

BOARD OF DIRECTORS 2024

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

APRIL CHAN
GENERAL MANAGER/CEO



Agenda

Board of Directors Meeting

June 5, 2024, 2:00 pm

San Mateo County Transit District

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

Members of the public may attend in-person or participate remotely via Zoom at: <https://us06web.zoom.us/j/87609824114?pwd=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	Chills	Sore Throat
Shortness of Breath	Muscle Pain	Loss of Taste or Smell
Fever		

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 comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

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

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, June 5, 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. Report from Closed Sessions at May 1 Regular and Special Board Meetings

3.a. Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6

Agency-designated Representatives: Pat Glenn and David Olmeda

Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators and Maintenance, and Customer Service Employees)

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

Property: 166 N. Rollins Road, Millbrae

Agency Negotiator: April Chan, District General Manager/CEO

Negotiating Party: Peninsula Corridor Joint Powers Board

Under Negotiation: Price and Terms of Lease

4. Consent Calendar

4.a. Approval of Minutes of the Board of Directors Regular and Special Meetings of May 1, 2024 Motion

4.b. Acceptance of Statement of Revenues and Expenses for the Period Ending April 30, 2024 Motion

4.c. Acceptance of Quarterly Fuel Hedge Update Motion

- | | | |
|--------|--|---------------|
| 4.d. | Authorization for the Execution of a Master Agreement and Program Supplements with the California Department of Transportation for State-funded Transit Projects | Resolution |
| 4.e. | Awarding a Contract to NVB Equipment to Provide Vehicle Fire Suppression System Inspection and Maintenance Services for a Total Estimated Not-to-exceed Amount of \$659,800 for a Five-year Term | Resolution |
| 4.f. | Awarding a Contract to Holland & Knight LLP for a Total Not-to-exceed Amount of \$512,000 for Federal Legislative Advocacy Services for Five Years | Resolution |
| 4.g. | Awarding a Contract to Shaw Yoder Antwih Schmelzer & Lange, Inc. for a Total Not-to-exceed Amount of \$602,465 for State Legislative Advocacy Services for Five Years | Resolution |
| 5. | Public Comment for Items Not on the Agenda
<i>Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.</i> | |
| 6. | Report of the Chair | |
| 6.a | Proclamation Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Pride Month and Reaffirming a Commitment to Diversity, Equity, Inclusion, and Belonging | Motion |
| 7. | Report of the General Manager/CEO | Informational |
| 8. | Board Member Requests/Comments | |
| 9. | Recess to Committee Meetings | |
| 9.a. | Community Relations Committee / Committee of the Whole
<i>B. Esser (Chair), R. Mueller, P. Ratto</i> | |
| 9.a.1. | Call to Order | |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of May 1, 2024 | Motion |
| 9.a.3. | Accessible Services Update | Informational |
| 9.a.4. | Citizens Advisory Committee Update | Informational |

- | | | |
|--------|---|---------------|
| 9.a.5. | Paratransit Coordinating Council Update | Informational |
| 9.a.6. | Quarterly Report Quarter 3 Fiscal Year 2024 | Informational |
| 9.a.7. | Monthly Performance Report April 2024 | Informational |
| 9.a.8. | Adjourn | |
| 9.b. | Finance Committee / Committee of the Whole
<i>M. Chuang (Chair), D. Canepa, J. Powell</i> | |
| 9.b.1. | Call to Order | |
| 9.b.2. | Approval of Minutes of the Finance Committee Meeting of April 3, 2024 | Motion |
| 9.b.3. | Awarding a Contract to Trapeze Software Group, Inc. for the Purchase, Configuration, Implementation, Subscription, and Maintenance of Trapeze Enterprise Asset Management System for a Not-to-exceed Amount of \$7,995,520 for a Ten-year Base Term, and Authorizing Exercise of Five One-year option Terms for an Additional Not-to-exceed Amount of \$2,925,466 | Motion |
| 9.b.4. | Annual Audit of Measure W Sales Tax Revenues and Expenditures for the Fiscal Year Ended June 30, 2023 | Informational |
| 9.b.5. | Quarterly Financial Report and Outlook for Fiscal Years 2024 and 2025 | Informational |
| 9.b.6. | Adjourn | |
| 9.c. | Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
<i>D. Canepa (Chair), R. Medina, J. Powell</i> | |
| 9.c.1. | Call to Order | |
| 9.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of May 1, 2024 | Motion |
| 9.c.3. | Customer Acquisition and Experience Strategy | Informational |

