staff has taken steps to manage costs and undertake efficiencies while continuing to enhance service and revenues. The District continues to work with its funding partners and employees to pursue its goals of excellent service. The Capital Budget contains projects necessary and essential to sustain the District's existing service and infrastructure network, without compromising the vision set forth in the adopted Strategic Plan.

The Fiscal Year 2024 Operating Budget consists of \$337.3 million and \$264.5 million in revenues and expenditures, respectively. Passenger fares for both Motor Bus and ADA services are projected to be \$11.5 million. Local, State, and Federal funds are projected to decrease to \$77.8 million due to ARPA Funds. The District's half-cent sales tax receipts are projected to be \$116.3 million. Measure W sales tax receipts are projected to be \$58.1 million. Out of the \$264.5 million projected operating costs, \$182.0 million are budgeted for the Motor Bus program, \$20.7 million for the A.D.A. program, and \$6.5 million for the Multi-Modal program.

The \$188.0 million Capital Budget contains projects that were reviewed and prioritized consistent with District policy directives and key Strategic Plan Initiatives. Major projects being undertaken in Fiscal Year 2023 includes replacing 2009 Gillig 40' heavy duty diesel buses (\$139.7 million), continuing the design work and starting construction procurement process for the South Base Transportation Building replacement (\$2.7 million), Designing and constructing six or more restroom facilities at priority layover or end of line locations (\$2.9 million), completing final design and award pre-construction services contract to a selected Construction Manager General Contractor and procure long lead battery electric bus (BEB) infrastructure equipment at South Base (\$9.1 million), developing the solicitation requirements for a permanent hydrogen fueling station at North Base (\$19.9 million), redesigning of the enterprise network to increase security and reliability (\$1.2 million), replacing Peoplesoft Enterprise Performance Management (EPM) system (\$1.8 million), and implementing the capital improvement plan recommendations of the El Camino Real Bus Speed & Reliability Study (\$2.2 million).

San Mateo County Transit District
Management's Discussion and Analysis
June 30, 2023 and June 30, 2022

Requests for Information

This financial report is designed to provide our citizens, taxpayers, customers, and creditors with a general overview of the District's finances and to demonstrate accountability for the funds the District receives. If you have questions about this report or need additional financial information, please contact the San Mateo County Transit District, attention: Chief Financial Officer, 1250 San Carlos Ave., P.O. Box 3006, San Carlos, California 94070-1306.

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San Mateo County Transit District
Statements of Net Position
June 30, 2023 and June 30, 2022 (in thousands)

	<u>2023</u>	<u>2022</u>
Assets		
Current Assets		
Cash and cash equivalents (Note 1E)	\$ 301,517	\$ 183,127
Restricted cash (Note 1G)	17,347	10,196
Subtotal, cash and cash equivalents (Note 2)	<u>318,864</u>	<u>193,323</u>
Investments (Notes 1F & 2)	58,629	51,889
Restricted investments (Notes 1G & 2)	6,346	6,937
Receivables		
Transaction and use tax	30,390	32,943
Receivable from Peninsula Corridor Joint Powers Board (Note 6)	5,596	3,012
Receivable from San Mateo County Transportation Authority (Note 6)	290	2,024
Federal grants (Note 4)	3,357	471
State and local grants	7,098	4,284
Leases receivable (Note 7)	1,077	700
Interest	1,569	609
Other	15,814	16,826
Allowance for doubtful accounts	<u>(161)</u>	<u>(161)</u>
Total Receivables - Net	65,030	60,708
Inventories (Note 1I)	2,054	2,127
Current prepaid items	<u>2,220</u>	<u>1,937</u>
Total Current Assets	<u>453,143</u>	<u>316,921</u>
Noncurrent Assets		
Noncurrent investments (Notes 1F & 2)	130,984	148,598
Restricted investments (Notes 1G & 2)	21,798	21,116
Noncurrent derivative instruments - fair value (Note 14)	-	800
Noncurrent prepaid items	549	1,513
Leases receivables	76,021	72,185
Capital assets (Notes 1J & 5)		
Buses and bus equipment	200,080	200,000
Buildings and building improvements	76,803	75,517
Maintenance and other equipment	35,133	32,907
Furniture and fixtures	30,692	29,981
Shelters and bus stop signs	11,878	11,878
Right-to-use subscription asset	3,335	2,332
Right-to-use leased equipment	-	102
Other vehicles	<u>2,524</u>	<u>2,483</u>
Total capital assets	360,445	355,200
Less accumulated depreciation and amortization	(274,903)	(258,919)
Land (Note 5)	56,915	56,915
Construction in progress (Note 1K)	<u>11,105</u>	<u>7,870</u>
Capital assets - Net (Note 5)	153,562	161,066
Other assets	<u>21</u>	<u>24</u>
Total noncurrent assets	<u>382,935</u>	<u>405,302</u>
Total Assets	<u>836,078</u>	<u>722,223</u>

San Mateo County Transit District
Statements of Net Position (Continued)
June 30, 2023 and June 30, 2022 (in thousands)

	<u>2023</u>	<u>2022</u>
Deferred Outflows of Resources		
Deferred outflows related to hedging derivatives instruments (Note 14)	281	-
Deferred charges on refunding	3,893	4,676
Deferred outflows related to OPEB (Note 10)	12,761	10,096
Deferred outflows related to pension (Note 9)	<u>39,649</u>	<u>12,178</u>
Total Deferred Outflows of Resources	<u>56,584</u>	<u>26,950</u>
Liabilities		
Current Liabilities		
Accounts payable and accrued expenses	17,852	11,849
Current portion of compensated absences (Note 10)	8,820	7,128
Current portion of self-insurance liabilities (Note 11)	4,838	5,576
Accrued interest	593	637
Unearned revenues	21,637	12,406
Leases payable (Note 7)	-	19
Subscription liability (Note 8)	699	605
Current portion of long-term debt (Note 8)	<u>11,825</u>	<u>11,290</u>
Total current liabilities	<u>66,264</u>	<u>49,510</u>
Noncurrent Liabilities		
Self-insurance liabilities, less current portion (Note 11)	7,433	3,591
Other noncurrent liabilities	3,530	328
Noncurrent derivative instruments - fair value (Note 14)	281	-
Compensated absences, less current portion (Note 10)	4,999	4,930
Leases payable, less current portion (Note 7)	-	60
Subscription liability, less current portion (Note 8)	1,070	1,037
Long-term debt, less current portion (Note 8)	159,621	173,582
Net OPEB liability (Note 10)	18,320	15,411
Net pension liability (Note 9)	<u>90,297</u>	<u>31,636</u>
Total noncurrent liabilities	<u>285,551</u>	<u>230,575</u>
Total liabilities	<u>351,815</u>	<u>280,085</u>
Deferred Inflows of Resources		
Deferred inflows related to hedging derivatives instruments (Note 14)	-	800
Deferred inflows related to OPEB (Note 10)	4,066	9,177
Deferred inflows related to pension (Note 9)	4,168	35,661
Deferred inflows related to leases (Note 7)	<u>75,947</u>	<u>72,153</u>
Total Deferred Inflows of Resources	<u>84,181</u>	<u>117,791</u>
Net Position		
Net investment in capital assets	151,793	159,345
Restricted for:		
Debt service	1,601	1,599
Paratransit fund (Note 1D)	25,000	25,000
Unrestricted	<u>278,272</u>	<u>165,353</u>
Total Net Position	<u>\$ 456,666</u>	<u>\$ 351,297</u>

San Mateo County Transit District
Statements of Revenue, Expenses, and Changes in Net Position
Years Ended June 30, 2023 and June 30, 2022 (in thousands)

	<u>2023</u>	<u>2022</u>
Operating Revenues		
Passenger fares	\$ 11,226	\$ 8,913
Total Operating Revenues	<u>11,226</u>	<u>8,913</u>
Operating Expenses		
Salaries and benefits	83,740	53,620
Contract operations and maintenance services	41,632	36,678
Other services	11,234	11,484
Materials and supplies	11,418	9,259
Depreciation and amortization	18,394	18,711
Provisions for claims and claims adjustments	13,134	4,519
Miscellaneous	<u>12,588</u>	<u>9,147</u>
Total operating expenses	<u>192,140</u>	<u>143,418</u>
Operating loss	<u>(180,914)</u>	<u>(134,505)</u>
Nonoperating Revenues (Expenses)		
Operating assistance (Note 3)	272,494	241,629
Investment income (loss)	11,671	(8,188)
Interest expense	(6,644)	(7,045)
Expense for noncapitalized projects	(1,635)	(4,155)
Other income, net	<u>6,321</u>	<u>7,755</u>
Total Nonoperating Revenues (Expenses)	<u>282,207</u>	<u>229,996</u>
Net income (loss) before capital contributions	101,293	95,491
Capital grants (Note 1P)	<u>4,076</u>	<u>3,124</u>
Change in net position	<u>105,369</u>	<u>98,615</u>
Net Position		
Beginning of year, as previously reported	351,297	252,537
Cumulative effect on accounting change	<u>-</u>	<u>145</u>
Beginning of year, as restated	<u>351,297</u>	<u>252,682</u>
Net Position - end of year	<u>\$ 456,666</u>	<u>\$ 351,297</u>

San Mateo County Transit District

Statements of Cash Flows

Years Ended June 30, 2023 and June 30, 2022 (in thousands)

	<u>2023</u>	<u>2022</u>
Cash Flows from Operating Activities		
Cash received from customers	\$ 10,807	\$ 8,472
Payments to vendors for goods and services	(76,384)	(67,248)
Payments to employees	<u>(85,415)</u>	<u>(64,630)</u>
Net cash (used for) operating activities	<u>(150,992)</u>	<u>(123,406)</u>
Cash Flows From Noncapital Financing Activities		
Expense for noncapitalized projects	(1,635)	(4,155)
Operating assistance received	<u>282,380</u>	<u>231,827</u>
Net cash provided by non-capital financing activities	<u>280,745</u>	<u>227,672</u>
Cash Flows From Capital and Related Financing Activities		
Acquisition and construction of capital assets	(10,887)	(6,015)
Capital contributions from grants	4,464	6,568
Leases and SBITAs principal paid	48	112
Bond principal paid	(12,166)	(11,290)
Interest paid on capital debt	<u>(7,165)</u>	<u>(9,245)</u>
Net cash (used for) capital and related financing activities	<u>(25,706)</u>	<u>(19,870)</u>
Cash Flows From Investing Activities		
Proceeds from sale of investment securities	51,088	51,088
Purchases of investment securities	(92,225)	(92,225)
Investment income received (loss)	<u>62,631</u>	<u>1,429</u>
Net cash provided by (used for) investing activities	<u>21,494</u>	<u>(39,708)</u>
Net change in cash and cash equivalents	125,541	44,688
Cash and cash equivalents, beginning of year	<u>193,323</u>	<u>148,635</u>
Cash and Cash Equivalents, end of year	<u>\$ 318,864</u>	<u>\$ 193,323</u>

San Mateo County Transit District
Statement of Cash Flows (Continued)
Years Ended June 30, 2023 and 2022 (in thousands)

	<u>2023</u>	<u>2022</u>
Reconciliation of Operating Loss to Net Cash Used for Operating Activities		
Operating loss	\$ (180,914)	\$ (134,505)
Adjustments to reconcile operating (loss) to net cash (used in) operating activities:		
Depreciation and amortization expense	18,394	18,719
OPEB expense	(4,867)	(5,877)
Pension expense	(303)	(11,330)
Effect of changes in:		
Accounts receivable	(850)	2,788
Inventories	73	(464)
Prepaid items	798	(802)
Other assets	(117)	(613)
Accounts payable and accrued liabilities	8,512	13,541
Leases receivable	(377)	312
Deferred inflows of resources from leases	3,794	(1,380)
Compensated absences	1,761	371
Self-insurance liabilities	<u>3,104</u>	<u>(4,166)</u>
Net Cash Used for Operating Activities	<u><u>\$ (150,992)</u></u>	<u><u>\$ (123,406)</u></u>
Noncash Capital, Investing, and Financing Activities		
Capital contributions (payments)	\$ (388)	\$ (3,444)
Change in fair value of investments	426	11,670
Change in the fair value of derivatives	281	800

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

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San Mateo County Transit District

Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Note 1 - Operations and Summary of Significant Accounting Policies

A. Operations

The San Mateo County Transit District (District) was formed by the California State Legislature and approved by the electorate in 1974 to meet the public transit needs of San Mateo County. The District operates buses throughout San Mateo County and also provides, through purchased service with independent contractors, demand-response transportation services and certain other fixed route bus service. The District also shares in the costs of operating the Caltrain rail service. The District paid a “buy in” sum and provided the project costs incurred that were not covered by a federal grant, of extending the San Francisco Bay Area Rapid Transit District (BART) rail system into San Mateo County and once the extension opened, the District covered the net costs to operate the extension. On April 27, 2007, the District and BART entered into a Settlement Agreement and Release of Claims pursuant to which BART receives 2% of the revenue generated annually from the Measure A half-cent sales tax administered by the Transportation Authority, consistent with the Transportation Expenditure Plan adopted by the San Mateo County voters in 2004, as full and final settlement of the District’s obligations to cover San Mateo County’s share of BART’s past and future operating and capital costs.

B. Financial Reporting Entity

The District’s reporting entity includes only the San Mateo County Transit District.

C. Basis of Accounting

The District is a single enterprise fund and maintains its records using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

D. Net Position

Net position is reported on the statement of net position in the following categories:

Investment in capital assets - This category includes all capital assets, net of accumulated depreciation, reduced by related debt.

Restricted net position - This category represents net position restricted by parties outside (such as creditors, grantors, contributors, and laws and regulations of other governments) and includes unspent proceeds of bonds issued to acquire or construct capital assets. Additionally, the District utilizes earnings on \$25 million corpus of paratransit trust funds as a component of restricted net position. The funds are to continue in perpetuity from Measure A sales tax revenues.

Unrestricted net position - This category represents net position of the District that is not restricted for any project or other purpose.

San Mateo County Transit District
Notes to the Financial Statements
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E. Cash and Cash Equivalents

For purpose of the statement of cash flows, the District considers all highly liquid investments with an initial maturity of 90 days or less when purchased to be cash equivalents. Cash and equivalents also include amounts invested in the LAIF pool.

F. Investments

Current investments represent securities which mature within the next 12 months. Noncurrent investments represent the portion of the District's investment portfolio that is not expected to be liquidated during the next 12 months. Investments in nonparticipating interest-earning investment contracts (guaranteed investment contracts) are reported at cost. Investment in money market accounts are also reported at net asset value. All other investments are at fair value. The fair value of investments is determined annually and is based on current market prices permitted. Investments are regulated by state statutes and could be further restricted by the grantors or enabling legislation.

G. Restricted Cash and Investments

Restricted cash and investments represent unused bond proceeds, bond reserves and other funds designated for financing the District's capital projects and related debt service. These funds are held as liquid investments or have been invested in U.S. Treasury notes, mutual funds or guaranteed investment contracts. The District also maintains restricted cash and investment accounts in the amount of \$25,000,000 for Paratransit operations.

H. Restricted and Unrestricted Resources

When both restricted and unrestricted resources are available for the same purpose (e.g. a construction project), the District's policy is to use all available restricted resources first before unrestricted resources are utilized.

I. Inventories

Inventories consist primarily of bus replacement parts and fuel and are stated at average cost which approximates market. Inventories are charged to expense at the time that individual items are withdrawn from inventory.

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

J. Capital Assets

Capital assets are stated at historical cost. Donated capital assets are recorded at estimated acquisition value at the date of donation plus ancillary charges, if any. Depreciation is calculated using the straight-line method over the estimated useful lives of the assets, as follows:

Buses and bus equipment	2 to 12 Years
Other vehicles, shelters and bus stops, maintenance and other equipment, and furniture and fixtures	3 to 20 Years
Right-to-use ground leases	3 to 20 Years
Right-to-use subscriptions	3 to 10 Years
Building	30 Years
Building improvements	2 to 5 Years

The District's policy is to capitalize all capital assets with a cost greater than \$5,000 and a useful life of more than one year.

K. Construction in Progress

Construction in progress consists of the following projects at June 30 (in thousands):

	<u>2023</u>	<u>2022</u>
Maintenance facility improvements	\$ 5,603	\$ 1,844
Bus fleet improvements	3,954	5,199
Shelter, fencing and bus stop improvements	174	11
Other	<u>1,374</u>	<u>816</u>
Total Construction in Progress	<u>\$ 11,105</u>	<u>\$ 7,870</u>

L. State and Local Operating Assistance

State and local operating assistance is recorded as revenue upon approval by the granting agencies. The District serves as the cash conduit for State Transit Assistance received on behalf of the Peninsula Corridor Joint Powers Board (see Note 6) and does not recognize revenues or expenses associated with this agency function.

M. Bond Issuance Costs

Bond issuance costs are expensed upon the issuance of related debt except for bond prepaid insurance. Bond discounts, prepaid insurance and premiums are amortized over the life of the bonds.

N. Arbitrage

Arbitrage is reviewed on an annual basis and the corresponding liability is accrued accordingly.

San Mateo County Transit District
Notes to the Financial Statements
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O. Compensated Absences

Employees accrue compensated absence time by reason of tenure at annual rates ranging from 169 to 344.5 hours per year. Employees are allowed to accumulate from 800 hours up to 1,440 hours of compensated absence time, depending upon the number of years of service.

The changes in compensated absences were as follows for Fiscal Year ended June 30 (in thousands):

	<u>2023</u>	<u>2022</u>
Beginning Balance	\$ 12,058	\$ 11,687
Additions	9,998	8,605
Payments	<u>(8,237)</u>	<u>(8,234)</u>
Ending Balance	<u>13,819</u>	<u>12,058</u>
Current Portion	<u>8,820</u>	<u>7,128</u>
Non-current Portion	<u>\$ 4,999</u>	<u>\$ 4,930</u>

P. Capital Grants

The District receives grants from the Federal Transit Administration (FTA), State, and local transportation funds for the acquisition of buses and other equipment and improvements. Capital contributions are recorded as revenues and the cost of the related assets are generally included as additions to property and equipment. Depreciation of assets acquired with capital grant funds is included in the depreciation expense in the statement of revenues, expenses, and changes in net position.

Capital contributions for the years ended June 30 were as follows (in thousands):

	<u>2023</u>	<u>2022</u>
Federal grants	\$ 1,829	\$ 74
State grant (Prop 1B)	1,910	2,992
Local assistance	<u>337</u>	<u>58</u>
Total	<u>\$ 4,076</u>	<u>\$ 3,124</u>

Q. Operating and Nonoperating Revenues and Expenses

The District distinguishes operating revenues and expenses from nonoperating revenues and expenses. Operating revenues and expenses generally result from directly providing services in connection with the District's principal operations of bus transit services. These revenues are primarily passenger fares. Operating expenses include cost of sales and services, administrative expenses, contracted services and depreciation on capital assets. All other revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

R. Pensions

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions and pension expense, information about the fiduciary net position of the District's California Public Employees' Retirement System (CalPERS) plans (Plans) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

S. Other Post-Employment Benefits (OPEB)

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the District's plan (OPEB Plan) and additions to/deductions from the OPEB Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

T. Use of Estimates

The preparation of basic financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts and disclosures at the date of the financial statements.

U. Deferred Outflows of Resources and Deferred Inflows of Resources

In addition to assets, the statement of net position also reports deferred outflows of resources. This separate element represents a consumption of net assets that applies to a future period and so will not be recognized as an expense until then. The District reports deferred outflows of resources from pension, OPEB activities and bond refunding.

In addition to liabilities, the statement of net position also reports a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to a future period and so will not be recognized as revenue until then. The District reports deferred inflows of resources from pension, OPEB, hedging activities, and leases.

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

V. Fair Value Measurement

Generally Accepted Accounting Principles provide guidance for determining a fair value measurement for reporting purposes, applying fair value to investments, and disclosures related to a hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs include inputs that are directly observable for the investment including quoted price for similar investments and inputs that are not directly observable but are derived from observable market data through correlation; Level 3 inputs are significant unobservable inputs.

W. New Accounting Pronouncements

Effective this Fiscal Year

GASB Statement No. 96 – In May 2020, GASB issued Statement No. 96, Subscription-Based Information Technology Arrangements. The objective of this Statement is to provide guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. The provisions of this statement have been implemented as of July 1, 2021.

Effective in Future Fiscal Years

GASB Statement No. 99 – In April 2022, GASB Issued Statement No. 99, Omnibus 2022. The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain GASB Statements and (2) accounting and financial reporting for financial guarantees. Certain requirements of this statement have been implemented as of June 30, 2023. The requirements related to leases, PPPs, and SBITAs are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 are effective for fiscal years beginning after June 15, 2023, and all reporting periods thereafter. The District is evaluating the impact of this Statement on the financial statements.

San Mateo County Transit District

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GASB Statement No. 100 – In June 2022, GASB Issued Statement No. 100, *Accounting Changes and Error Corrections – an amendment of GASB Statement No. 62*. The objective of this Statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent and comparable information for making decisions or assessing accountability. The requirements of this Statement are effective for accounting changes and error corrections made in fiscal years beginning after June 15, 2023 and all reporting periods thereafter. The District is evaluating the impact of this Statement on the financial statements.

GASB Statement No. 101 – In June 2022, GASB Issued Statement No. 101, *Compensated Absences*. The objective of this Statement is to better meet the information needs of the financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. The District is evaluating the impact of this Statement on the financial statements.

Note 2 - Cash and Investments

Policies

The District’s investments are generally carried at fair value, as required by generally accepted accounting principles. The District adjusts the carrying value of its investments to reflect their fair value at each Fiscal Year end and includes the effects of these adjustments as a component of interest and investment income for that fiscal year. The District is in compliance with the Board approved Investment Policy and California Government Code requirements.

Classification

The District’s cash and investments as of June 30 are classified in the statement of net position as follows (in thousands):

	<u>2023</u>	<u>2022</u>
Cash and cash equivalents	\$ 318,864	\$ 193,323
Current investments	58,629	51,889
Current restricted investments	6,346	6,937
Noncurrent investments	130,984	148,598
Noncurrent restricted investments	<u>21,798</u>	<u>21,116</u>
Total	<u>\$ 536,621</u>	<u>\$ 421,863</u>

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

The District's cash and investments consist of the following on June 30 (in thousands):

	<u>2023</u>	<u>2022</u>
Cash on hand	\$ 22	\$ 22
Deposits with financial institutions	136,305	119,269
Investments	<u>400,294</u>	<u>302,572</u>
Total	<u>\$ 536,621</u>	<u>\$ 421,863</u>

Investments Authorized by the California Government Code and the District's Investment Policy

The table below identifies the investment types that are authorized for the District by the California Government Code or the District's investment policy, whichever is more restrictive, that addresses interest rate risk and concentration of credit risk. This table does not address investments of debt proceeds held by bond trustees that are governed by the provisions of debt agreements of the District, rather than the general provisions of the District's investment policy.

<u>Authorized Investment Type</u>	<u>Minimum Credit Rating</u>	<u>Maximum Maturity</u>	<u>Maximum Percentage of Portfolio</u>	<u>Maximum Investment in One Issuer</u>
U.S. Treasury Obligations	None	15 years	100%	N/A
U.S. Agency Securities	None	15 years	100%	N/A
Banker's Acceptances	None	180 days	40%	30%
Commercial Paper (\$500 Mil. Min. Assets)	A1/P1/F1	270 days	40%	10%
Negotiable Certificates of Deposit	None	5 years	30%	N/A
Repurchase Agreements	None	1 year	100%	N/A
Reverse Repurchase Agreements	None	92 days	20%	N/A
Medium-term Notes	A	5 years	30%	10%
Shares of beneficial interest issued by diversified management companies	None	N/A	20%	10%
Local Government Investment Pools	None	N/A	100%	N/A
Asset-backed and Mortgage-backed securities	AA	5 years	20%	N/A
Municipal Obligations	None	10 years	100%	N/A
Supranational Obligations	AA	5 years	30%	N/A
Local Agency Investment Fund (LAIF)	None	N/A	None	\$75M
San Mateo County Investment Pool	None		Up to the current state limit	

Investments Authorized by Debt Agreements

Investment of debt proceeds held by bond trustees are governed by provisions of the debt covenants, rather than the general provisions of the California Government Code or the District's investment policy. These provisions allow for the acquisition of investment agreements, repurchase agreements and U.S. Treasury Securities with maturities of up to 30 years.

San Mateo County Transit District

Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Interest Rate Risk

Interest rate risk is the risk incurred when market interest rates adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the District manages its exposure to interest rate risk is by purchasing a combination of short-term and long-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations.

The District's weighted average maturity of its investment portfolio at June 30, 2023 was as follows:

<u>Investment Type</u>	<u>Amount (in thousands)</u>	<u>Weighted Average Maturity (in years)</u>
U.S. Agency Securities	\$ 77,274	2.98
U.S. Government Securities	63,562	2.13
Corporate Notes	48,507	2.41
Commercial Paper	1,952	0.42
Certificates of Deposit	3,312	2.33
Municipal Debt Securities	6,955	1.71
Supranationals	1,975	3.96
Money Market Mutual Funds	11,849	-
Local Agency Investment Fund (LAIF)	5,112	0.71
Hedge Treasury Bills	1,353	-
Institutional Cash Distributors (ICD)	1,017	-
California Asset Management Program (CAMP)	<u>177,426</u>	-
Total	<u>\$ 400,294</u>	
Portfolio Weighted Average Maturity		1.28

San Mateo County Transit District
Notes to the Financial Statements
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The District's weighted average maturity of its investment portfolio at June 30, 2022 was as follows:

<u>Investment Type</u>	<u>Amount (in thousands)</u>	<u>Weighted Average Maturity (in years)</u>
U.S. Agency Securities	\$ 51,084	5.33
U.S. Government Securities	69,728	1.78
Corporate Notes	62,289	3.09
Commercial Paper	1,757	0.72
Certificates of Deposit	6,195	0.31
Municipal Debt Securities	6,998	2.69
Supranationals	2,866	3.81
Money Market Mutual Funds	27,622	-
Local Agency Investment Fund (LAIF)	<u>74,033</u>	0.80
Total	<u>\$ 302,572</u>	
Portfolio Weighted Average Maturity		2.25

Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the actual rating as of June 30 for each investment type.

<u>Investment Type</u>	<u>Amount (in thousands)</u>	<u>Rating as of June 30, 2023</u>				<u>Not Rated</u>
		<u>AAA</u>	<u>AA</u>	<u>A</u>	<u>BBB+*</u>	
U.S. Agency Securities	\$ 77,274	\$ 16,990	\$ 60,284	\$ -	\$ -	\$ -
U.S. Government Securities	63,562	-	63,562	-	-	-
Corporate Notes	48,507	-	16,063	31,317	1,127	-
Commercial Paper	1,952	-	-	1,952	-	-
Certificates of Deposit	3,312	-	3,312	-	-	-
Municipal Debt Securities	6,955	1,159	3,400	348	-	2,048
Supranationals	1,975	1,975	-	-	-	-
Money Market Mutual Funds	11,849	-	-	-	-	11,849
LAIF	5,112	-	-	-	-	5,112
Hedge Treasury Bills	1,353	-	-	-	-	1,353
ICD	1,017	-	-	-	-	1,017
CAMP	<u>177,426</u>	-----	-----	-----	-----	<u>177,426</u>
Total	<u>\$ 400,294</u>	<u>\$ 20,124</u>	<u>\$ 146,621</u>	<u>\$ 33,617</u>	<u>\$ 1,127</u>	<u>\$ 198,805</u>

* securities were acquired as A rated and adjusted later to BBB+ during fiscal year 2022.

San Mateo County Transit District
Notes to the Financial Statements
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Investment Type	Amount (in thousands)	Rating as of June 30, 2022				Not Rated
		AAA	AA	A	BBB+	
U.S. Agency Securities	\$ 51,084	\$ -	\$ 51,084	\$ -	\$ -	\$ -
U.S. Government Securities	69,728	-	69,728	-	-	-
Corporate Notes	62,289	20,753	14,878	24,330	2,328	-
Commercial Paper	1,757	-	-	1,757	-	-
Certificates of Deposit	6,195	-	2,446	3,749	-	-
Municipal Debt Securities	6,998	711	5,630	353	-	304
Supranationals	2,866	-	2,866	-	-	-
Money Market Mutual Funds	27,622	-	-	-	-	27,622
Local Agency Investment Fund (LAIF)	74,033	-	-	-	-	74,033
Total	\$ 302,572	\$ 21,464	\$ 146,632	\$ 30,189	\$ 2,328	\$ 101,959

Concentration of Credit Risk

Concentration of credit risk is the risk of loss attributed to the relative size of an investment in a single issuer. GASB Statement No. 40 requires disclosure of certain investments in any one issue that represents 5% or more of total investments. Investments issued or explicitly guaranteed by the U.S. Government, investments in mutual funds, external investment pools, and other pooled investments are exempt. As of June 30, 2023, the District exceeded the 5% limit of total investments in issuers with investment in Federal Home Loan Mortgage Corporation, U.S. Agency Bonds and FHLMC. One issuer exceeded 5% of the District's total investment portfolio for the year ended June 30, 2023.

Issuer (in thousands)	Investment Type	2023	Concentration
Federal Home Loan Mortgage Corporation	U.S. Agency Securities	\$ 37,152	9.28%
Federal National Mortgage Association	U.S. Agency Securities	21,347	5.33%
Total		\$ 58,499	

There were two issuer that exceeded 5% of the District's total investment portfolio for the year ended June 30, 2022.

Issuer (in thousands)	Investment Type	2022	Concentration
Federal National Mortgage Association	U.S. Agency Securities	\$ 18,104	5.98%
Federal Home Loan Mortgage Corporation	U.S. Agency Securities	29,581	9.78%
Total		\$ 47,685	

San Mateo County Transit District
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Fair Value Measurements

The District categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs.

The District has the following recurring fair value measurements as of June 30, 2023:

- Debt classified as Level 2 inputs are valued using price data obtained from observed transactions and market price quotations from broker dealers and/or pricing vendors.
- Certificates of deposit classified as Level 2 inputs are valued using quoted price for directly observable inputs.

Investments in the State Local Agency Investment Fund are not measured using the input levels above because the District's transactions are based on a stable net asset value per share. All contributions and redemptions are transacted at \$1.00 net asset value per share.

The following is the District's fair value hierarchy table as of June 30, 2023:

Investment Type	Total	Level 1	Level 2	Uncategorized
U.S. Agency Securities	\$ 77,274	\$ -	\$ 77,274	\$ -
U.S. Government Securities	63,562	63,562	-	-
Corporate Notes	48,507	-	48,507	-
Commercial Paper	1,952	-	1,952	-
Certificates of Deposit	3,312	-	3,312	-
Municipal Debt Securities	6,955	-	6,955	-
Supranationals	1,975	-	1,975	-
Money Market Mutual Funds	11,849	-	-	11,849
LAIF	5,112	-	-	5,112
Hedge Treasury Bills	1,353	-	-	1,353
ICD	1,017	-	-	1,017
CAMP	177,426	-	-	177,426
Total investments by fair value type	\$ 400,294	\$ 63,562	\$ 139,975	\$ 196,757

San Mateo County Transit District

Notes to the Financial Statements
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The following is the District's fair value hierarchy table as of June 30, 2022

<u>Investment Type</u>	<u>Total</u>	<u>Level 1</u>	<u>Level 2</u>	<u>Uncategorized</u>
U.S. Agency Securities	\$ 51,084	\$ -	\$ 51,084	\$ -
U.S. Government Securities	69,728	69,728	-	-
Corporate Notes	62,289	-	62,289	-
Commercial Paper	1,757	-	1,757	-
Certificates of Deposit	6,195	-	6,195	-
Municipal Debt Securities	6,998	-	6,998	-
Supranationals	2,866	-	2,866	-
Money Market Mutual Funds	27,622	-	-	27,622
Local Agency Investment Fund (LAIF)	<u>74,033</u>	-	-	<u>74,033</u>
Total investments by fair value type	<u>\$ 302,572</u>	<u>\$ 69,728</u>	<u>\$ 131,189</u>	<u>\$ 101,655</u>

Custodial Credit Risk

The custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, the District will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for *investments* is the risk that in the event of the failure of the counter party (e.g. broker-dealer) to a transaction, the District will not be able to recover the value of its investment or collateral securities that are in possession of another party.

California Law requires banks and savings and loan institutions to pledge government securities with a fair value of 110 percent of the District's cash on deposit, or first trust deed mortgage notes with a fair value of 150 percent of the deposit, as collateral for these deposits. Under California law, this collateral is held in a separate investment pool by another institution in the pool's name and places the pool, which includes the District's deposits, ahead of general creditors of the institution.

The District invests in individual investments and in investment pools. Individual investments are evidenced by specific identifiable *securities instruments*, or by an electronic entry registering the owner in the records of the institution issuing the security, called the *book entry* system. In order to increase security, the District employs the Trust Department of a bank or trustee as the custodian of certain District managed investments, regardless of their form.

As of June 30, 2023 and 2022, the District had \$136,304,000 and \$119,269,000, respectively, in deposits with financial institutions recorded on the financial statements. Additionally, the District is required to hold certain capital fund amounts in interest bearing accounts. These balances are in excess of the federal depository insurance limits and are collateralized with securities held by the pledging financial institution. The amount of deposits exposed to custodial credit risk at June 30, 2023 and June 30, 2022 was \$136,054,000 and \$119,018,000, respectively. However, due to California State Law, the excess balances are collateralized with pledged securities by the financial institutions holding the District's deposits.

San Mateo County Transit District
Notes to the Financial Statements
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Investment in State Investment Pool

The District is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by the California Government Code under the oversight of the Treasurer of the State of California. The fair value of the District's investment in this pool is reported in the accompanying financial statements at amounts based upon the District's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. LAIF is not registered with the Securities and Exchange Commission. As of June 30, 2023 and June 30, 2022, the District had a contractual withdrawal value in LAIF of \$5,191,000 and \$74,902,000, respectively. Investments in LAIF are not categorized because deposits and withdrawals are made on the basis of \$1 and not fair value.

California Asset Management Program (CAMP): The District holds an investment in CAMP that is subject to "fair value" adjustments. The District had a contractual withdrawal value of \$177,426,000 (which is reported using the amortized cost) after the adjustment for unrealized gains/losses for fiscal year 2023. The District did not hold any investment in CAMP as of June 30, 2022. CAMP is a governmental investment pool managed and directed by the CAMP Treasurer and is not registered with the Securities and Exchange Commission.

Note 3 - Operating Assistance

The District receives operating assistance from various federal, state, and local sources. The District receives funds from two San Mateo County sales tax: a permanent half-cent transaction and use tax levied on all taxable sales in San Mateo County and a half-cent sales tax which will be levied through June 30, 2049 (and half of which is administered by the San Mateo County Transportation Authority (Transportation Authority)), both of which are collected and administered by the California Department of Tax and Fee Administration. Transportation Development Act funds are received from San Mateo County to meet, in part, operating and capital requirements based on annual claims filed by the District and approved by the Metropolitan Transportation Commission (MTC). Federal funds are distributed to the District by the Federal Transportation Administration (FTA) after approval by MTC. The District also receives Transportation Authority funds as a result of the approval and re-authorization of 2004 Measure A (half-cent county sales tax) for funding of certain transportation projects and programs.

Operating assistance is summarized as follows for the years ended June 30 (in thousands):

	2023	2022
Transaction and use tax	\$ 176,627	\$ 169,031
Local transportation funds	56,212	36,472
Federal operating and planning assistance	3,008	2,507
Federal Emergency Management Agency (FEMA)	138	18
Federal ARP Act	11,883	15,633
State transit assistance	18,622	12,776
Measure A funds - local	4,690	3,860
Measure W funds - local	1,314	1,201
AB434 and other	-	131
Total	\$ 272,494	\$ 241,629

San Mateo County Transit District
Notes to the Financial Statements
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Note 4 - Federal Capital Grants

The District has a number of grant contracts with the FTA that provide federal funds for the acquisition of buses and other equipment and improvements. Capital additions on June 30, 2023 and 2022 applicable to these projects are \$11,580,000 and \$10,063,000, respectively. The related federal participation is \$1,390,000 and \$74,000 respectively.

The District has recorded receivables of \$2,679,000 and \$284,000, at June 30, 2023 and 2022, respectively, for qualifying capital project expenditures under FTA grant contracts in excess of reimbursements. The remaining federal receivable balance is related to federal operating grants.

Under the terms of the grants, contributions for equipment sold or retired during its useful life are refundable to the federal government in proportion to the related capital grant funds received, unless the net book value or proceeds from sale is under grant-prescribed limits.