- 9.c.4. Adjourn
- 9.d. Legislative Committee / Committee of the Whole
P. Ratto (Chair), J. Gee, R. Medina
 - 9.d.1. Call to Order
 - 9.d.2. Approval of Minutes of the Legislative Committee Meeting of May 1, 2024 Motion
 - 9.d.3. State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 1837 (Papan) Motion
 - 9.d.4. Adjourn
- 10. Reconvene Board of Directors Meeting
- 11. Matters for Board Consideration: Community Relations Committee
 - 11.a. Accessible Services Update Informational
 - 11.b. Citizens Advisory Committee Update Informational
 - 11.c. Paratransit Coordinating Council Update Informational
 - 11.d. Quarterly Report | Quarter 3 Fiscal Year 2024 Informational
 - 11.e. Monthly Performance Report | April 2024 Informational
- 12. Matters for Board Consideration: Finance Committee
 - 12.a. Awarding a Contract to Trapeze Software Group, Inc. for the Purchase, Configuration, Implementation, Subscription, and Maintenance of Trapeze Enterprise Asset Management System for a Not-to-exceed Amount of \$7,995,520 for a Ten-year Base Term, and Authorizing Exercise of Five One-year option Terms for an Additional Not-to-exceed Amount of \$2,925,466 Resolution
 - 12.b. Annual Audit of Measure W Sales Tax Revenues and Expenditures for the Fiscal Year Ended June 30, 2023 Informational

- 12.c. Quarterly Financial Report and Outlook for Fiscal Years 2024 and 2025 Informational
13. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee
- 13.a. Customer Acquisition and Experience Strategy Informational
14. Matters for Board Consideration: Legislative Committee
- 14.a. State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 1837 (Papan) Motion
15. Communications to the Board of Directors Informational
16. Date/Time of Next Regular Meeting – Wednesday, July 10, 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.
17. General Counsel Report
- 17.a. Declaring the Uncertainty of Compensation of Administrative Employees as of the Pay Period Including July 1, 2024 Resolution
- 17.b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): SC Transit Village, LLC, et al. v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 22-CIV-04642
- 17.c. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Estate of Nemesio Isorena, et al. v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 23-CIV-05309
- 17.d. Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6
Agency-designated Representatives: Pat Glenn and David Olmeda
Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators and Maintenance, and Customer Service Employees)
18. 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; 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
May 1, 2024**

Members Present: D. Canepa, M. Chuang, B. Esser, M. Fraser (Chair), J. Gee (Vice Chair)
(In Person) (left at 4:13 pm), R. Medina, R. Mueller (left at 5:40 pm), J. Powell,
P. Ratto

Members Present: None
(Via Teleconference)

Members Absent: None

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

1. Call to Order/Pledge of Allegiance

Chair Marina Fraser called the meeting to order at 2:00 pm and requested that Director Mueller lead the Pledge of Allegiance.

2. Roll Call

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

3. Consent Calendar

- 3.a. Approval of Minutes of the Board of Directors Meeting of April 3, 2024**
- 3.b. Acceptance of Statement of Revenues and Expenses for the Period Ending March 31, 2024**
- 3.c. Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2024**
- 3.d. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook**
- 3.e. Awarding a Contract to Pacific Coast Petroleum, Inc. of Hayward, California for Supply of Petroleum Products for a Total Not-to-exceed Amount of \$1,509,899 – Approved by Resolution No. 2024-12**

Motion/Second: Medina/Gee

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

Noes: None

Absent: None

4. Public Comment for Items Not on the Agenda

Marlon Jonathan Herrera Sanchez thanked staff and the Board. He requested having a route for an express route for business commuters going from Stanford University/Stanford Shopping Center to the San Francisco Financial District.

Adina Levin said there was an all-agency transit pass pilot program serving a number of housing communities in the region. She said when people have easy access to multiple transit agencies, they are able to increase their mobility.

5. Report of the Chair

Chair Fraser said she had attended a legislative conference in Washington, DC in April with members of staff. She said they are lobbying Congress and Senate staff for funding for SamTrans, Caltrain, and the TA (Transportation Authority). She also noted that she had attended the Progress Seminar with a number of other Board members.