Note 5 - Capital Assets

Capital asset activity for the Fiscal Year ended June 30, 2023, was as follows (in thousands):

	Balance at July 1, 2022	Additions	Deletions	Balance at June 30, 2023
Capital Assets at Cost				
Buses and bus equipment	\$ 200,000	\$ 2,127	\$ (2,047)	\$ 200,080
Buildings and building improvements	75,517	1,641	(355)	76,803
Maintenance and other equipment	32,907	2,226	-	35,133
Furniture and fixtures	29,981	712	(1)	30,692
Shelters, fencing and bus stop signs	11,878	-	-	11,878
Right-to-use subscriptions	2,332	1,003	-	3,335
Right-to-use ground leases	102	-	(102)	-
Other vehicles	2,483	41	-	2,524
Total Depreciable Capital Assets	355,200	7,750	(2,505)	360,445
Less Accumulated Depreciation/Amortization for				
Buses and bus equipment	(127,678)	(13,156)	2,047	(138,787)
Buildings and building improvements	(64,659)	(2,042)	355	(66,346)
Maintenance and other equipment	(29,438)	(959)	-	(30,397)
Furniture and fixtures	(29,944)	(112)	1	(30,055)
Shelters, fencing and bus stop signs	(4,938)	(1,088)	-	(6,026)
Right-to-use subscriptions	(545)	(829)	-	(1,374)
Right-to-use ground leases	(23)	(20)	43	-
Other vehicles	(1,694)	(224)	-	(1,918)
Total Accumulated Depreciation	(258,919)	(18,430)	2,446	(274,903)
Nondepreciable Capital Assets				
Land	56,915	-	-	56,915
Construction in progress	7,870	9,981	(6,746)	11,105
Total Nondepreciable Capital Assets	64,785	9,981	(6,746)	68,020
Capital Assets, Net	\$ 161,066	\$ (699)	\$ (6,805)	\$ 153,562

San Mateo County Transit District
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Capital asset activity for the Fiscal Year ended June 30, 2022, was as follows (in thousands):

	Balance at July 1, 2021	Additions	Deletions	Balance at June 30, 2022
Capital Assets at Cost				
Buses and bus equipment	\$ 222,823	\$ -	\$ (22,823)	\$ 200,000
Buildings and building improvements	75,127	390	-	75,517
Maintenance and other equipment	30,333	2,582	(8)	32,907
Furniture and fixtures	30,023	26	(68)	29,981
Shelters, fencing and bus stop signs	10,393	1,485	-	11,878
Right-to-use subscriptions	2,332	-	-	2,332
Right-to-use leased equipment	18	84	-	102
Other vehicles	3,000	-	(517)	2,483
Total Depreciable Capital Assets	374,049	4,567	(23,416)	355,200
Less Accumulated Depreciation/Amortization for				
Buses and bus equipment	(135,452)	(15,049)	22,823	(127,678)
Buildings and building improvements	(63,456)	(1,203)	-	(64,659)
Maintenance and other equipment	(28,409)	(1,037)	8	(29,438)
Furniture and fixtures	(29,993)	(19)	68	(29,944)
Shelters, fencing and bus stop signs	(3,783)	(1,155)	-	(4,938)
Right-to-use subscriptions	-	(545)	-	(545)
Right-to-use leased equipment	(7)	(16)	-	(23)
Other vehicles	(1,970)	(241)	517	(1,694)
Total Accumulated Depreciation	(263,070)	(19,265)	23,416	(258,919)
Nondepreciable Capital Assets				
Land	56,915	-	-	56,915
Construction in progress	6,416	5,937	(4,483)	7,870
Total Nondepreciable Capital Assets	63,331	5,937	(4,483)	64,785
Capital Assets, Net	\$ 174,310	\$ (8,761)	\$ (4,483)	\$ 161,066

Note 6 - Related Parties

Peninsula Corridor Joint Powers Board (JPB)

The District is a member in the Peninsula Corridor Joint Powers Board (JPB) along with the Santa Clara Valley Transportation Authority (VTA) and the City and County of San Francisco (CCSF). The JPB is governed by a separate board comprised of nine members – three appointed by each member agency. On October 31, 2008, all three of the JPB member agencies together with the Metropolitan Transportation Commission (MTC) signed a restated “Real Property Ownership Agreement” (RPOA) to fully resolve all then-outstanding financial issues related to the acquisition of the Caltrain right of way, the local share of which was funded initially by the District. Both the CCSF and VTA agreed to reimburse the District using gasoline “spillover” funds. The population based “spillover” funds were to be paid directly to the District from the MTC, and revenue based “spillover” funds were to be paid to the District from the San Francisco Municipal Transportation Agency (SFMTA) and VTA.

San Mateo County Transit District

Notes to the Financial Statements

June 30, 2023 and June 30, 2022

As of June 30, 2023, the District has received a total of \$46.1 million from “spillover” and Federal Transportation Improvement Program funds as well as local VTA and SFMTA funds. In consideration for the District’s reduction in the interest rate applied to the District’s advance of funds to purchase the right-of-way, the October 31, 2008 RPOA provided that the District would be designated as the Managing Agency of the JPB and would serve in that capacity “unless and until it no longer chooses to do so.”

In August 2022, the District, CCSF, and VTA entered a binding MOU designed to balance the competing concerns relating to governance and reimbursement for the District’s advance of funds required for purchase of the right-of-way. To account for the delay in payment of the amount owed under the 2008 Agreement and in exchange for the District’s agreement to assign certain rights as Managing Agency to JPB, the CCSF and VTA agreed to pay \$15.2 million to the District within twelve months of the Effective Date of the Agreement. The District received these funds in full in August 2023.

Out of the total \$53.3 million repayment required under the RPOA, the remaining \$7.2 million has been fulfilled in September 2023. Ultimately, as all payments have been received by the District, the District conveyed to the JPB all of the District’s interest in the title to the Caltrain right-of-way.

Separate from cost reimbursement related to the purchase of the Caltrain right-of-way, The District also receives payment for service it provides to the JPB as the Managing Agency. The District had total receivables from the JPB of \$5,596,000 at June 30, 2023, up from \$3,012,000 at June 30, 2022, for advances of staff support and operating costs. Complete financial statements for the JPB can be obtained from the Peninsula Corridor Joint Powers Board at 1250 San Carlos Ave., San Carlos, California 94070.

San Mateo County Transportation Authority (Transportation Authority)

The Transportation Authority was formed in June 1988 as a result of the approval of Measure A (half-cent county sales tax and Transportation Expenditure Plan) by the voters of San Mateo County pursuant to the Bay Area County Traffic and Transportation Funding Act. The Transportation Authority was to be responsible for the administration of funds to be used for transportation projects collected over a period of 20 years by the half-cent county sales tax. The Transportation Authority designated the District as the entity responsible for overall management of the Transportation Authority. In November 2004, the voters reauthorized the sales tax to be collected for an additional 25 years (through 2033) and administered by the Transportation Authority in accordance with a new publicly-developed Expenditure Plan.

In addition, the District’s Measure W sales tax ordinance authorizes the District to transfer one half of the revenues from that half cent sales tax to the Transportation Authority for administration. Accordingly, the Transportation Authority now administers the Measure W Congestion Relief Program elements related to highways, roadways, bicycle/pedestrian projects, and regional transportation connections.

Without further voter approval, the Transportation Authority is expected to exist for so long as it continues to administer and/or implement programs/projects funded by Measure A.

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The District provides administrative personnel and facilities to the Transportation Authority. The Transportation Authority has funded various real estate acquisitions, which are necessary for transportation projects. In most cases, the Transportation Authority has chosen not to hold title to some of the real estate assets it has acquired as a result of its financial support of transportation projects in its Expenditure Plan. Accordingly, the Transportation Authority has transferred title to the District for some of the properties. The District has accepted ownership of these properties both as an accommodation to Transportation Authority as well as for use in providing transit. The District has recorded these parcels as capital assets.

In November 1994, the Transportation Authority purchased and subsequently transferred the Dumbarton rail bridge right-of-way and associated land to the District. The basis of this property is \$7,134,000. In December 2001, the Transportation Authority purchased and subsequently transferred the Redwood City Wye land and right of way, adjacent to the Dumbarton parcels, to the District. The basis of this property is \$7,103,000.

In July 2007, the District acquired four acres of property located in San Carlos along the Caltrain right of way from the Transportation Authority for a promissory note of \$4,343,000. The fair market value for the land, accounting for the risk associated with hazardous materials, is \$7,739,000. The District recognized the difference of the fair market value and the promissory note as a local grant contribution from the Transportation Authority. Originally, the property had been acquired by the Transportation Authority for the purpose of constructing a railroad grade separation project at Holly Street. At the conclusion of that grade separation project, the Transportation Authority Board of Directors agreed to sell the excess property not needed once the grade separation was complete to the District. The District fully repaid the note of \$4,343,000 as of June 30, 2022.

As the Managing Agency, the District has total receivables from the Transportation Authority of \$290,000 and \$2,024,000 at June 30, 2023 and 2022 respectively, for advances of staff support and operating costs and reimbursement of the Caltrain subsidy. Complete financial statements for the Transportation Authority can be found at <https://www.smcta.com/resources/finance/annual-comprehensive-financial-reports>

San Mateo County Transit District
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San Mateo County Express Lanes Joint Powers Authority (SMCELJPA)

In May of 2019, the Transportation Authority and City/County Association of Governments of San Mateo County ("C/CAG") formed the San Mateo County Express Lanes Joint Powers Authority ("SMCELJPA") through a Joint Exercise of Powers Agreement to exercise their shared rights to own, administer and manage the San Mateo County U.S. 101 Express Lanes Project. Under that agreement, the District (as Managing Agency for the Transportation Authority) and C/CAG both provide staff support to the SMCELJPA. The District's staff supports the JPA's financial activities (e.g., budgeting, accounting, audits and treasury), marketing (including marketing use of the lanes and promoting the broader benefits of the lanes), and communications (including media and community relations, and the SMCELJPA's website). The Transportation Authority compensates the District for staff time spent in support of the SMCELJPA; the SMCELJPA, in turn, reimburses the Transportation Authority such costs.

The District has total receivables from the SMCELJPA of \$722,000 and \$14,000 at June 30, 2023 and 2022 respectively, for advances of staff support and operating costs. Complete financial statements for the Transportation Authority can be obtained from the Transportation Authority at 1250 San Carlos Ave., San Carlos, California, 94070.

Note 7 - Leases

Lease Payable

The District entered into agreements to lease a mail machine for 36 months, beginning December 2019, and several printers for 60 months, beginning Fiscal Year 2022. The mail machine and printer leases terminate November 2022 and Fiscal Year 2027, respectively. Under the terms of the mail machine lease, the District pays a quarterly base fee of \$1,898. Under the terms of the printer leases, the District pays a cumulative monthly base fee of \$1,415. As of June 30, 2023, the mail machine and printer leases have fully matured. The District fully amortized the lease payable for \$76,000.

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Notes to the Financial Statements
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Lease Receivable

As the Lessor, the District entered into lease agreements for mainly commercial, rental, and parking transactions. The lease terms expire between 2024 and 2116, with some leases containing options to renew. The District, as lessor, has accrued receivables for mainly ground/commercial leases. Currently, there are four ground leases and five commercial leases, the leases receivable as of June 30, 2023 and June 30, 2022 were \$77,590,000 and \$72,885,000, respectively. Deferred inflows of resources related to leases were \$75,947,000 and \$72,153,000 as of June 30, 2023 and June 30, 2022, respectively. Lease revenue recognized on the leases were \$1,019,000 in fiscal year June 30, 2023 and \$1,012,000 in fiscal year June 30, 2022. Interest revenue recognized on the leases were \$1,045,000 in the fiscal year ended June 30, 2023 and \$941,383 in fiscal year ended June 30, 2022. Final receipts for commercial leases are through the current fiscal year, and through the fiscal year 2116 for ground leases.

The District's variable payments are calculated using the annual consumer price index (CPI), a specific % increase or a specific dollar amount. If the CPI is not specified in the contract, the Applicable Federal Rate (AFR) is used. The District has no residual value grantees included in the measurement of lease assets, liabilities, or deferred inflows of resources and lease receivable for the year ended June 30, 2023. The District had no remeasurement during the fiscal year.

Note 8 - Long-Term Debt

Composition and Changes

The District generally incurs long-term debt to finance projects or purchase assets, which will have useful lives equal to or greater than the related debt. The District's debt issues and transactions are summarized below and discussed in detail thereafter.

Long-term debt activity for the year ended June 30, 2023 is as follows (in thousands):

	Original Issue Amount	Balance at July 1, 2022	Additions	Deletions	Balance at June 30, 2023	Current Balance at June 30, 2023
Limited Tax Bonds						
2015 Series A Refunding Bonds 3.00%-5.00%, due 6/1/2034	\$ 210,280	\$ 172,120	\$ -	\$ (11,290)	\$ 160,830	\$ 11,825
Subscription liability		1,642	1,003	(876)	1,769	699
Total debt		173,762	1,003	(12,166)	162,599	\$ 12,524
Unamortized bond premium		12,752	-	(2,136)	10,616	
Total debt payable		\$ 186,514	\$ 1,003	\$ (14,302)	\$ 173,215	

San Mateo County Transit District

Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Long-term debt activity for the year ended June 30, 2022 is as follows (in thousands):

	Original Issue Amount	Balance at July 1, 2021	Additions	Deletions	Balance at June 30, 2022	Current Balance at June 30, 2022
Limited Tax Bonds						
2015 Series A Refunding Bonds \$ 210,280 3.00%-5.00%, due 6/1/2034	\$ 210,280	\$ 182,900	\$ -	\$ (10,780)	\$ 172,120	\$ 11,290
Subscription liability		2,210	-	(568)	1,642	605
Total debt		185,110	-	(11,348)	173,762	<u>\$ 11,895</u>
Unamortized bond premium		15,136	-	(2,384)	12,752	
Total debt payable		<u>\$ 200,246</u>	<u>\$ -</u>	<u>\$ (13,732)</u>	<u>\$ 186,514</u>	

Description of the District's Long-Term Debt Issues

2015 Series A and Series B Refunding Bonds – In Fiscal Year 2015, the District issued \$210,280,000 of the Limited Tax Bonds, Refunding 2015 Series A (the 2015 Series A Bonds) and \$39,965,000 of the Limited Tax Bonds, Refunding 2015 Series B (Federally Taxable) (the 2015 Series B Bonds, and, together with the 2015 Series A Bonds, the 2015 Series Bonds) to advance refund the 1993 Series A Bonds, the 2005 Series A Bonds, and the 2009 Series A Bonds, all of which were issued to assist in the financing or refinancing of facilities necessary or convenient for the provision of transit services.

The 2015 Series Bonds were issued pursuant to an Indenture, dated as of April 1, 2015, as supplemented and amended from time to time pursuant to its terms (the Indenture), between the District and U.S. Bank National Association, as trustee (the Trustee).

The District issued the 2015 Series Bonds in order to advance refund all of its prior debt secured by the Sales Tax, comprised of \$56,420,000 aggregate principal amount of the 1993 Series A Bonds, \$218,990,000 aggregate principal amount of the 2005 Series A Bonds and \$10,505,000 aggregate principal amount of the 2009 Series A Bonds. The proceeds of the 2015 Series Bonds, together with funds held on deposit under the 1990 Indenture, to refund and legally defease all of the 1993 Series A Bonds, the 2005 Series A Bonds and the 2009 Series A Bonds (hereinafter collectively referred to as the Prior Bonds). In connection with the refunding and defeasance of the Prior Bonds, the District entered into an Escrow Agreement, dated as of April 1, 2015 (the Escrow Agreement), with U.S. Bank National Association, as trustee and escrow agent (the Escrow Agent), pursuant to which the Escrow Agent established escrow funds (each, an Escrow Fund) to provide for the payment of the principal of and interest on the Prior Bonds to their date of redemption or maturity, as applicable. Amounts deposited in each Escrow Fund are expected to be invested in direct obligations of, or obligations which are unconditionally guaranteed by, the United States of America (the Escrow Securities), the principal of and interest on which, together with any cash held uninvested in such Escrow Fund, will be sufficient to pay the principal of and interest on the Prior Bonds secured by such Escrow Fund to the date of their redemption or maturity, as applicable. Amounts deposited in each Escrow Fund are pledged to the payment of the Prior Bonds secured by such Escrow Fund and will not be available for the payment of any bonds other than the Prior Bonds secured by such Escrow Fund.

San Mateo County Transit District
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Interest on the 2015 Series Bonds is payable semiannually on June 1 and December 1 of each year. The 2015 Series Bonds are subject to optional redemption prior to their respective stated maturities. Principal on the 2015 Series A is payable on June 1, 2019, and annually thereafter on June 1 of each year through 2034.

The 2015 Series Bonds are special obligations of the District payable from the receipts of a sales tax to assist in the financing or refinancing of facilities necessary or convenient for the provision of transit services. The amount and terms of pledged revenue is the outstanding secured debt service as noted on the debt service requirement schedule in the following paragraph. The amount of pledged revenues recognized for the secured debt was \$176.6 million and the amount required for the debt service was \$19.1 million during Fiscal Year 2023. The pledged revenue coverage was 9.23 percent.

Debt Service Requirements to Maturity

Future Debt Service requirements are as follows (in thousands):

Fiscal Year Ending	2015 Series A			
	June 30,	Principal	Interest	Total
2024	\$ 11,825	\$ 7,365	\$ 19,190	
2025	12,390	6,799	19,189	
2026	13,010	6,180	19,190	
2027	13,660	5,529	19,189	
2028	14,340	4,846	19,186	
2029-2033	82,930	13,022	95,952	
2034	12,675	428	13,103	
Total debt service	\$ 160,830	\$ 44,169	\$ 204,999	

Subscription liabilities

The District has entered into seven subscription arrangements as subscriber primarily for software as a service (SaaS) and platform as a service (PaaS). Most subscriptions have initial terms of up to three years. The District is required to make \$52,000 in interest payments through June 30, 2027. As the interest rate implicit in the District's subscriptions are not readily determinable, the District utilizes the Applicable Federal Rate (AFR) to discount the subscription payments.

San Mateo County Transit District

Notes to the Financial Statements
June 30, 2023 and June 30, 2022

As of June 30, 2023, the District recognized a right to use subscription software of \$3,335,000 and a subscription liability of \$1,769,000. During the Fiscal year, the District recorded \$829,000 in amortization expense and \$39,000 in interest expense for the right to use subscription software.

Future Subscription liability requirements are as follows (in thousands):

Fiscal year Ending	Principal	Interest
June 30,		
2024	\$ 699	\$ 28
2025	668	16
2026	349	6
2027	53	2
Total	\$ 1,769	\$ 52

Note 9 - Pension Plan

Plan Description

General Information About the Pension Plans

Plan Descriptions – All qualified permanent and probationary employees, including those assigned to work for the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (Transportation Authority), are eligible to participate in the District’s defined benefit pension plan, an agent multiple-employer defined benefit pension plan administered by the California Public Employees’ Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefits are established by contract with CalPERS in accordance with the provisions of the Public Employees’ Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

Benefits Provided – CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of CalPERS credited service are eligible to retire at age 50 with statutorily reduced benefits. Effective January 1, 2013, new CalPERS members are subject to the Public Employees’ Pension Reform Act (PEPRA); to be eligible for retirement, a PEPRA employee must be at least 52 years of age. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost-of-living adjustments for each plan are applied as specified by the Public Employees’ Retirement Law.

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The plan provisions and benefits in effect at June 30, 2023, are summarized as follows:

Hire date	Prior to <u>June 1, 2012</u>	June 1, 2012 through <u>December 31, 2012</u>	On or after <u>January 1, 2013</u>
Benefit formula	2.0% at 55	2.0% at 60	2.0% at 62
Minimum years of service to vest	5 years service	5 years service	5 years service
Benefit payments	monthly for life	monthly for life	monthly for life
Earliest retirement age	50	50	52
Required employee contribution rates	7.000%	7.000%	7.000%
Required employer contribution rates*	8.710%	8.710%	8.710%

*Excluding an additional UAL payment in the amount of \$6,713,806

Employees Covered – At June 30, 2023, the following employees were covered by the plan:

Inactive employees (or their beneficiaries) currently receiving benefits	692
Inactive employees entitled to but not yet receiving benefits	241
Active employees	<u>703</u>
Total number of employees covered by the benefit terms	<u><u>1,636</u></u>

Employees Covered – At June 30, 2022, the following employees were covered by the plan:

Inactive employees (or their beneficiaries) currently receiving benefits	656
Inactive employees entitled to but not yet receiving benefits	241
Active employees	<u>723</u>
Total number of employees covered by the benefit terms	<u><u>1,620</u></u>

Contributions – Section 20814(c) of the California Public Employees’ Retirement Law requires that the employer contribution rates for all public employers to be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The District is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

Annually, in addition to funding the “normal cost” of the pension plan, the District is required to amortize a portion of the unfunded accrued liability through a payment into the plan. A portion of this cost is attributed to the JPB and the Transportation Authority. In Fiscal Year 2023, the JPB’s portion of this payment was \$727,000, and the Transportation Authority’s portion of this payment was \$92,000; In Fiscal Year 2022, the JPB’s portion of this payment was \$599,000, and the Transportation Authority’s portion of this payment was \$76,000.

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Notes to the Financial Statements
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On May 3, 2023, the District’s Board of Directors approved establishment of a California Employers’ Pension Prefunding Trust (CEPPT) Account for the District with the California Public Employees’ Retirement System (CalPERS) and directed the staff to open and fund the trust account over FY 2023 and FY 2024 with a \$21 million pension prepayment reserve fund contribution that was included in the District’s 2023 Operating Budget. The CalPERS CEPPT trust fund program allows state and local public employers to prefund their future pension costs through an investment vehicle designed to accumulate assets over time. By establishing a CEPPT trust fund account, the District can proactively manage its long-term pension costs and liabilities by using assets in the trust to manage growing pension liabilities, including future normal costs and Unfunded Accrued Liability (UAL) payments. The assets in the trust can be used to stabilize pension rates and offset unexpected contribution rate increases, as well as to act as a rainy-day fund to ensure resources are available for pension obligations when revenues are impaired, based on economic or other conditions. In September 2023, the District began contributing just under \$1.0 million bi-weekly into the CEPPT and will continue doing so under the entire \$21 million reserve has been invested in the Account.

Net Pension Liability

The District’s net pension liability for Fiscal Year 2023 is measured as the total pension liability, less the pension plan’s fiduciary net position. The net pension liability for Fiscal Year 2023 is measured as of June 30, 2022, using an actuarial valuation as of June 30, 2021 rolled forward to June 30, 2022 using standard update procedures. The District’s net pension liability for Fiscal Year 2022 is measured as the total pension liability, less the pension plan’s fiduciary net position. The net pension liability for Fiscal Year 2022 is measured as of June 30, 2021, using an annual actuarial valuation as of June 30, 2020 rolled forward to June 30, 2021 using standard update procedures. Net pension liability includes all employees assigned to work for the JPB and the Transportation Authority. A summary of principal assumptions and methods used in the latest actuarial valuation to determine the net pension liability follows.

Actuarial Assumptions – The total pension liabilities in the June 30, 2022 and June 30, 2023 actuarial valuations were determined using the following actuarial assumptions:

	2022	2023
Valuation Date	June 30, 2020	June 30, 2021
Measurement Date	June 30, 2021	June 30, 2022
Actuarial Cost Method	Entry-Age Normal Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions		
Discount Rate	7.15%	6.90%
Inflation	2.50%	2.50%
Payroll Growth	2.75%	2.75%
Projected Salary Increase	Varies by Entry-Age and Service	Varies by Entry-Age and Service
Investment Rate of Return	7.00% (1)	7.00% (1)
Mortality	(2)	(2)

- (1) Net of pension plan investment and administrative expenses, including inflation.
- (2) The probabilities of mortality are based on the 2017 CalPERS Experience Study for the period from 1997 to 2015. Further details regarding the experience study can be found on the CalPERS website.

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Discount Rate – The discount rate used to measure the total pension liability was 6.9 (7.15 in 2022) percent for each Plan for both Fiscal Years ended June 30, 2023 and 2022. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that the District’s contributions will be made at rates equal to the difference between actuarially determined contributions rates and the employee rate. Based on those assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected 6.9% rate of return on pension plan investments, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Such cash flows were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. Using historical returns of all the funds’ asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11+ years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects the long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

Asset Class ¹	New Strategic Allocation	Real Returns ^{1,2}
Global Equity - Cap-weighted	30.0%	4.54%
Global Equity Non-Cap-weighted	12.0%	3.84%
Private Equity	13.0%	7.28%
Treasury	5.0%	0.27%
Mortgage-backed Securities	5.0%	0.50%
Investment Grade Corporates	10.0%	1.56%
High Yield	5.0%	2.27%
Emerging Market Debt	5.0%	2.48%
Private Debt	5.0%	3.57%
Real Assets	15.0%	3.21%
Leverage	-5.0%	-0.59%
Total	100%	

(1) An expected inflation of 2.30% used for this period.

(2) Figures are based on the 2021 Asset Liability Management study.

Source: CalPERS 2022 Annual Comprehensive Financial Report.

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Changes in the Net Pension Liability

The changes in the net pension liability recognized over the measurement period ended June 30, 2022 (Fiscal Year ended June 30, 2023) is as follow (in thousands):

	Increase (Decrease)		
	Total Pension Liability	Fiduciary Net Position	Net Pension Liability
Balance at June 30, 2022	\$ 405,661	\$ 374,025	\$ 31,636
Changes recognized for the measurement period			
Service cost	10,516	-	10,516
Interest on the total pension liability	28,240	-	28,240
Changes of assumptions	12,758	-	12,758
Difference between expected and actual experience	(4,875)	-	(4,875)
Contributions from the employer	-	11,844	(11,844)
Contributions from employees	-	4,636	(4,636)
Net investment income	-	(28,268)	28,268
Benefit Payments, including refunds	(19,040)	(19,040)	-
Administrative Expense	-	(234)	234
Net changes	<u>27,599</u>	<u>(31,062)</u>	<u>58,661</u>
Balance at June 30, 2023	<u>\$ 433,260</u>	<u>\$ 342,963</u>	<u>\$ 90,297</u>

The changes in the Net Pension Liability recognized over the measurement period ended June 30, 2021 (Fiscal Year ended June 30, 2022) is as follow (in thousands):

	Increase (Decrease)		
	Total Pension Liability	Fiduciary Net Position	Net Pension Liability
Balance at June 30, 2021	\$ 387,838	\$ 307,470	\$ 80,368
Changes recognized for the measurement period			
Service cost	9,837	-	9,837
Interest on the total pension liability	27,333	-	27,333
Difference between expected and actual experience	(1,601)	-	(1,601)
Contributions from the employer	-	10,714	(10,714)
Contributions from employees	-	4,379	(4,379)
Net investment income	-	69,515	(69,515)
Benefit Payments, including refunds	(17,746)	(17,746)	-
Administrative Expense	-	(307)	307
Net changes	<u>17,823</u>	<u>66,555</u>	<u>(48,732)</u>
Balance at June 30, 2022	<u>\$ 405,661</u>	<u>\$ 374,025</u>	<u>\$ 31,636</u>

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Sensitivity of the Net Pension Liability to Changes in the Discount Rate – The following presents the net pension liability for the measurement period ended June 30, 2022 (Fiscal Year ended June 30, 2023) calculated using the plan discount rate, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate (in thousands):

	<u>1% Decrease</u>	<u>Current</u>	<u>1% Increase</u>
Discount Rate	5.90%	6.90%	7.90%
Net Pension Liability	\$ 145,206	\$ 90,297	\$ 44,521

The following presents the net pension liability for the measurement period ended June 30, 2021 (Fiscal Year ended June 30, 2022) calculated using the plan discount rate, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate (in thousands):

	<u>1% Decrease</u>	<u>Current</u>	<u>1% Increase</u>
Discount Rate	6.15%	7.15%	8.15%
Net Pension Liability	\$ 81,923	\$ 31,636	\$ (10,447)

Pension Plan Fiduciary Net Position – Detailed information about each pension plan’s fiduciary net position is available in the separately issued CalPERS financial reports.

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions – For the year ended June 30, 2023, the District recognized pension expense of \$12,844,000. At June 30, 2023, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Pension contributions subsequent to measurement date	\$ 13,147	\$ -
Changes of assumptions	9,113	-
Differences between expected and actual experiences	14	(4,168)
Net differences between projected and actual earnings on plan investments	<u>17,375</u>	<u>-</u>
Total	<u>\$ 39,649</u>	<u>\$ (4,168)</u>

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions – For the year ended June 30, 2022, the District recognized pension expense of \$511,000. At June 30, 2022, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Pension contributions subsequent to measurement date	\$ 11,842	\$ -
Differences between expected and actual experiences	336	(1,144)
Net differences between projected and actual earnings on plan investments	-	(34,517)
Total	<u>\$ 12,178</u>	<u>\$ (35,661)</u>

Deferred outflows of resources related to contributions subsequent to the measurement date is \$13,147,000, which will be recognized as a reduction of the net pension liability in the next fiscal year. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as a reduction to pension expense as follows (in thousands):

<u>Year Ended June 30</u>	
2023	\$ 4,615
2024	4,532
2025	2,392
2026	<u>10,795</u>
Total	<u>\$ 22,334</u>

Note 10 - Post-Retirement Health Care Benefits

Plan Description and Benefits Provided

In August 1993, the District's Board of Directors adopted the San Mateo County Transit District Retiree Healthcare Plan (Plan). The Plan provides lifetime post-retirement CalPERS medical care insurance benefits to qualified retirees, those who have attained at least 50 years of age and have at least five years of service and who retire under CalPERS within 120 days of separation from District employment, and their eligible dependents and surviving spouses. Benefit allowance provisions are established, and may be amended, through agreements and memorandums of understanding (MOUs) between the District, its management employees and unions representing District employees. In April 2008, the District's Board of Directors adopted an Other Post Employment Benefit (OPEB) funding plan (Plan) and in April 2009, as authorized by that plan, adopted the California Employers' Retiree Benefit Trust (CERBT), a tax-exempt Internal Revenue Code section 115 trust administered by CalPERS.

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

The Plan provides qualified retirees for life with a cash subsidy in the form of a fixed-dollar District contribution directly to CalPERS for monthly medical insurance premiums of up to \$476 for employee-only coverage, \$953 for employee-plus-one coverage, or \$1,239 for employee-plus-two coverage. However, for Kaiser plans specifically, the rate is \$432 for employee coverage, \$864 for employee-plus-one coverage, or \$1,123 for employee-plus-family coverage. Retirees can select from various health plans offered by the District through CalPERS such as Blue Shield, Kaiser, Health Net, Anthem, and United Healthcare. If a qualified retiree waives coverage, the retiree will not receive the District's contribution.

The District contributes to the CERBT, an agent multiple employer defined benefit other postemployment benefits plan that is an irrevocable trust established to fund postemployment healthcare benefits. This trust is not considered a component unit of the District and is excluded from these financial statements. The CERBT issues a publicly available annual financial report, which may be obtained from the CalPERS website. At the June 30, 2021 and June 30, 2022 measurement dates, the numbers of active and retired District employees covered by the Plan were as follows:

	<u>2022</u>	<u>2021</u>
Retired employees receiving benefits	421	407
Retired employees entitled to but not receiving benefits	137	133
Active plan members	<u>762</u>	<u>723</u>
Total	<u>1,320</u>	<u>1,263</u>

Funding Policy and Contribution

The Plan also called for increasing amounts to be funded into the trust each year until the full Annual Determined Contribution (ADC) can be funded on an annual basis. The District contributes an amount that is actuarially determined that represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed thirty years.

In Fiscal Year ended June 30, 2023, the District contributed \$4,000,000 to the established trust fund through CERBT. In addition, the District contributed \$2,803,000 in pay-as-you-go amounts for the year ended June 30, 2023. Additional contributions were in the form of an implicit subsidy in the amount of \$635,000 were made.

In Fiscal Year ended June 30, 2022, the District contributed \$4,000,000 to the established trust fund through CERBT. In addition, the District contributed \$2,739,000 in pay-as-you-go amounts for the year ended June 30, 2022. Additional contributions in the form of an implicit subsidy in the amount of \$728,000 were made.

San Mateo County Transit District

Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Annually, in addition to funding the “normal cost” of the OPEB plan, the District is required to amortize a portion of the unfunded accrued liability through a payment into the plan. A portion of this cost is attributed to the JPB and the Transportation Authority. In Fiscal Year 2023, the JPB’s portion of this payment was \$456,000, and the Transportation Authority’s portion of this payment was \$32,000; In Fiscal Year 2022, the JPB’s portion of this payment was \$396,000, and the Transportation Authority’s portion of this payment was \$32,000.

Net OPEB Liability

The District’s net OPEB liability includes all employees assigned to work for the JPB and the Transportation Authority. It was measured as of June 30, 2022 for the Fiscal Year ended on June 30, 2023 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated June 30, 2021 that was based on the following actuarial methods and assumptions:

Valuation Date	June 30, 2021
Measurement Date	June 30, 2022
Actuarial Cost Method	Entry Age Normal, Level Percentage of Payroll
Discount Rate	6.25%
Inflation	2.50%
Investment Rate of Return	6.25%
Mortality	Projected fully generational with Scale MP-2020
Healthcare Trend Rate	Non-Medicare – 6.50% for 2023, decreasing to an ultimate rate of 3.75% in 2076 Medicare – 4.60% for 2023, decreasing to an ultimate rate of 3.75% in 2076

The District’s net OPEB liability was measured as of June 30, 2021 for the Fiscal Year ended on June 30, 2022 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated June 30, 2021, that was based on the following actuarial methods and assumptions:

Valuation Date	June 30, 2021
Measurement Date	June 30, 2021
Actuarial Cost Method	Entry Age Normal, Level Percentage of Payroll
Discount Rate	6.25%
Inflation	2.50%
Investment Rate of Return	6.75%
Mortality	Projected fully generational with Scale MP-2020
Healthcare Trend Rate	Non-Medicare – 6.75% for 2022, decreasing to an ultimate rate of 3.75% in 2076 Medicare – 4.75% for 2022, decreasing to an ultimate rate of 3.75% in 2076

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u> ⁽¹⁾	<u>Long-Term Expected Real Rate of Return</u> ⁽²⁾
Global Equity	49.00%	4.56%
Fixed Income	23.00%	1.56%
TIPS	5.00%	-0.08%
Commodities	3.00%	1.22%
REITs	<u>20.00%</u>	4.06%
	<u>100.00%</u>	

(1) The long-term expected real rates of return are presented as geometric means.

(2) Includes 2.5% inflation.

Discount Rate

The discount rate used to measure the total OPEB liability was 6.25 percent for the measurement date as of June 30, 2022 and 6.25 percent for the measurement date as of June 30, 2021. The projection of cash flows used to determine the discount rate assumed that District contributions will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan's fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees and beneficiaries. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Change in Net OPEB Liability

The changes in the net OPEB liability for the District's plan over the measurement period ended June 30, 2022 (Fiscal Year ended June 30, 2023) are as follows:

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance at June 30, 2022	\$ 52,926	\$ 37,515	\$ 15,411
Changes for the year:			
Service cost	1,688	-	1,688
Interest	3,306	-	3,306
Contribution - employer	-	7,467	(7,467)
Net investment income	-	(5,364)	5,364
Benefit payments and refunds	(3,459)	(3,459)	-
Administrative expenses	-	(18)	18
Net changes	<u>1,535</u>	<u>(1,374)</u>	<u>2,909</u>
Balance at June 30, 2023	<u>\$ 54,461</u>	<u>\$ 36,141</u>	<u>\$ 18,320</u>

The changes in the net OPEB liability for the District's plan over the measurement period ended June 30, 2021 (Fiscal Year ended June 30, 2022) are as follows:

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance at June 30, 2021	\$ 51,903	\$ 26,818	\$ 25,085
Changes for the year:			
Service cost	1,588	-	1,588
Interest	3,497	-	3,497
Changes in assumptions	3,116	-	3,116
Contribution - employer	-	6,586	(6,586)
Net investment income	-	7,469	(7,469)
Benefit payments and refunds	(3,340)	(3,340)	-
Administrative expenses	-	(18)	18
Net changes	<u>1,023</u>	<u>10,697</u>	<u>(3,132)</u>
Balance at June 30, 2022	<u>\$ 52,926</u>	<u>\$ 37,515</u>	<u>\$ 21,953</u>

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate

The following presents the net OPEB liability of the District if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate, for the year ended June 30, 2023 and 2022:

Net OPEB Liability for the Fiscal Year Ended on June 30, 2023		
Discount Rate - 1%	Current Discount Rate	Discount Rate + 1%
(5.25%)	(6.25%)	(7.25%)
\$ 23,670	\$ 18,320	\$ 13,733

Net OPEB Liability for the Fiscal Year Ended on June 30, 2022		
Trend Rate - 1%	Current Trend	Trend Rate + 1%
\$ 16,733	\$ 18,320	\$ 20,471

Sensitivity of the Net OPEB Liability to Changes in the Health Care Cost Trend Rates

The following presents the net OPEB liability of the District if it were calculated using health care cost trend rates that are one percentage point lower or one percentage point higher than the current rate, for the year ended June 30, 2023 and 2022:

Net OPEB Liability for the Fiscal Year Ended on June 30, 2022		
Discount Rate - 1%	Current Discount Rate	Discount Rate + 1%
(5.25%)	(6.25%)	(7.25%)
\$ 20,677	\$ 15,411	\$ 10,899

Net OPEB Liability for the Fiscal Year Ended on June 30, 2021		
Trend Rate - 1%	Current Trend	Trend Rate + 1%
\$ 13,997	\$ 15,411	\$ 17,306

OPEB Plan Fiduciary Net Position

CalPERS issues a publicly available financial report that may be obtained from CalPERS website at <http://www.calpers.ca.gov>.