5.a. Proclamation Honoring Asian-American and Pacific Islander Heritage Month

Tasha Bartholomew, Manager, Communications, summarized the proclamation in honor of Asian-American and Pacific Islander Heritage Month.

Motion/Second: Gee/Chuang

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

Noes: None

Absent: None

6. Report of the General Manager/CEO

6.a. General Manager/CEO Report – April 24, 2024

April Chan, General Manager/CEO, said the report was in the packet. She provided highlights that included the following:

- The Student “Art Takes a Bus Ride” awards would be presented to the kindergarten through high school student winners.
- She had discussions with the Senate Transportation and Revenue & Taxation Committee chairs regarding Senate Bill (SB) 1031 and its impact on San Mateo County; noted there has been a lot of movements and changes with the legislation language.
- The new headquarters floor plans and building design are being worked on. A general contractor has been selected to “warm up” the building , and to construct the tenant improvements.
- She spoke to the Federal Transit Administration (FTA) about the no-low grant application for the zero emission fleet project, and emphasized why SamTrans should be given fair consideration.
- SamTrans now provides free passes for the use of buses for a school field trip.

- She recognized staff who had won awards recently, including Kate Christopherson and the SamTrans maintenance team at the American Public Transportation Association (APTA) International Roadeo.
- She participated in the walk with Michelle Bouchard, Executive Director, Caltrain, to bring awareness to human trafficking prevention at SFO (San Francisco International Airport)

Director David Canepa asked what the District headquarters moving schedule. Ms. Chan said they have the design and layout and are working with the developer and hope to move in mid-2025.

6.b Assigning Special Legal Counsel Services Agreement from Wagstaffe, von Loewenfeldt, Busch & Radwick LLP to Adamski Moroski Madden Cumberland & Green LLP and Increasing the Contract Authority in the Agreement by \$225,000 – Approved by Resolution No. 2024-13

Ms. Chan provided a background of the District’s use of special counsel since 2019. She said they are still working on several additional agreements estimated to effective be through fiscal year 2025. She noted that Jim Wagstaffe had changed law firms since the last resolution.

Motion/Second: Powell/Esser

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

Noes: None

Absent: None

Item 6.c. was heard following Item 8.

7. Board Member Requests/Comments

Director Josh Powell had asked about the number of SamTrans riders using other transit agencies and said he would like more data on SamTrans’ riders use of other systems.

Director Canepa said he recently had the opportunity to be present at the opening of a bike share at the Daly City BART (Bay Area Rapid Transit) station. He said this is an important connection point for San Francisco State University, the Westlake neighborhood, and the southern end of the County, and encouraged the Board members to check it out.

8. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:29 pm.

The Board reconvened at 3:00 pm to take Item 6.c out of order to accommodate the arrival of the student participants.

6.c. Student “Art Takes a Bus Ride” Contest: Exploring Nature with SamTrans

Mahmoud Abunie, Public Affairs Specialist, provided the presentation announcing the winners of the contest, which was co-coordinated by the San Mateo County Office of Education (SMCOE). The students took photos with the Board and family members.

The Board recessed at 3:09 pm to go outside to meet with the contest winners and see the bus wrapped in their artwork, and returned to Committee meetings at 3:22 pm.

Vice Chair Jeff Gee left the meeting at 4:13 pm.

9. Reconvene Board of Directors Meeting

Chair Fraser reconvened the Board meeting at 4:52 pm.

10. Matters for Board Consideration: Community Relations Committee

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

10.a. Proclamation Declaring May as Older Americans Month

Motion/Second: Esser/Canepa

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

Noes: None

Absent: Gee

Chair Fraser reported on the following items:

10.b. Accessible Services Update

10.c. Citizens Advisory Committee Update

10.d. Paratransit Coordinating Council Update

10.e. Monthly Performance Report | March 2024

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

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

11.a. Approving the SamTrans Bus Stop Improvement Plan – Approved by Resolution No. 2024-14

Motion/Second: Medina/Esser

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

Noes: None

Absent: Gee

Chair Fraser reported on the following item:

11.b. Reimagine SamTrans Implementation Update

12. Matters for Board Consideration: Legislative Committee

Chair Fraser reported on the following item:

14.a. State and Federal Legislative Update

13. Communications to the Board of Directors

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

14. Date/Time of Next Regular Meeting

Chair Fraser announced the time and location of the next meeting as Wednesday, June 5, 2024 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

15. General Counsel Report

15.a Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6

Agency-designated Representatives: Pat Glenn and David Olmeda

Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators and Maintenance, and Customer Service Employees)

Ms. Cassman announced the closed session and the special meeting closed session immediately following the regular meeting. She said she would provide a report-out on both closed sessions at the next regular Board meeting on June 5.

Director Ray Mueller said he was recusing himself from the special meeting.

Public Comment:

Roland said with regard to the labor negotiations that he would like to note what happened in San Jose that led to a \$53 million annual structural deficit. He also commented on the having more geographical equity on Caltrain by not moving the Caltrain headquarters further north.

The Board adjourned to closed session at 4:59 pm.

Director Ray Mueller left the meeting at 5:40 pm.

16. Adjourn

The meeting adjourned at 5:56 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**

May 1, 2024

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

Members Present: None
(Via Teleconference)

Members Absent: R. Mueller

Staff Present: A. Chan, J. Cassman, S. van Hoften, D. Santoro, J. Mello, B. Fitzpatrick

1. Call to Order

Chair Marina Fraser called the meeting to order at 5:57 pm.

2. Roll Call

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

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

- 3.a. Property: 166 N. Rollins Road, Millbrae**
Agency negotiator: April Chan, District General Manager/CEO
Negotiating party: Peninsula Corridor Joint Powers Board
Under negotiation: Price and terms of lease

The Board adjourned to closed session at 5:58 pm.

4. Adjourn

The meeting adjourned at 7:01 pm.

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenses for the Period
Ending April 30, 2024**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenses for the period ending April 30, 2024 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through April 30, 2024. 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 April year-to-date actual, the Total Sources of Funds (page 1, line 16) are \$17.9 million higher than the prior year. This is primarily driven by the increases in Investment Income (page 1, line 12) and Other Interest, Rent & Other Income (page 1, line 13). The significant increases are attributed to \$22.2 million in receipts of payment for the Caltrain Right of Way. These increases are partially offset by the decreases in CARES ACT and CRRSAA and ARPA (page 1, line 4).

Year-to-Date Expenses: As of April year-to-date actual, the Total Uses of Funds (page 1, line 36) are \$54.0 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 20), A.D.A. Programs (page 1, line 21), and Sales Tax Allocation for Capital Programs (page 1, line 32).

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.

Annual Forecast: The FY24 budget was approved with a projected deficit of \$7.1 million, using a draw from Prior Years' Surplus to cover the balance. The FY24 Q3 Forecast projects the Agency may end FY24 with a surplus of \$29.3 million, a change of \$36.4 million from the approved budget. The Forecast will be discussed further in the FY24 Q3 Quarterly Financial Report (QFR).

Budget Impact

There is no budget impact for the month of April 2024.