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB

For the Fiscal Year ended June 30, 2023, the District recognized an OPEB expense in the amount of \$2,572,000. As of Fiscal Year ended June 30, 2023, the District reported deferred outflows and inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
OPEB contributions subsequent to measurement date	\$ 7,438	\$ -
Changes of Assumptions	2,142	(628)
Differences between Expected and Actual Experiences	-	(3,438)
Net differences between projected and actual earnings on	<u>3,181</u>	<u>-</u>
Total	<u>\$ 12,761</u>	<u>\$ (4,066)</u>

For the Fiscal Year ended June 30, 2022, the District recognized an OPEB expense in the amount of \$1,591,000. As of Fiscal Year ended June 30, 2022, the District reported deferred outflows and inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
OPEB contributions subsequent to measurement date	\$ 7,467	\$ -
Changes of Assumptions	2,629	(822)
Differences between Expected and Actual Experiences	-	(4,357)
Net differences between projected and actual earnings on	<u>-</u>	<u>(3,998)</u>
Total	<u>\$ 10,096</u>	<u>\$ (9,177)</u>

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Recognition of Deferred Outflows and Deferred Inflows of Resources

Gains and losses related to changes in total OPEB liability and fiduciary net position are recognized in OPEB expense systematically over time. Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense. The recognition period differs depending on the source of the gain or loss. The contributions made subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the next fiscal year. The other deferrals are amortized over the remaining 6 years from 2023 to 2028 as follows:

Year Ended June 30		
2024	\$	(17)
2025		(34)
2026		(15)
2027		1,367
2028		(44)
Thereafter		<u>-</u>
Total	\$	<u>1,257</u>

Note 11 - Insurance Programs

The District is exposed to various risks of loss including but not limited to those related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees, and natural disasters. The District is self-insured for a portion of its public liability, property damage and workers' compensation liability. As of June 30, 2023, coverage provided by self-insurance and excess coverage (purchased by the District) is generally summarized as follows:

Type of coverage	Self-Insured Retention (in thousands)	Excess Insurance (in thousands)
General Liability and Auto Liability	\$2,000 per occurrence	\$99,000 per occurrence/ annual aggregate
Workers' Compensation	\$1,000 per occurrence	\$10,000 per occurrence
Employment Practices	\$500 per claim	\$5,000 aggregate
Bus Physical Damage	\$50 maximum per occurrence	\$147,532 Total Insurable Values (TIV)
Real and Personal Property	\$25 per occurrence	\$140,226 Total Insurable Values (TIV)
Environmental Liability	\$50 per occurrence	\$6,000 3-year policy aggregate
Fiduciary Liability	\$10 per occurrence	\$2,000 Aggregate
Cyber Liability	\$250 per occurrence	\$2,000 aggregate
Crime Insurance/Employee Dishonesty	\$25 per occurrence except for computer fraud and funds transfer	\$15,000 per loss
Kidnap & Ransom	\$0	\$1,000 aggregate

San Mateo County Transit District

Notes to the Financial Statements
June 30, 2023 and June 30, 2022

With the exception of the older, 2009 Gillig buses insured at actual cash value (ACV), all rolling stock is insured at full replacement value for total insurable values (TIV) of \$147,532,000. Real and Personal Property is insured for total insurable values (TIV) of \$140,227,000 and is inclusive of \$25,000,000 in state and federally mandated flood insurance. General Liability is inclusive of Public Officials Liability up to \$50,000,000. Coverage extends to the Transportation Authority in excess of the Authority's own \$11,000,000 in general liability coverage and \$3,000,000 public officials liability policy. Terrorism coverage applies to Liability and Property. Earthquake coverage remains cost prohibitive to procure. To date there have been no significant reductions in any of the District's insurance coverage. Settlements have not exceeded excess coverages for each of the past three Fiscal Years.

The unpaid claims liabilities are based on the results of actuarial studies and include amounts for claims incurred but not reported and incremental claim expenses. Allocated and unallocated claims adjustment expenses are included in the claims liability balances. Claims liabilities are calculated considering the effects of inflation, recent claim settlement trends, including frequency and amount of payouts, and other economic and social factors.

Annual expense is charged using various allocation methods that include actual costs, trends in claims experience, and number of participants. It is the District's practice to obtain full actuarial studies annually.

Changes in the balances of claims liabilities for the three years ended June 30 for public liability, property damage and workers' compensation are as follows (in thousands):

	2023	2022	2021
Self-insurance liabilities, beginning of year	\$ 9,167	\$ 13,333	\$ 11,776
Incurred claims and changes in estimates	6,917	(771)	5,668
Claim payments and related costs	(3,813)	(3,395)	(4,111)
Total Self-insurance claims liabilities	<u>12,271</u>	<u>9,167</u>	<u>13,333</u>
Less current portion	<u>4,838</u>	<u>5,576</u>	<u>8,018</u>
Noncurrent portion	<u>\$ 7,433</u>	<u>\$ 3,591</u>	<u>\$ 5,315</u>

Note 12 - Commitment and Contingent Liabilities

Legal

The District is directly and indirectly involved in various litigation matters relating principally to claims alleging personal injury and property damage arising from incidents related to the provision of its transit service. In the opinion of District management and legal counsel, as of June 30, 2023, the ultimate resolution of these matters will not materially affect the District's financial position.

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Grants

The District's grants are subject to review and audit. Such audits could lead to requests for reimbursement for expenditures disallowed under the terms of the grants. In the opinion of District management, such allowances, if any, will not materially affect the District's financial position.

Note 13 - PTMISEA Grants

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding in the amount of \$4 billion to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). The PTMISEA grant funding awarded to the District were fully expended as of June 30, 2023.

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San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

Note 14 - Hedge Program

In order to create more certain future diesel fuel costs and to manage the budget risk caused by uncertain future diesel fuel prices, the District established a diesel fuel hedging program. The hedging instruments used are New York Harbor Ultra Low Sulfur Diesel (NYHRBRULSD) futures contracts with a notional amount of 42,000 gallons each as listed on the New York Mercantile Exchange Clearinghouse (NYMEX).

As of June 30, 2023, the District had 35 futures contracts. As of June 30, 2022, the aggregate fuel hedge contracts covered a period from July 2023 through June 2024. As of June 30, 2022, The District had 327 futures contracts. As of June 30, 2023, the aggregate fuel hedge contracts covered a period from July 2022 through June 2023.

The District enters into futures contracts to hedge its price exposures to diesel fuel which is used in District vehicles to provide transportation. These contracts are derivative instruments. The effectiveness of the hedge is determined according to GASB Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*, which require a statistically strong relationship between the price of the futures contracts and the District's cost of diesel fuel from suppliers in order to ensure that the futures contracts effectively hedge the expected cash flows associated with diesel fuel purchases/exposures. The District applies hedge accounting for derivatives that are deemed effective hedges. Under hedge accounting, the increase (decrease) in the fair value of a hedge is reported as a deferred cash flow on the statement of net position. For the reporting period, all of the District's derivatives meet the effectiveness tests. Net gains/losses from completed hedges become an element of diesel fuel cost.

For diesel fuel futures contracts, the fair values are determined according to exchange settlement prices and the prices at which the futures contracts were purchased where each contract has a volume of 42,000 gallons. The following is a summary of the fair values and notional amounts of derivative instruments (diesel futures contracts) outstanding as of June 30, 2023 (in thousands):

(in thousands)	<u>2023 Change in Fair Value</u>		<u>Fair Value, June 30, 2023</u>		<u>Notional</u>
	<u>Classification</u>	<u>Amount</u>	<u>Classification</u>	<u>Amount</u>	
Effective Cash Flow Hedges					
Futures contracts	Deferred Outflow	\$ 1,081	Derivative Instruments	\$ 281	1,470 Gallons

San Mateo County Transit District
Notes to the Financial Statements
June 30, 2023 and June 30, 2022

For diesel fuel futures contracts, the fair values are determined according to exchange settlement prices and the prices at which the futures contracts were purchased where each contract has a volume of 42,000 gallons. The following is a summary of the fair values and notional amounts of derivative instruments (diesel futures contracts) outstanding as of June 30, 2022 (in thousands):

(in thousands)	2022 Change in Fair Value		Fair Value, June 30, 2022		Notional
	Classification	Amount	Classification	Amount	
Effective Cash Flow Hedges					
Futures contracts	Deferred Inflow	\$ (319)	Derivative Instruments	\$ (800)	1,134 Gallons

Note 15 - Change in Accounting Principle

As of July 1, 2021, the District adopted GASB Statement No. 96, *Subscription Based Information Technology Arrangements*. As a result of the implementation, the District recognized a right-to-use subscription asset and related subscription liability. The following tables described the effects of the implementation on beginning net position:

Net position, as previously reported	\$ 252,537
Subscription right to use asset	2,332
Subscription liability	(1,642)
Subscription right to use asset - amortization	<u>(545)</u>
Net position, as restated	<u>\$ 252,682</u>

Required Supplementary Information
June 30, 2023

San Mateo County Transit District

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San Mateo County Transit District
Schedule of Changes in the Net OPEB Liability and Related Ratios

(Amounts in thousands)	Fiscal Year 2023	Fiscal Year 2022	Fiscal Year 2021	Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018*
Total OPEB Liability						
Service cost	\$ 1,688	\$ 1,588	\$ 1,623	\$ 1,638	\$ 1,659	\$ 1,611
Interest on Total OPEB Liability	3,306	3,497	3,446	3,486	3,367	3,247
Changes of Assumptions	-	3,116	(931)	(330)	-	-
Difference Between Expected and Actual Experience	-	(3,838)	-	(2,076)	-	-
Benefit Payments, Including Refunds of Employee Contributions	(3,459)	(3,340)	(3,318)	(3,281)	(3,199)	(3,032)
Net Change in Total OPEB Liability	1,535	1,023	820	(563)	1,827	1,826
Total OPEB Liability - Beginning	<u>52,926</u>	<u>51,903</u>	<u>51,083</u>	<u>51,646</u>	<u>49,819</u>	<u>47,993</u>
Total OPEB Liability - Ending	<u>\$ 54,461</u>	<u>\$ 52,926</u>	<u>\$ 51,903</u>	<u>\$ 51,083</u>	<u>\$ 51,646</u>	<u>\$ 49,819</u>
Fiduciary Net Position						
Contributions - Employer	\$ 7,467	\$ 6,586	\$ 6,565	\$ 6,327	\$ 6,746	\$ 5,032
Net Investment Income	(5,364)	7,469	725	1,219	1,143	1,174
Benefit Payments, Including Refunds of Employee Contributions	(3,459)	(3,340)	(3,318)	(3,281)	(3,199)	(3,032)
Administrative Expense	<u>(18)</u>	<u>(18)</u>	<u>(20)</u>	<u>(12)</u>	<u>(36)</u>	<u>(6)</u>
Net Change in Fiduciary Net Position	(1,374)	10,697	3,952	4,253	4,654	3,168
Plan Fiduciary Net Position - Beginning	<u>37,515</u>	<u>26,818</u>	<u>22,866</u>	<u>18,613</u>	<u>13,959</u>	<u>10,791</u>
Plan Fiduciary Net Position - Ending	<u>\$ 36,141</u>	<u>\$ 37,515</u>	<u>\$ 26,818</u>	<u>\$ 22,866</u>	<u>\$ 18,613</u>	<u>\$ 13,959</u>
Net OPEB Liability - Ending	<u>\$ 18,320</u>	<u>\$ 15,411</u>	<u>\$ 25,085</u>	<u>\$ 28,217</u>	<u>\$ 33,033</u>	<u>\$ 35,860</u>
Fiduciary Net Position as a Percentage of the						
Total OPEB Liability	66.36%	70.88%	51.67%	44.76%	36.04%	28.02%
Covered Payroll	\$ 80,473	\$ 71,296	\$ 74,287	\$ 70,978	\$ 64,378	\$ 49,777
Net OPEB Liability as a Percentage of Covered Payroll	22.77%	21.62%	33.77%	39.75%	51.31%	72.04%
Measurement date	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017

*Historical information is not available prior to the implementation of the OPEB standards.

San Mateo County Transit District
Schedule of OPEB Contributions

(Amounts in thousands)	Fiscal Year 2023	Fiscal Year 2022	Fiscal Year 2021	Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018*
Actuarially Determined Contribution	\$ 7,438	\$ 7,467	\$ 6,585	\$ 6,565	\$ 6,326	\$ 6,080
Benefit Payments, Including Refunds of Employee Contributions	<u>(7,438)</u>	<u>(7,467)</u>	<u>(6,585)</u>	<u>(6,565)</u>	<u>(6,326)</u>	<u>(6,080)</u>
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered Payroll	87,771	80,473	71,296	74,287	70,978	64,378
Contributions as a Percentage of Covered Payro	8.47%	9.28%	9.24%	8.84%	8.91%	10.83%
Actuarial Valuation Date	6/30/2021	6/30/2019	6/30/2019	6/30/2017	6/30/2017	6/30/2017

* Historical information is not available prior to the implementation of the OPEB standards.

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San Mateo County Transit District
Schedule of Changes in the District's Net Pension Liability and Related Ratios

(Amounts in thousands)	2023 ⁽³⁾	2022	2021	2020	2019	2018	2017 ⁽²⁾	2016	2015 ⁽¹⁾
Total pension liability									
Service cost	\$ 10,516	\$ 9,837	\$ 9,524	\$ 8,706	\$ 8,511	\$ 8,145	\$ 7,020	\$ 6,831	\$ 7,062
Interest on the total pension liability	28,240	27,333	26,145	24,887	23,524	22,342	21,338	20,157	-
Changes of assumptions	12,758	-	-	-	(2,738)	18,030	-	(4,780)	-
Difference between expected and actual experience	(4,875)	(1,601)	87	1,785	2,022	(1,390)	(903)	(894)	18,965
Benefit payments, including refunds of employee contributions	(19,040)	(17,746)	(17,477)	(15,487)	(14,227)	(12,618)	(11,410)	(10,095)	(9,115)
Net change in total pension liability	27,599	17,823	18,279	19,891	17,092	34,509	16,045	11,219	16,912
Total pension liability - beginning of year	405,661	387,838	369,559	349,668	332,576	298,067	282,023	270,804	253,892
Total pension liability - end of year	<u>\$ 433,260</u>	<u>\$ 405,661</u>	<u>\$ 387,838</u>	<u>\$ 369,559</u>	<u>\$ 349,668</u>	<u>\$ 332,576</u>	<u>\$ 298,068</u>	<u>\$ 282,023</u>	<u>\$ 270,804</u>
Fiduciary net position									
Net plan to plan resource movement	\$ -	\$ -	\$ -	\$ -	\$ (1)	\$ -	\$ -	\$ -	\$ -
Contributions from the employer	11,844	10,714	9,633	8,159	6,603	5,961	5,014	4,192	4,023
Contributions from employees	4,636	4,379	4,434	4,157	3,703	3,489	3,428	3,199	3,312
Net investment income	(28,268)	69,515	14,835	18,503	22,310	26,892	1,287	5,413	35,934
Benefit payments, including refunds of employee contributions	(19,040)	(17,746)	(17,477)	(15,487)	(14,227)	(12,618)	(11,410)	(10,095)	(9,115)
Administrative expense	(234)	(307)	(418)	(201)	(412)	(355)	(148)	(273)	-
Other miscellaneous income/(expense)	-	-	-	1	(782)	-	-	-	-
Net change in fiduciary net position	(31,062)	66,555	11,007	15,132	17,194	23,369	(1,829)	2,436	34,154
Fiduciary net position - beginning of year	374,025	307,470	296,463	281,331	264,137	240,768	242,596	240,160	206,006
Fiduciary net position - end of year	<u>\$ 342,963</u>	<u>\$ 374,025</u>	<u>\$ 307,470</u>	<u>\$ 296,463</u>	<u>\$ 281,331</u>	<u>\$ 264,137</u>	<u>\$ 240,767</u>	<u>\$ 242,596</u>	<u>\$ 240,160</u>
Net pension liability	\$ 90,297	\$ 31,636	\$ 80,368	\$ 73,096	\$ 68,337	\$ 68,439	\$ 57,301	\$ 39,427	\$ 30,644
Fiduciary net position as a percentage of the total pension liability	79.16%	79.28%	79.28%	80.22%	80.46%	79.42%	80.78%	86.02%	88.68%
Covered payroll	\$ 64,932	\$ 64,630	\$ 64,498	\$ 61,004	\$ 56,133	\$ 49,777	\$ 47,112	\$ 47,169	\$ 45,795
Net pension liability as percentage	139.06%	124.61%	124.61%	119.82%	121.74%	137.49%	121.63%	83.59%	66.92%
Measurement date	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015	6/30/2014

⁽¹⁾ Ten year information is not available before the implementation of the pension standards.

⁽²⁾ In 2017 the discount rate was changed to 7.15 percent from 7.65 percent.

⁽³⁾ In 2023 the discount rate was changed to 6.90 percent from 7.15 percent.

San Mateo County Transit District
Schedule of District's Pension Contributions

(Amounts in thousands)	2023	2022	2021	2020	2019	2018	2017	2016	2015 ⁽¹⁾
Contractually required contribution (actuarially determined)	\$ 13,147	\$ 11,842	\$ 10,714	\$ 9,633	\$ 8,158	\$ 6,603	\$ 5,943	\$ 5,014	\$ 4,192
Contributions in relation to the actuarially determined contributions	(13,147)	(11,842)	(10,714)	(9,633)	(8,158)	(6,603)	(5,943)	(5,014)	(4,192)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 63,387	\$ 64,932	\$ 64,630	\$ 64,498	\$ 61,004	\$ 56,133	\$ 49,777	\$ 47,112	\$ 47,169
Contributions as a percentage of covered payroll	20.74%	18.24%	16.58%	14.94%	13.37%	11.76%	11.94%	10.64%	8.53%
Actuarial Valuation Date	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015	6/30/2014	6/30/2013	6/30/2012

⁽¹⁾ Ten year information is not available before the implementation of the pension standards.

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San Mateo County Transit District
Notes to Required Supplementary Information
June 30, 2023

Note 1 – OPEB Methods and Assumptions used to Determine Contributions

Methods and assumptions used to determine contributions:

Actuarial Cost Method	Entry-Age Normal Cost Method
Asset Valuation Method	Fair Value of Assets
Amortization Method	Level Percent of Payroll
Actuarial Assumptions	
Discount Rate	6.25%
Inflation	2.50%
Aggregate Payroll Increase	2.75%
Salary Merit and Longevity Increases	CalPERS 1997-2015 Experience Study

Note 2 – Pension Methods and Assumptions used to Determine Contributions

Actuarial Cost Method	Entry-Age Normal Cost Method								
Asset Valuation Method	Fair Value of Assets								
Actuarial Assumptions									
Actuarial Valuation Date	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015	6/30/2014	6/30/2013	6/30/2012
Discount Rate	7.000%	7.000%	7.250%	7.250%	7.375%	7.500%	7.500%	7.500%	7.500%
Inflation	2.500%	2.500%	2.625%	2.625%	2.750%	2.750%	2.750%	2.750%	2.750%
Payroll Growth	2.750%	2.750%	2.875%	2.875%	3.000%	3.000%	3.000%	3.000%	3.000%
Projected Salary Increase	Varies by Entry-Age and Service								
Mortality	Rates Vary by Age, Type of Retirement and Gender								

Supplementary Information
June 30, 2023

San Mateo County Transit District

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San Mateo County Transit District

Schedule of Revenues, Expenses, Capital Outlay, and Long-Term Debt Payment Comparison of Budget to
Actual (Budgetary Basis)
Year Ended June 30, 2023

(Amounts in thousands)	Budget	Actual	Variance Positive (Negative)
Operating Revenues - Passenger Fares	\$ 8,183	\$ 11,226	\$ 3,043
Operating Expenses:			
Salaries and benefits	74,775	88,909	(14,134)
Contract operations and maintenance services	40,607	41,632	(1,025)
Other services	13,427	11,234	2,193
Materials and supplies	9,812	11,418	(1,606)
Insurance	10,495	13,134	(2,639)
Miscellaneous	13,597	12,588	1,009
Total operating expenses	<u>162,713</u>	<u>178,915</u>	<u>(16,202)</u>
Operating loss	<u>(154,530)</u>	<u>(167,689)</u>	<u>(13,159)</u>
Nonoperating Revenues (Expenses)			
Operating assistance	212,801	272,494	59,693
Investment income	2,840	10,265	7,425
Interest expense	(8,516)	(5,861)	2,655
Other income, net	2,708	6,321	3,613
Total nonoperating income (expenses)	<u>209,833</u>	<u>283,219</u>	<u>73,386</u>
Income (loss) before capital outlay and long-term debt principal payments	<u>55,303</u>	<u>115,530</u>	<u>60,227</u>
Capital Outlay			
Capital assistance	41,050	4,076	(36,974)
Capital expenditures	(41,050)	(4,076)	36,974
Net capital outlay	-	-	-
Long-term debt principal or interest payment	<u>(12,166)</u>	<u>(12,166)</u>	<u>-</u>
Excess (Deficiency) Of Revenues and Nonoperating Income Over Expenses, Capital Outlay and Debt Principal Payments	<u>\$ 43,137</u>	<u>\$ 103,364</u>	<u>\$ 60,227</u>

San Mateo County Transit District
Notes to Supplementary Information
June 30, 2023

Note 1 - Budgetary Basis of Accounting

The District prepares its budget on a basis of accounting that differs from Generally Accepted Accounting Principles (GAAP). The actual results of operations are presented in the supplemental schedule on the budgetary basis to provide a meaningful comparison of actual results with budget. In addition, certain budget amounts have been reclassified to conform to the presentation of actual amounts in the supplemental schedule. Budgeted amounts presented are the final adopted budget. The primary difference between the budgetary basis of accounting and GAAP concerns capital assets. Depreciation and amortization expense per GAAP is not budgeted and budgeted capital expenditures are not recorded as an expense per GAAP. In addition, unrealized gains and losses under GASB Statement No. 31 are not recognized as well as some long-term expenses such as OPEB and bond related payments.