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

Statement of Revenues and Expenses								
SUMMARY OF REVENUES AND EXPENSES FISCAL YEAR 2024 APRIL 2024								
% OF YEAR ELAPSED: 83.3%								
	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE	
SOURCES OF FUNDS								
Operating Revenues								
1	Passenger Fares	9,229,976	10,521,245	1,291,269	14.0%	11,506,000	12,000,000	494,000
2	Local TDA and STA Funds	62,940,518	57,389,830	(5,550,688)	(8.8%)	68,867,790	68,867,790	-
3	Pass through to Other Agencies	497,810	-	(497,810)	(100.0%)	-	-	-
4	CARES ACT and CRRSAA and ARPA	11,882,760	-	(11,882,760)	(100.0%)	-	-	-
5	Operating Grants	2,017,239	670,421	(1,346,817)	(66.8%)	4,300,863	4,300,863	-
6	SMCTA Measure A	3,968,037	3,845,480	(122,557)	(3.1%)	4,650,560	4,650,560	-
7	AB434 Funds, TA Funded Shuttle & Other	148,666	-	(148,666)	(100.0%)	-	-	-
8	Subtotal - Operating Revenues	90,685,006	72,426,977	(18,258,029)	(20.1%)	89,325,213	89,819,213	494,000
Other Revenue Sources								
10	District Sales Tax	96,905,079	96,719,765	(185,314)	(0.2%)	116,264,000	116,500,000	236,000
11	Measure W Sales Tax	48,397,209	48,355,301	(41,908)	(0.1%)	58,132,000	58,250,000	118,000
12	Investment Income	7,665,860	15,904,672	8,238,812	107.5%	8,098,649	17,066,762	8,968,113
13	Other Interest, Rent & Other Income	9,930,153	31,338,764	21,408,611	215.6%	10,206,685	32,776,445	22,569,760
14	Due from PCJPB, SMCTA & SAMTR Capital W&B	25,235,095	31,969,022	6,733,928	26.7%	55,308,187	55,308,187	-
15	Subtotal - Other Revenues	188,133,396	224,287,525	36,154,129	19.2%	248,009,521	279,901,394	31,891,873
16	Total Sources of Funds	278,818,402	296,714,502	17,896,100	6.4%	337,334,734	369,720,607	32,385,873
USES OF FUNDS								
19	PCJPB, SMCTA & SAMTR Capital W&B	25,235,095	31,969,022	6,733,928	26.7%	55,308,187	55,308,187	-
20	Motor Bus	119,923,276	144,573,081	24,649,805	20.6%	186,352,458	183,019,480	(3,332,978)
21	A. D. A. Programs	15,936,481	17,691,821	1,755,340	11.0%	22,036,892	22,087,561	50,669
22	Other Multi-Modal Programs	4,254,780	4,400,214	145,434	3.4%	6,489,357	5,737,097	(752,260)
23	Pass through to Other Agencies	497,810	-	(497,810)	(100.0%)	-	-	-
24	Total Operating Expense	165,847,442	198,634,138	32,786,696	19.8%	270,186,894	266,152,326	(4,034,568)
25								
26	Total Operating Surplus / (Deficit)	112,970,960	98,080,364	(14,890,596)	(13.2%)	67,147,840	103,568,281	36,420,441
27								
28	District Sales Tax Capital	4,606,167	11,414,230	6,808,063	147.8%	13,697,076	13,697,076	-
29	Measure W Sales Tax Capital	19,613,323	23,935,477	4,322,153	22.0%	28,722,572	28,722,572	-
30	Reserves for Future Measure W Capital Allocation	-	10,568,924	10,568,924	100.0%	12,682,709	12,682,709	-
31	Reserves for Future Capital Allocation	-	-	-	-	-	-	-
32	Sales Tax Allocation - Capital Program	24,219,490	45,918,631	21,699,141	89.6%	55,102,357	55,102,357	-
33								
34	Total Debt Service	6,582,568	6,137,526	(445,042)	(6.8%)	19,142,898	19,142,898	-
35								
36	Total Uses of Funds	196,649,499	250,690,295	54,040,795	27.5%	344,432,149	340,397,581	(4,034,568)
37								
38	SURPLUS/(DEFICIT)	82,168,903	46,024,207	(36,144,696)	(44.0%)	(7,097,415)	29,323,026	36,420,441
39	Draw from Prior Years' Surplus	-	-	-	-	7,097,415	-	(7,097,415)
40	ADJUSTED SURPLUS/(DEFICIT)	82,168,903	46,024,207	(36,144,696)	(44.0%)	-	29,323,026	29,323,026