Note 2 - Reconciliation of Budgetary Basis to GAAP Basis

A reconciliation of the budgetary basis of accounting to GAAP is as follows (in thousands):

Excess of revenues and non-operating income over expenses,		
capital outlay and debt principal payment		\$ 103,364
Capital expenditures	\$ 4,076	
Depreciation and amortization	(18,394)	
Postemployment benefits accrual	4,866	
Pension Expense - GASB 68	303	
Long-term debt principal payments	12,166	
GASB 31 unrealized gain/loss	(426)	
Expense for noncapitalized projects	(1,635)	
Capital gain (losses) on investment	(344)	
Bond refunding costs amortization expense	(783)	
Interest Income Invest Premium/Discount	40	
Bond premium amortization	2,136	
Sub-total reconciling items		<u>2,005</u>
Change in net position, GAAP basis		<u>\$ 105,369</u>

Statistical
June 30, 2023

San Mateo County Transit District

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Statistical

Financial Trends

- Net Position and Change in Net Position

Revenue Capacity

- Revenue Base and Revenue Rate
- Overlapping Revenue
- Principal Revenue Payers

Debt Capacity

- Ratio of Outstanding Bonds
- Bonded Debt
- Direct and Overlapping Debt and Limitations
- Pledged Revenue Coverage

Demographics and Economic Information

- Population, Income, and Unemployment Rates
- Principal Employers

Operating Information

- Ridership and Fares
- Farebox Recovery and Miles
- Employees (Full-time Equivalents)
- Capital Assets

Statistical Section

The Statistical Section of the District's Annual Comprehensive Financial Report presents detailed information as a context for understanding the information in the financial statement, notes disclosure, required supplementary information and other supplementary information for assessing the District's economic condition.

Financial Trends

These schedules contain trend information to assist readers in understanding and assessing how the District's financial position has changed over time.

Revenue Capacity

These schedules contain information to assist readers in understanding and assessing the factors affecting the District's ability to generate passenger fares.

Debt Capacity

These schedules assist readers in understanding and assessing the District's debt burden and its capacity to issue future debt.

Demographics and Economic Information

These schedules present socioeconomic indicators to assist readers in understanding the environment within which the District's financial activities take place.

Operating Information

These schedules contain contextual information about the District's operations and resources to assist readers in using financial statement information to understand and assess the District's economic condition.

San Mateo County Transit District
Net Position and Change in Net Position
Fiscal Years 2014 Through 2023 (in thousands)

Fiscal Year	2023	2022 ⁽¹⁾	2021 ⁽²⁾	2020	2019	2018 ⁽³⁾	2017	2016	2015 ⁽⁴⁾	2014
Operating Revenues - Passenger Fares	\$ 11,226	\$ 8,913	\$ 5,615	\$ 11,690	\$ 15,567	\$ 15,742	\$ 17,041	\$ 18,078	\$ 18,816	\$ 18,557
Operating Expenses										
Salaries and benefits	83,740	53,620	70,253	83,438	75,467	67,851	60,665	58,598	55,382	60,001
Contract operations and maintenance	41,632	36,678	38,177	39,625	40,507	35,694	34,621	33,326	33,399	31,471
Other services	11,234	11,484	10,932	10,750	9,770	9,312	8,856	8,388	6,092	4,666
Materials and supplies	11,418	9,259	7,737	7,448	7,604	7,300	6,588	6,626	8,158	8,769
Insurance	13,134	4,519	9,534	8,575	5,306	3,603	6,651	4,505	4,171	(2,094)
Miscellaneous	12,588	9,123	9,613	10,812	9,128	8,139	7,598	6,656	5,784	5,514
Total operating expenses	173,746	124,683	146,246	160,648	147,782	131,899	124,979	118,099	112,986	108,327
Operating loss before depreciation, amortization and administrative expenses capitalized	(162,520)	(115,770)	(140,631)	(148,958)	(132,215)	(116,157)	(107,938)	(100,021)	(94,170)	(89,770)
Depreciation and amortization	(18,394)	(18,719)	(20,491)	(25,842)	(21,492)	(23,078)	(22,252)	(21,550)	(16,860)	(27,184)
Operating Loss	(180,914)	(134,489)	(161,122)	(174,800)	(153,707)	(139,235)	(130,190)	(121,571)	(111,030)	(116,954)
Nonoperating Revenues (Expenses)										
Operating assistance	272,494	241,629	250,472	206,031	160,416	144,802	135,910	126,254	124,097	126,786
Investment income	11,671	(8,188)	288	7,442	10,036	3,859	3,536	5,580	1,782	1,663
Interest expense	(6,644)	(7,045)	(7,270)	(7,497)	(10,954)	(11,145)	(11,249)	(11,226)	(9,896)	(15,559)
Caltrain service subsidy	-	-	(8,877)	(9,239)	(7,634)	(6,170)	(6,480)	(6,080)	(6,260)	(5,440)
Expense for noncapitalized projects	(1,635)	(4,155) ⁽⁵⁾	-	-	-	-	-	-	-	-
Interagency administrative income	-	-	-	-	-	-	-	-	-	6,552
Other income, net	6,321	7,739	13,118	13,970	10,180	10,860	11,492	9,777	10,119	8,866
Total nonoperating revenues, net	282,207	229,980	247,731	210,707	162,044	142,206	133,209	124,305	119,842	122,868
Net income (loss) before capital contributions	101,293	95,491	86,609	35,907	8,337	2,971	3,019	2,734	8,812	5,914
Capital contributions	4,076	3,124	6,094	49,509	8,789	10,970	25,424	12,778	33,361	33,281
Change In Net Position	105,369	98,615	92,703	85,416	17,126	13,941	28,443	15,512	42,173	39,195
Restatement	-	-	364	-	-	(23,400)	-	-	(153,202)	-
Net Position Components										
Net investment in capital assets	151,793	159,345	171,967	184,402	156,626	165,481	171,022	167,850	176,616	(20,964)
Restricted	26,601	26,599	26,600	26,599	26,575	26,804	26,811	26,804	26,087	25,000
Unrestricted	278,272	165,353	53,970	(51,531)	(109,147)	(135,357)	(131,446)	(156,710)	(180,271)	129,425
Net Position	\$ 456,666	\$ 351,297	\$ 252,537	\$ 159,470	\$ 74,054	\$ 56,928	\$ 66,387	\$ 37,944	\$ 22,432	\$ 133,461

⁽¹⁾ 2022 restatement due to implementation of GASB 96.

⁽²⁾ 2021 restatement due to implementation of GASB 87.

⁽³⁾ 2018 restatement due to implementation of GASB 75.

⁽⁴⁾ 2015 restatement due to implementation of GASB 68 and reversal of the BART contribution.

⁽⁵⁾ Expense for noncapitalized projects was not classified prior to 2022.

This table presents revenues and expenses, contributions, depreciation and amortization and net position components.

Source: Current and prior years' Annual Comprehensive Financial Reports.

San Mateo County Transit District
Revenue Base and Revenue Rate
Fiscal Years 2014 Through 2023

Fiscal Year Ending	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Passenger fares (in thousands)	\$ 11,226	\$ 8,913	\$ 5,615	\$ 11,690	\$ 15,567	\$ 15,742	\$ 17,041	\$ 18,078	\$ 18,816	\$ 18,557
Revenue Base										
Number of passengers (in thousands)	8,529	6,957	4,503	8,734	10,671	11,133	11,817	12,794	13,488	12,784
Fare structure										
Adults local fare	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.00	\$ 2.00
Senior citizen/disabled/ Medicare cardholder	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.00	\$ 1.00
Youth	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.25	\$ 1.25
Redi-Wheels (Paratransit)	\$ 4.25	\$ 4.25	\$ 4.25	\$ 4.25	\$ 4.25	\$ 4.25	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75
Sales tax rate ^[2]	0.75%	0.75%	0.75%	0.75%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Sales tax revenue (in thousands)	\$ 176,626	\$ 169,030	\$ 140,411	\$ 135,835	\$ 100,729	\$ 87,797	\$ 84,353	\$ 79,705	\$ 80,975	\$ 77,606
Taxable sales in San Mateo County (in thousands) ^[1]	\$ 23,550,183	\$ 22,537,305	\$ 18,721,430	\$ 18,800,000	\$ 19,700,000	\$ 17,900,000	\$ 16,600,000	\$ 15,941,000	\$ 16,194,800	\$ 15,521,200

^[1] 2023 taxable sales are estimates based on sales tax revenues received; 2022 taxable sales amount is the most current information available on the County of San Mateo Annual Comprehensive Financial Report.

This table presents passenger fares, number of passengers and revenue fare structure, the half-cent transaction and use tax received by the District and the total taxable sales in San Mateo County.

^[2] Includes 0.25% Tax Rate for Measure W, effective on 7/1/2019.

Source: California State Board of Equalization.

County of San Mateo County FY2022 Annual Comprehensive Financial Report.

San Mateo County Transit District
Overlapping Revenue
Fiscal Years 2014 Through 2023

Fiscal Year	State	City and County	Other Special Districts	San Mateo County Transit District ⁽¹⁾	City of San Mateo Transactions and Use Tax	City of Half Moon Bay Transactions and Use Tax	San Mateo County Transactions and Use Tax	City of South San Francisco Transactions and Use Tax	City of Belmont Transactions and Use Tax	City of East Palo Alto Transactions and Use Tax	City of Burlingame Transactions and Use Tax	City of Redwood City Transactions and Use Tax	City of San Bruno Transactions and Use Tax	City of Daly City Local Recovery and Relief Transactions and Use Tax	2020 Peninsula Corridor Joint Powers Board Retail Transactions and Use Tax	City of Brisbane Transactions and Use Tax	City of Pacifica Transactions and Use Tax	Total
2023	6.00%	1.25%	0.50%	0.50%	0.25%	0.00%	1.00%	0.50%	0.50%	0.50%	0.25%	0.50%	0.50%	0.50%	0.125%	0.50%	0.50%	12.88%
2022	6.00%	1.25%	0.50%	0.50%	0.25%	0.00%	1.00%	0.50%	0.50%	0.50%	0.25%	0.50%	0.50%	0.50%	0.13%			12.88%
2021	6.00%	1.25%	0.50%	0.50%	0.25%	0.00%	1.00%	0.50%	0.50%	0.50%	0.25%	0.50%	0.50%	0.50%				12.75%
2020	6.00%	1.25%	0.50%	0.50%	0.25%	0%	1.00%	0.50%	0.50%	0.50%	0.25%	0.50%	0.50%					12.25%
2019	6.00%	1.25%	0.50%	0.50%	0.25%	0%	0.50%	0.50%	0.50%	0.50%	0.25%	0.50%						11.25%
2018	6.00%	1.25%	0.50%	0.50%	0.25%	0.00%	0.50%	0.50%	0.50%	0.50%	0.25%							10.75%
2017	6.50%	1.25%	0.50%	0.50%	0.25%	0.00%	0.50%	0.50%	0.50%	0.50%								11.00%
2016	6.50%	1.00%	0.50%	0.50%	0.25%	0.50%	0.50%	0.50%		0.50%								10.25%
2015	6.50%	1.00%	0.50%	0.50%	0.25%	0.50%	0.50%											9.75%
2014	6.50%	1.00%	0.50%	0.50%	0.25%	0.50%	0.50%											9.75%

⁽¹⁾ State legislation requires the District to obtain the approval of a majority of the voters in a public election to approve any sales tax measure.

⁽²⁾ State sales tax and local sales tax effective January 1, 2017.

⁽³⁾ South San Francisco Fiscal Stability & Essential Services Transactions and Use Tax (SSFR), tax effective April 1, 2016

⁽⁴⁾ City of Belmont Transactions and Use Tax (BMTG), tax rates effective on April 1, 2017

⁽⁵⁾ City of East Palo Alto Transactions and Use Tax (EPAG), tax rates effective on April 1, 2017

⁽⁶⁾ City of Burlingame Transactions and Use Tax (BUEG), tax rates effective on April 1, 2018

⁽⁷⁾ City of Redwood City Transactions and Use Tax (REDG), tax rates effective on April 1, 2019

⁽⁸⁾ Measure W, tax rates effective on July 1, 2019

⁽⁹⁾ City of San Bruno Transactions and Use Tax, tax rates effective on April 1, 2020

⁽¹⁰⁾ City of Daly City Local Recovery and Relief Transactions and Use Tax, tax rates effective on April 1, 2021

⁽¹¹⁾ 2020 Peninsula Corridor Joint Powers Board Retail Transactions and Use Tax (JPBM), tax rates effective July 1, 2021

⁽¹²⁾ City of Brisbane Transactions and Use Tax, tax rates effective April 1, 2023

⁽¹³⁾ City of Pacifica Transactions and Use Tax, tax rates effective April 1, 2023

This table presents the tax rates for local authorities in San Mateo County. The District receives a half-cent county transaction and use tax.

Source: California State Board of Equalization.

District Taxes, Rates, & Effective Dates.

California City and County Sales & Use Tax Rates.

<https://www.cdtfa.ca.gov/taxes-and-fees/sales-use-tax-rates.htm>.

<https://www.cdtfa.ca.gov/taxes-and-fees/sales-use-tax-rates-history.htm#excludes>.

SOURCES:

<https://www.cdtfa.ca.gov/taxes-and-fees/sales-u> Go to District Taxes, Rates, and Effective Dates

<https://www.cdtfa.ca.gov/taxes-and-fees/sales-use-tax-rates-hi> Shows state and local tax rates

San Mateo County Transit District

Principal Revenue Payers
Fiscal Years 2022 and 2013

Major Industry Group	Rank	FY2022		Rank	FY2013	
		Percent of Sales Receipts	Amount		Percent of Sales Receipts	Amount
County & State Pool	1	22.1%	\$ 46,690,305	4	12.3%	\$ 17,489,507
Autos And Transportation	2	16.1%	34,150,755	2	16.5%	23,510,267
General Consumer Goods	3	15.6%	32,984,513	1	22.0%	31,380,311
Business And Industry	4	14.5%	30,750,165	6	11.5%	16,367,454
Restaurants And Hotels	5	11.8%	24,979,295	3	12.5%	17,835,410
Building And Construction	6	8.0%	16,842,542	7	8.0%	11,359,664
Fuel And Service Stations	7	7.3%	15,457,223	5	11.5%	16,430,985
Food And Drugs	8	4.5%	9,556,182	8	5.3%	7,594,234
Transfers & Unidentified	9	0.1%	180,780	9	0.3%	417,957
Total			<u>\$ 211,591,760</u>			<u>\$ 142,385,789</u>

Source: County-wide sales tax data provided by the County of San Mateo and Major Industry Group provided by Hinderliter, de Llamas and associates (HdL).

San Mateo County Transit District

Ratio of Outstanding Bonds
Fiscal Years 2014 Through 2023

Fiscal Year	Revenue Bonds for SamTrans (in thousands)^[1]	Personal Income for San Mateo County (in millions)^[2]	As a Percent of Personal Income
2023	\$ 171,446	\$ 117,533 *	0.15%
2022	184,872	114,109 *	0.16%
2021	198,036	110,786 *	0.18%
2020	210,996	107,559 *	0.19%
2019	224,052	101,056 *	0.21%
2018	239,243	96,306	0.23%
2017	254,291	89,223	0.26%
2016	269,235	81,488	0.30%
2015	284,128	78,525	0.35%
2014	290,353	71,027	0.37%

^[1] Current and prior years' Annual Comprehensive Financial Reports.

^[2] Data include retroactive revisions by the U.S. Department of Commerce Bureau of Economic Analysis.

*Personal Income and Per Capital Personal Income data for 2021, 2022 and 2023 is based on an estimated three percent annual increase over 2020.

Source: County of San Mateo FY2022 Annual Comprehensive Financial Report.

This table presents the relationship between the revenue bonds and the total personal income of the residents.

San Mateo County Transit District

Bonded Debt

Fiscal Years 2014 Through 2023

Fiscal Year	Revenue Bonds for SamTrans (in thousands)	Total Taxable Sales in San Mateo County	As a Percent of Total Taxable Sales in San Mateo County
2023	\$ 171,446	\$ 23,550,183 ^[1]	0.73%
2022	184,872	21,960,000	0.82%
2021	198,036	17,700,000	1.12%
2020	210,996	18,800,000	1.12%
2019	224,052	19,700,000	1.14%
2018	239,243	17,900,000	1.34%
2017	254,291	16,600,000	1.53%
2016	269,235	15,941,000	1.69%
2015	284,128	16,194,800	1.75%
2014	290,353	15,521,200	1.87%

^[1] Taxable sales are estimates based on sales tax revenues received.

This table presents the capacity of the District to issue revenue bonds based on total taxable sales in San Mateo County.

Source: Annual Comprehensive Financial Reports and California Department of Tax and Fee Administration.

San Mateo County Transit District
Direct and Overlapping Debt and Limitations
June 30, 2023

The District does not have direct and overlapping debt with other governmental agencies. Additionally, the District does not have a legal debt limit.

DRAFT

San Mateo County Transit District
Pledge Revenue Coverage
Fiscal Years 2014 Through 2023 (in thousands)

Fiscal Year	Sales Tax Revenue	Principal *	Interest *	Total	Coverage
2023	\$ 176,626	\$ 11,290	\$ 7,855	\$ 19,145	9.23
2022	169,030	10,780	8,370	19,150	8.83
2021	140,411	10,320	8,829	19,149	7.33
2020	135,835	10,060	9,298	19,358	7.02
2019	100,729	11,930	9,661	21,591	4.67
2018	87,797	11,765	9,880	21,645	4.06
2017	84,353	11,660	9,988	21,648	3.90
2016	79,705	11,610	10,035	21,645	3.68
2015	80,975	-	9,145	9,145	8.85
2014	77,606	9,655	14,799	24,454	3.17

This table presents the relationship between total sales tax revenue, debt service payments and the capacity of the District to meet its debt obligations.

* The District's outstanding bonds were restructured in 2015 and those amounts are intended to reflect the full annual economic impact, including measurements of restructuring, on the District's financial position. Other years are cash basis measures of the District's debt service. The Long Term Debt note in the Notes To Basic Financial Statements in the Financial Section of this Annual Comprehensive Financial Report provides further details.

Source: Current and prior years' Annual Comprehensive Financial Reports.

San Mateo County Transit District
Population, Income and Unemployment Rates
Fiscal Years 2014 Through 2023

<u>Year</u>	<u>Population</u> ^[1]	<u>Total Personal Income</u> <u>(in millions)</u> ^[2]	<u>Per Capita</u> <u>Personal Income</u> ^[2]	<u>Average</u> <u>Unemployment</u> <u>Rates</u> ^[3]
2023	738,705 *	\$ 117,533 *	\$ 154,993 *	3.1%
2022	744,662	114,109 *	150,479 *	2.1%
2021	751,596	110,786 *	146,096 *	5.0%
2020	771,061	107,559	141,841	10.8%
2019	774,231	101,056	132,133	2.2%
2018	772,372	96,306	125,332	2.5%
2017	770,256	89,223	116,077	2.9%
2016	765,895	81,488	106,115	3.3%
2015	759,155	78,525	102,639	3.3%
2014	758,581	71,027	93,802	4.2%

[1] Data include retroactive revisions by the State of California Department of Finance, Demographic Research Unit.

[2] Data include retroactive revisions by the U.S. Department of Commerce Bureau of Economic Analysis.

[3] Data include retroactive revisions by the State of California Employment Development Department.
Unemployment rates are non-seasonally adjusted for June.

*2023 Population growth is base on 0.8% decline from 2022.

*Personal Income and Per Capital Personal Income data for 2021, 2022, and 2023 is based on an estimated three percent annual increase over 2020. Source data for table is FY22 San Mateo County ACFR.

This table highlights San Mateo County's total population, total personal and per capita income, and percentage of unemployed residents.

Source: County of San Mateo FY2022 Annual Comprehensive Financial Report.

San Mateo County Transit District
Principal Employers
Fiscal Years 2021 and 2013

Employers in San Mateo County	Business Type	2021*			2013		
		Number of Employees	Rank	Percent of Total County Employment	Number of Employees	Rank	Percent of Total County Employment
Meta (Facebook Inc.)	Social Network	15,407	1	3.51%	2,865	7	0.75%
Genentech Inc.	Biotechnology	12,000	2	2.73%	8,800	2	2.30%
Oracle Corp.	Hardware and Software	9,149	3	2.08%	6,524	3	1.71%
United Airlines	Airline	7,894	4	1.80%	10,000	1	2.62%
County of San Mateo	Government	5,705	5	1.30%	5,929	4	1.55%
Gilead Sciences Inc.	Biotechnology	4,190	6	0.95%	2,596	8	0.68%
YouTube	Online Video-Streaming Platform	2,384	7	0.54%			
Sony Interactive Entertainment	Interactive Entertainment	1,855	8	0.42%			
Alaska Airlines	Airline	1,591	9	0.36%			
Electronic Arts Inc.	Video Game Developer & Publisher	1,478	10	0.34%			
Visa USA/Visa International	Global Payments Technology				2,895	6	0.76%
Kaiser Permanente	Healthcare				3,911	5	1.02%
Mills-Peninsula Health Services	Healthcare				2,200	9	0.58%
Safeway Inc.	Retail Grocer				2,195	10	0.57%
Total		61,653		14.03%	47,915		12.54%

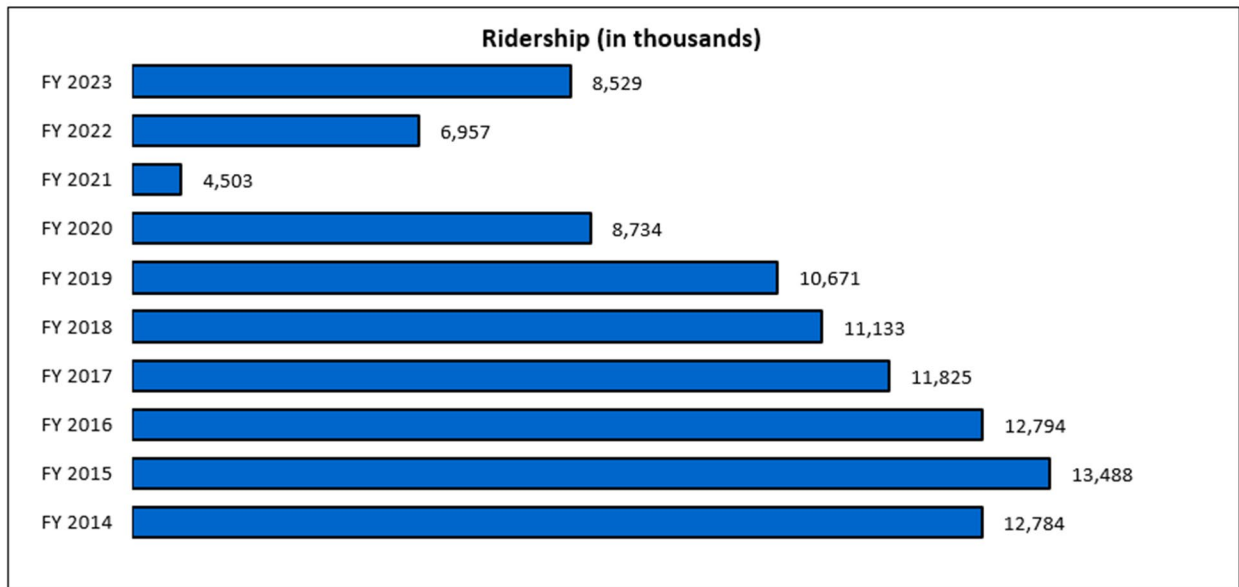
* The latest information available for principal employers in the County.

This table presents the top 10 principal employers in San Mateo County for 2021 and 2013.

Source: San Francisco Business Times - 2022 Book of Lists; California Employment Development Department (provided by San Mateo County Controller's office) from the FY2022 County of San Mateo Annual Comprehensive Financial Reporting.

San Mateo County Transit District
Ridership and Fares
Fiscal Years 2014 Through 2023

Fixed-Route Ridership



Ridership data presents total ridership for motor bus service and shuttle service.

Fixed-Route Passenger Fares

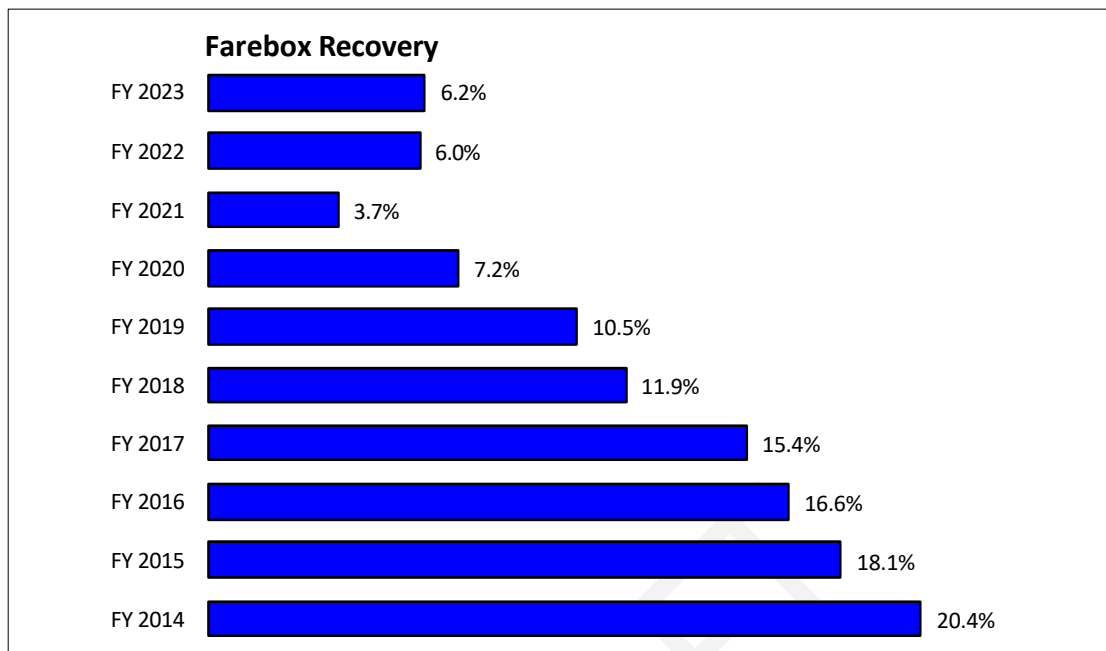


Bus passenger fares data presents the total bus fare revenue for each year.

Source: National Transportation Database.

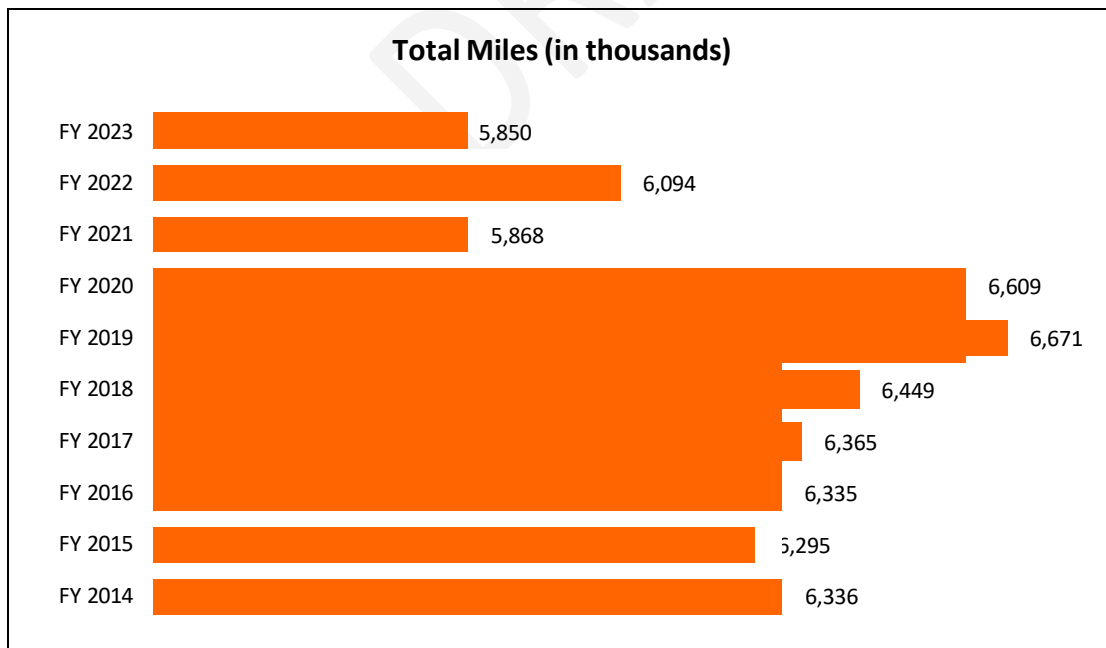
San Mateo County Transit District
Farebox Recovery and Miles
Fiscal Years 2014 Through 2023

Fixed-Route Farebox Recovery



Farebox recovery data presents the percentage of fixed-route fare revenue collected compared to fixed-route operating expenses.

Fixed-Route Revenue Miles*



The revenue miles data presents the total fixed-route miles traveled.

*Fixed-route data includes La Honda and shuttle service, which makes up less than 5% of the total data.

Source: National Transportation Database.

San Mateo County Transit District
Employees (Full-Time Equivalents)
Fiscal Years 2014 Through 2023

Division	Full-Time Equivalents									
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Caltrain Modernization Program	-	-	0.40	-	-	-	0.10	0.05	0.05	0.05
Customer Service and Marketing	26.4	29.38	28.49	29.15	34.36	31.39	28.46	23.95	25.34	28.22
Executive	3.95	3.75	3.50	3.50	3.59	3.99	5.12	3.60	3.67	3.55
Finance and Administration	118.2	106.83	96.23	95.64	83.07	82.39	79.02	64.12	68.50	66.72
Operations, Engineering, and Construction	533.57	493.11	541.70	506.65	472.9	465.40	471.88	453.82	454.27	457.54
Planning and Development	17.15	16.15	7.26	6.86	6.46	8.71	7.66	5.63	8.20	7.80
Public Affairs	-	-	-	-	-	-	-	5.15	5.00	5.00
Total	699.27	649.22	677.58	641.80	600.38	591.88	592.24	556.32	565.03	568.88

Note: The organization went through a reorganization in FY2010; Caltrain Modernization Program division was added in FY2013 as a replacement for the Peninsula Rail department.

Note: Employee counts are for Full-time Equivalents (FTEs) for the District.

This table presents total Full-time Equivalents by division.

Source: Operating and capital budgets.

San Mateo County Transit District
Capital Assets
Fiscal Years 2014 Through 2023

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Depreciable capital assets										
Buses and bus equipment	\$ 200,080	\$ 200,000	\$ 222,823	\$ 220,442	\$ 176,969	\$ 164,038	\$ 157,353	\$ 153,955	\$ 167,272	\$ 149,751
Buildings and building improvements	76,803	75,517	75,127	72,961	73,303	70,212	69,031	64,868	64,838	64,815
Maintenance and other equipment	35,133	32,907	30,333	29,685	27,546	34,982	33,642	32,063	6,523	5,822
Furniture and fixtures	30,692	29,981	30,023	29,989	33,295	35,240	33,861	31,734	19,656	20,272
Shelters and bus stop signs	11,878	11,878	10,393	10,393	10,372	592	592	592	592	579
Right-to-use subscription assets	3,335	2,332	2,332	-	-	-	-	-	-	-
Right-to-use leased equipment	-	102	18	-	-	-	-	-	-	-
Other vehicles	<u>2,524</u>	<u>2,483</u>	<u>3,000</u>	<u>2,518</u>	<u>2,467</u>	<u>2,496</u>	<u>2,273</u>	<u>2,159</u>	<u>2,159</u>	<u>2,226</u>
Total depreciable capital assets	360,445	355,200	374,049	365,988	323,952	307,560	296,752	285,371	261,040	243,465
Accumulated Depreciation for										
Buses and bus equipment	(138,787)	(127,678)	(135,452)	(119,797)	(112,603)	(91,889)	(102,607)	(93,847)	(97,574)	(86,157)
Buildings and building improvements	(66,346)	(64,659)	(63,456)	(62,236)	(61,284)	(58,874)	(56,630)	(53,812)	(51,601)	(49,387)
Maintenance and other equipment	(30,397)	(29,438)	(28,409)	(27,487)	(22,406)	(16,810)	(16,770)	(10,599)	(4,715)	(4,015)
Furniture and fixtures	(30,055)	(29,944)	(29,993)	(29,946)	(27,008)	(35,036)	(24,619)	(20,782)	(17,241)	(16,765)
Shelters and bus stop signs	(6,026)	(4,938)	(3,783)	(2,845)	(1,299)	(590)	(585)	(580)	(575)	(558)
Right-to-use subscription assets	(1,374)	(545)	-	-	-	-	-	-	-	-
Right-to-use leased equipment	-	(23)	(7)	-	-	-	-	-	-	-
Other vehicles	<u>(1,918)</u>	<u>(1,694)</u>	<u>(1,970)</u>	<u>(1,817)</u>	<u>(1,768)</u>	<u>(1,923)</u>	<u>(1,798)</u>	<u>(1,990)</u>	<u>(1,876)</u>	<u>(1,711)</u>
Total accumulated depreciation and amortization	(274,903)	(258,919)	(263,070)	(244,128)	(226,368)	(205,122)	(203,009)	(181,610)	(173,582)	(158,593)
Nondepreciable Capital Assets										
Land	56,915	56,915	56,915	56,915	53,855	53,855	53,855	53,855	53,855	53,855
Construction in progress	<u>11,105</u>	<u>7,870</u>	<u>6,416</u>	<u>5,627</u>	<u>5,187</u>	<u>9,188</u>	<u>23,424</u>	<u>10,234</u>	<u>35,303</u>	<u>21,323</u>
Total nondepreciable capital assets	68,020	64,785	63,331	62,542	59,042	63,043	77,279	64,089	89,158	75,178
Capital Assets, Net	<u>\$ 153,562</u>	<u>\$ 161,066</u>	<u>\$ 174,310</u>	<u>\$ 184,402</u>	<u>\$ 156,626</u>	<u>\$ 165,481</u>	<u>\$ 171,022</u>	<u>\$ 167,850</u>	<u>\$ 176,616</u>	<u>\$ 160,050</u>

This table presents total nondepreciable capital assets, total depreciable capital assets and total accumulated depreciation.

Source: Current and prior years' Annual Comprehensive Financial Reports

SamTrans Fiscal Year 2022-2023 Annual Comprehensive Financial Report

SamTrans Board of Directors
January 10, 2024

Agenda

- Auditor's Communication
- Assessment of SamTrans Long-Term Fiscal Health

Auditor's Communication



SAN MATEO COUNTY TRANSIT DISTRICT

Communication With Those Charged With Governance

AUDIT SCOPE

- Audit of the San Mateo County Transit District (District) Annual Financial Report as of June 30, 2023, in accordance with Auditing Standards Generally Accepted in the USA
- Report on internal control over financial reporting and on compliance in accordance with *Government Auditing Standards* including Transportation Development Act
- Report on Federal Compliance in Accordance with the Uniform Guidance
- Measure W

OUR RESPONSIBILITY IN ACCORDANCE WITH PROFESSIONAL STANDARDS

- Form and express an opinion about whether the financial statements which are the responsibility of management, with your oversight, are presented fairly, in all material respects, in accordance with U.S. GAAP.
- Our responsibility is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement.
- We considered internal control over financial reporting. Such considerations were solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

SUMMARY OF AUDIT RESULTS

Financial Statements

- Unmodified opinion on the financial statements

Government Auditing Standards

- No significant deficiencies
- No instances of noncompliance reported

SUMMARY OF AUDIT RESULTS

Uniform Guidance

- Unmodified opinion compliance with the Uniform Guidance
- No significant deficiencies

Other reports

- Measure W

Ethics and Independence

- We have complied with all relevant ethical requirements regarding independence.

Significant Estimates

- Self-Insurance, Net Pension Liability and Net OPEB Liabilities

Sensitive Disclosures

- Net Pension Liability, Net Other Postemployment Benefits Liability, and Self-Insurance (Note 9, Note 10, and Note 11)

Misstatements

- No items reported

Consultations with Other Accountants

- Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Significant Difficulties

- We encountered no difficulties in dealing with management.

Disagreements with Management

- No disagreements arose during the course of the audit

THANK YOU

Ahmad Gharaibeh

Partner

agharaibeh@eidebailly.com

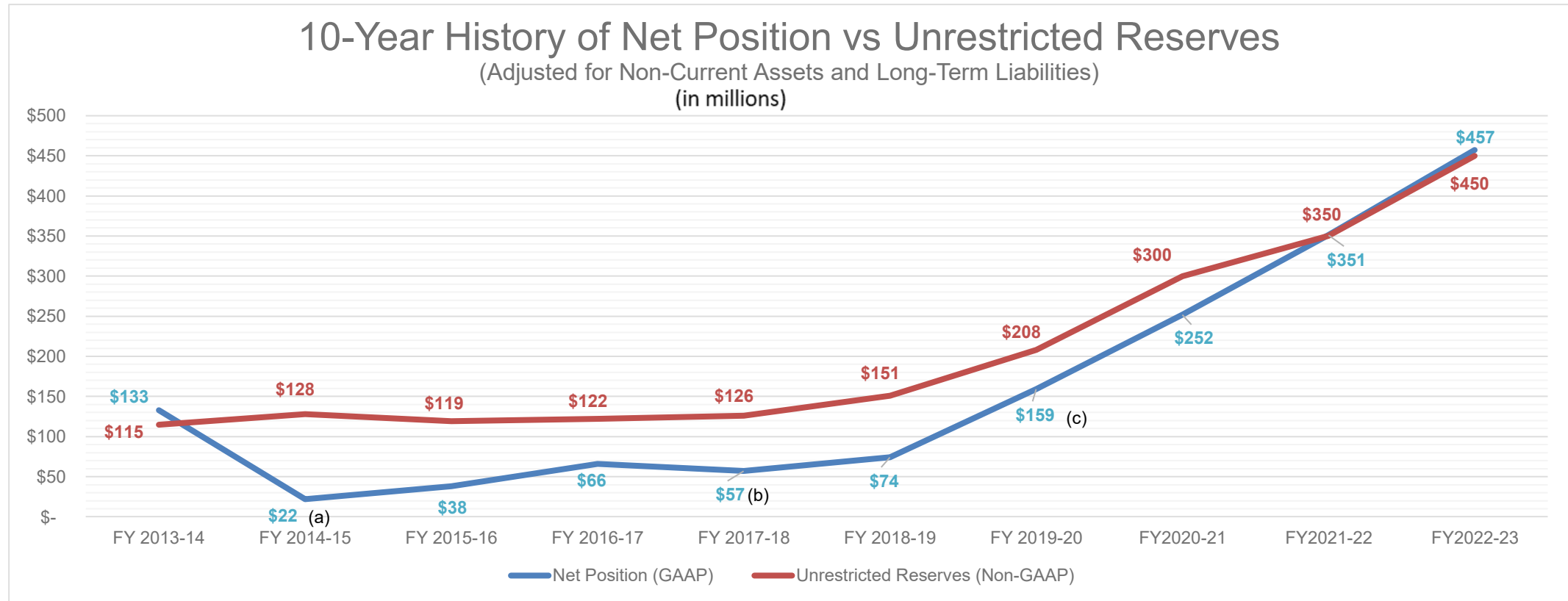
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CPAs & BUSINESS ADVISORS

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Assessment of SamTrans Long-Term Fiscal Health



- a. Record Pension Liabilities & Remove BART SFO Extension Assets
- b. Record OPEB Liabilities
- c. Receive Measure W Sales Taxes

Questions



BOARD OF DIRECTORS 2024

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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

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

San Mateo County Transit District

Wednesday, January 10, 2024 – 3:15 pm

or immediately following the Finance Committee meeting

- | | | |
|--------|--|---------------|
| 8.d.1. | Call to Order | |
| 8.d.2. | Approval of Minutes of the Strategic Planning,
Development, and Sustainability Committee Meeting of
November 1, 2023 | Motion |
| 8.d.3. | <i>Reimagine SamTrans</i> Phase 3 Implementation | Informational |
| 8.d.4. | Adjourn | |

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

Note:

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

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

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

November 1, 2023

Committee Members Present: D. Canepa (Chair), R. Medina, P. Ratto

Committee Members Absent: None

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

Other Board Members Absent: None

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

9.c.1. Call to Order

Committee Chair David Canepa called the meeting to order at 3:24 pm.

9.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of October 4, 2023

Motion/Second: Ratto/Esser

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

Noes: None

Absent: None

9.c.3. Call for Public Hearing on Proposed Fare Structure Changes

Bruce Thompson, Manager, Fare Program Operations, provided the presentation that included updates for Clipper and adjustments to the fare structure.

Director Brooks Esser asked how students qualify for Youth Unlimited passes. Mr. Thompson said passes are distributed to schools to provide to students who qualify for free or reduced lunch. Director Esser suggested making a summer youth pass available for all students.

April Chan, General Manager/CEO, said they were requesting Board feedback prior to bringing this item back to the Board for adoption in December.

Director Marie Chuang said the discount may not entice customers unless it is substantial and it would be preferable to have a smooth transition between modes. Ms. Chan said the idea was for riders to have a smooth transition using the Clipper card.

Vice Chair Marina Fraser asked about the Youth Unlimited pass. Mr. Thompson said it allowed students to ride SamTrans for free, but the passes are distributed by the schools. She asked how open payment works. Mr. Thompson said it is a touchless system that works by holding or tapping one's card on or near the Clipper reader to deduct the fare. He said open payments are charged at the adult price only.

Chair Josh Powell asked why an accumulator would cause an increase in ridership, and Mr. Thompson said it lowers the overall cost for users. He said that riders whose use of the services exceeds the day pass accumulator amount may decide to ride even more.

Director Jeff Gee said that Clipper 2.0 is making it easier to use multiple transit agencies.

Committee Member Peter Ratto said that Clipper 2.0 took a very long time to be implemented. He said having an accumulator helps riders to take advantage of fare discounts without having to buy a monthly pass.

Director Chuang said having open payment is also advantageous to visitors to the County.

Committee Chair Canepa suggested focusing on the benefits of the Bay Pass and said the Clipper card could follow the same strategy.

Motion/Second: Esser/Ratto

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

Noes: None

Absent: None

Public Comment:

Aleta Dupree commended the presentation. She said she was familiar with the open payment system for transit in New York City.

9.c.4. Update of Innovative Clean Transit Plan

In the interest of time, Ms. Chan requested that the Board wait to hear the presentation at the December Board meeting.

9.c.5. Adjourn

The meeting adjourned at 4:16 pm.

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

**San Mateo County Transit District
Staff Report**

To: Strategic Planning, Development, and Sustainability Committee
Through: April Chan, General Manager/CEO
From: Josh Mello, Executive Officer, Planning and Development
Subject: ***Reimagine SamTrans Phase 3 Implementation***

Action

There is no action associated with this informational update.

Significance

Staff will present an update on the strategy and upcoming activities toward implementing the *Reimagine SamTrans* plan. The presentation will focus on the fixed route service changes and enhancements planned to take effect with the February 11, 2024 runbook. These changes constitute the third phase of *Reimagine SamTrans* implementation and will include:

- Implementation of new Route EPX (limited stop service between East Palo Alto, Redwood City, SFO Airport, San Bruno BART and downtown San Francisco on weekdays)
- Discontinuation of Route 398
- Service increase on Route ECR (weekends)
- Bus stop balancing (bus stop consolidations and relocations) on Route ECR
- Service increase on route 110 (weekdays, midday)
- Schedule adjustments as needed

Recent strong recruitment efforts and capacity-increasing changes within the Training Department, including the opening of the new West Training Facility at Colma Park & Ride, are yielding strong workforce projections looking toward Summer 2024. As such, staff will plan accordingly with the goal of completing the full implementation of *Reimagine SamTrans* in Summer 2024.

Prior to this, staff plan to undertake an assessment of the remaining portfolio of service enhancements to ensure they still reflect the most demand-responsive bus service for 2024. *Reimagine SamTrans* was completed in 2022. Any further modifications to the Board-approved *Reimagine SamTrans* plan will be brought before the Board in a future update. Any necessary Title VI analysis will also be undertaken.

Budget Impact

There is no budget impact associated with this information update.

Background

In June 2019, SamTrans launched a Comprehensive Operational Analysis (COA) known as *Reimagine SamTrans*. *Reimagine SamTrans* culminated in Board adoptions of a recommendation for a bus network redesign crafted based on analysis of existing conditions/data analysis, travel markets, market research, stakeholder input, operator feedback, and three rounds of rider/community outreach.

Reimagine SamTrans solicited public input on the draft Recommended Network during a third round of public outreach from October 7-November 8, 2021. During this final round of outreach, extensive efforts were made to collect feedback from riders and stakeholders on the proposed route changes, and more than 1,100 written pieces of input were received. A public hearing was held at the November 2021 Board meeting, during which 16 members of the public provided comments on the proposed changes.

Anchoring the final Recommended Network is a Service Policy Framework that is used by staff as the guidebook for how SamTrans bus service is designed, allocated, and measured. The SamTrans Board of Directors took action to adopt the *Reimagine SamTrans* plan, the redesigned bus network and the Service Policy Framework at its March 2022 meeting.

Two phases of implementation of the new *Reimagine SamTrans* plan have occurred since the plan's adoption (in August 2022 and June 2023).

Prepared By: Millie Tolleson Director, Planning 650-622-7815



Item #8.d.3.
1/10/2024

Reimagine SamTrans Phase 3 Implementation



SamTrans Board of Directors – January 10, 2024

Agenda

- Implementation Strategy
- Look-Ahead to Phase 3 – February 2024
 - Overview of Service Changes
 - New Route EPX
 - ECR Changes
 - Marketing and Communications Approach
- Implementation Outlook – Summer 2024



Our Guiding Principles



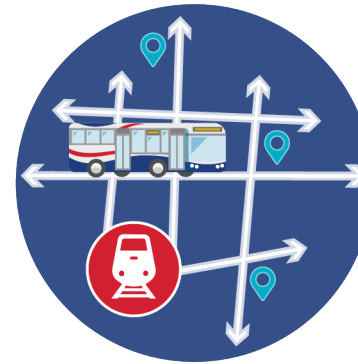
Customer Focus

Employ customer-focused decision-making



Workforce Delivery

Design service that can be reasonably delivered by our workforce



Effective Mobility

Be an effective mobility provider



Social Equity

Support social equity and direct resources into *equity priority areas*

Implementation Remaining

Returning Pre-Covid Service

- 118
- 260
- FCX

New Service

- 124
- 249
- EPX

Improving Frequency

- Weekdays:
250, 292, 296
- Weekends:
110, 250, 260,
295, 296, ECR

Eliminating / Reducing Service

- Eliminate 398

*Equity Priority Routes shown in blue

Phase 3 – February 2024

Phase 3: Summary of Changes

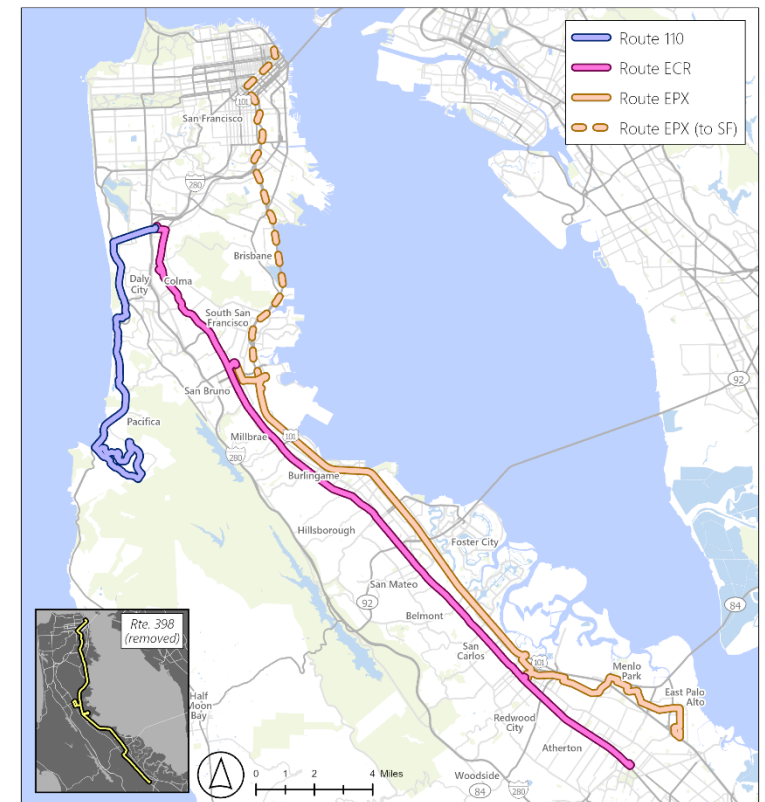
Implementation date: February 11, 2024

+ Launch Route EPX, delete Route 398

More frequent weekend service & bus stop balancing on Route ECR

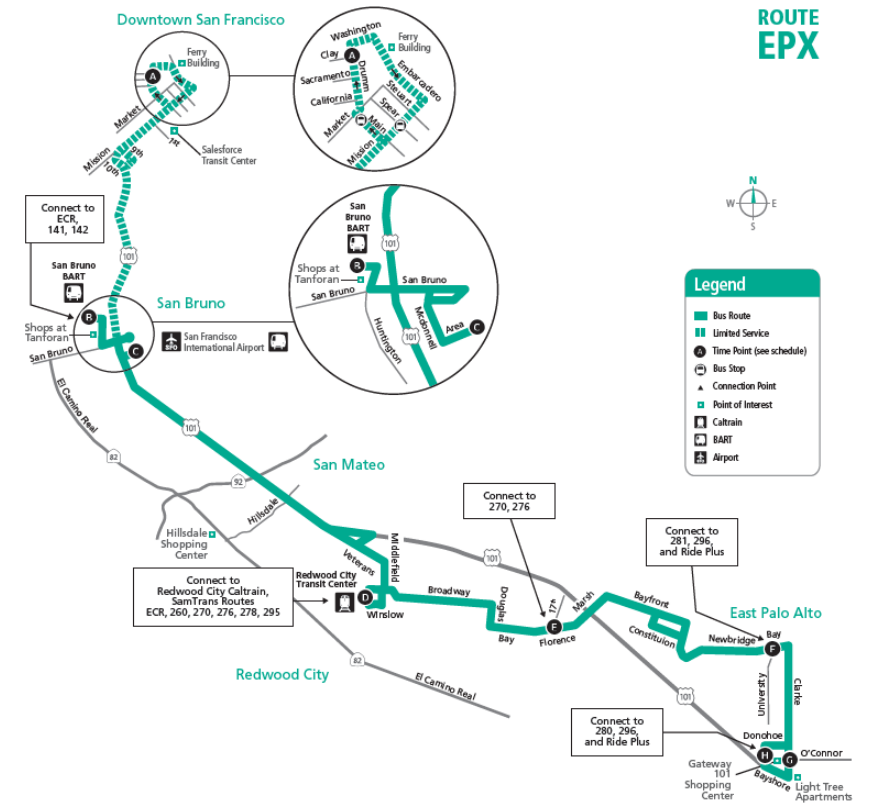
For customers – Faster, more reliable service but your nearest stop may be changing

More frequent midday service on Route 110 (Pacifica to Daly City)



Introducing Route EPX

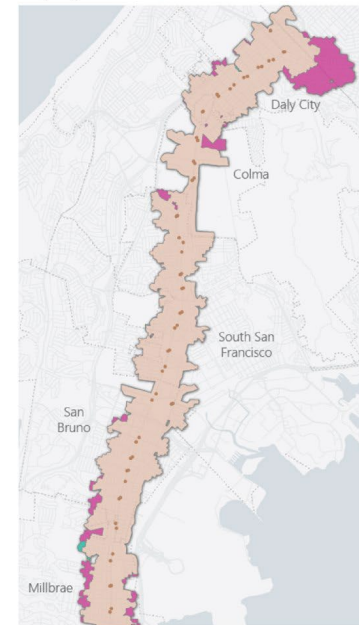
- New limited-stop route connecting East Palo Alto, Redwood City, SFO Airport, San Bruno BART, downtown SF
- **Every 45 minutes** all day on weekdays (6 AM-7 PM)
- Battery electric buses, in the US-101 express lanes
- Major destinations served:
 - East Palo Alto and Belle Haven residential and commercial areas
 - Stanford Health Care Redwood City campus
 - Redwood City Caltrain Station
 - SFO Airport Airtrain
 - San Bruno BART/Tanforan
 - Downtown San Francisco (limited trips)



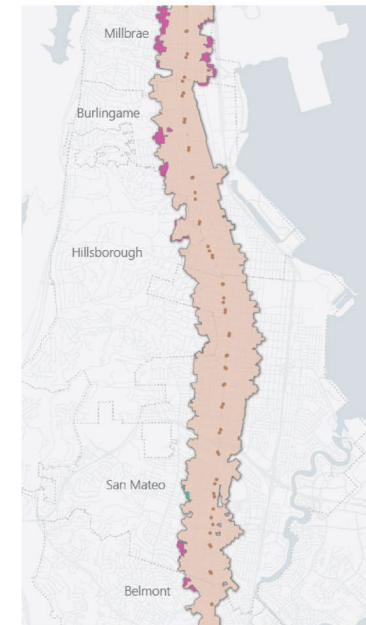
Route ECR Changes

- Increase weekend service to every 15 minutes
- Bus stop balancing means faster, more reliable service
 - 20% overall reduction in Route ECR stops to balance spacing and support pedestrian safety
- 97% of riders will not be affected at all or will have to walk less than 5 minutes to a new stop
- Supported by rider outreach – 70% said they are willing to walk farther for faster bus service

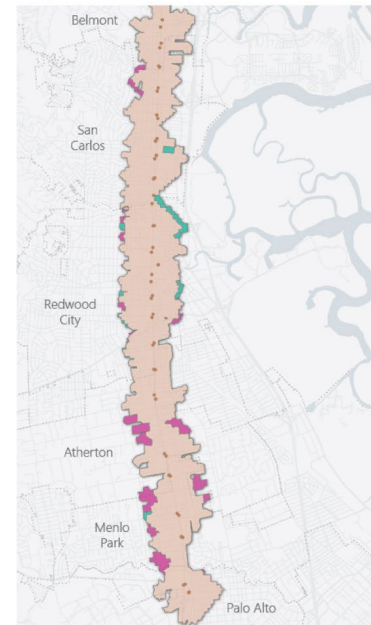
Walk Access Within 10 Minutes (1/2 Mile)
Daly City to Millbrae



Millbrae to Belmont



Belmont to Palo Alto



Access Change

- Maintains access
- Loses access
- Gains access
- Reimagine Stop Location



Marketing/Communications Tactics

- New Route EPX promotional home mailer, flyers, ambassador outreach
- Signage at bus stops promoting EPX & ECR improvements and informing of ECR bus stop changes
- Multilingual materials
- Updated timetables, system map, website content
- Social media, community outreach



SAMTRANS

EFFECTIVE February 11, 2024 | EFECTIVO del 11 de febrero de 2024 | 2024年2月11日生效

**ROUTE ECR WEEKEND SERVICE
INCREASED TO EVERY
15 MINUTES!**

We're working to make your bus trip
faster and more reliable


**¡SERVICIO DE AUTOBÚS DE
FIN DE SEMANA EN LA RUTA
ECR AUMENTADO A CADA
15 MINUTOS!**

Estamos trabajando para hacer su viaje
en autobús más rápido y fiable

**ECR路线周末巴士服务增至每
15分钟一次!**

我们正在努力使您的公交旅行更加快速和可靠

1-800-660-4287
llama a este número 1-800-660-4287. Cita don't throw 'em out!
samtrans.com/reimagine



Implementation Outlook

- Preparing to complete implementation of full network in Summer 2024, pending operator staff resources
- Staff will assess remaining package of implementation items for relevance in 2024
 - Modifications to the approved *Reimagine SamTrans* plan will include Board engagement and Title VI analysis
 - Modifications will be guided by the Service Policy Framework (2022)