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2024 APRIL 2024							
				% OF YEAR ELAPSED:		83.3%	
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	8,792,627	10,039,261	1,246,634	14.2%	11,000,000	11,494,000	494,000
2							
3 LOCAL (TDA) TRANSIT FUND	44,190,000	44,661,460	471,460	1.1%	53,593,748	53,593,748	-
4							
5 STATE TRANSIT ASSISTANCE	15,614,468	9,488,820	(6,125,648)	(39.2%)	11,386,584	11,386,584	-
6							
7 OPERATING GRANTS	491,398	230,758	(260,640)	(53.0%)	1,587,507	1,587,507	-
8							
9 DISTRICT SALES TAX REVENUE	38,504,036	34,659,756	(3,844,280)	(10.0%)	84,584,063	48,028,553	(36,555,510)
10							
11 MEASURE W SALES TAX	-	3,682,888	3,682,888	100.0%	13,201,881	13,201,881	-
12							
13 INVESTMENT INTEREST INCOME	7,271,849	15,263,004	7,991,156	109.9%	7,431,808	16,399,921	8,968,113
14							
15 OTHER REVENUE SOURCES:							
16 Rental Income	3,104,529	2,629,211	(475,317)	(15.3%)	2,195,931	3,000,000	804,069
17 Advertising Income	1,139,217	911,363	(227,854)	(20.0%)	1,009,299	1,074,182	64,883
18 Other Income	815,152	23,006,559	22,191,406	2,722.4%	361,637	23,253,105	22,891,468
19 TOTAL OTHER REVENUES	5,058,898	26,547,133	21,488,235	424.8%	3,566,867	27,327,287	23,760,420
20							
21 TOTAL MOTOR BUS	119,923,276	144,573,081	24,649,805	20.6%	186,352,458	183,019,480	(3,332,978)
22							
23 AMERICAN DISABILITIES ACT:							
24 Passenger Fares Redi-Wheels	437,349	481,984	44,635	10.2%	506,000	506,000	-
25 Local TDA 4.5 Redi-Wheels	2,325,790	2,350,600	24,810	1.1%	2,820,723	2,820,723	-
26 Local STA - Paratransit	810,260	888,950	78,690	9.7%	1,066,735	1,066,735	-
27 Operating Grants	1,525,840	439,663	(1,086,177)	(71.2%)	2,713,356	2,713,356	-
28 Sales Tax Revenue - ADA	5,841,616	4,395,863	(1,445,753)	(24.7%)	4,887,839	4,938,508	50,669
29 Measure W Sales Tax - ADA	-	4,395,863	4,395,863	100.0%	3,524,838	3,524,838	-
30 Interest Income - Paratransit Fund	394,012	641,668	247,656	62.9%	666,841	666,841	-
31 SMCTA Measure A Redi-Wheels	3,968,037	3,845,480	(122,557)	(3.1%)	4,650,560	4,650,560	-
32 Measure M Paratransit	633,576	251,749	(381,827)	(60.3%)	1,200,000	1,200,000	-
33 TOTAL ADA PROGRAMS	15,936,481	17,691,821	1,755,340	11.0%	22,036,892	22,087,561	50,669
34							
35 MULTI-MODAL TRANSIT PROGRAMS:							
36							
37 AB434 Funds-SamTrans Shuttle	148,666	-	(148,666)	(100.0%)	-	-	-
38 Employer SamTrans Shuttle Funds	3,639,783	3,704,402	64,619	1.8%	5,257,400	4,066,740	(1,190,660)
39 Dumbarton Rental Income	597,896	835,480	237,584	39.7%	182,418	182,418	-
40 Sales Tax Revenue - Gen. Operating Asst.	(131,565)	(139,668)	(8,104)	(6.2%)	1,049,539	1,487,939	438,400
41							
42 TOTAL MULTIMODAL	4,254,780	4,400,214	145,434	3.4%	6,489,357	5,737,097	(752,260)
43							
44 TOTAL REVENUES	140,114,537	166,665,116	26,550,579	18.9%	214,878,707	210,844,139	(4,034,568)

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2024 APRIL 2024							
% OF YEAR ELAPSED: 83.3%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	64,442,442	75,698,948	11,256,506	17.5%	95,894,954	85,895,659	(9,999,295)
2							
3 Services:							
4 Board of Directors	86,589	125,103	38,515	44.5%	142,484	327,567	185,083
5 Contracted Vehicle Maintenance	853,871	527,238	(326,634)	(38.3%)	1,147,256	815,276	(331,980)
6 Property Maintenance	1,482,121	1,819,613	337,491	22.8%	2,732,602	2,388,275	(344,327)
7 Professional Services	3,761,658	4,095,253	333,596	8.9%	6,307,989	6,894,060	586,071
8 Technical Services	7,133,530	7,588,559	455,029	6.4%	13,177,254	13,042,007	(135,247)
9 Other Services	2,831,645	3,754,406	922,761	32.6%	6,454,734	6,402,461	(52,273)
10 Materials & Supply:							
11 Fuel and Electricity*	4,442,822	4,315,240	(127,583)	(2.9%)	5,491,189	6,056,789	565,600
12 Bus Parts and Materials	2,632,719	2,907,969	275,250	10.5%	3,589,147	3,739,605	150,458
13 Uniforms and Driver Expense	303,821	331,107	27,286	9.0%	916,134	795,084	(121,050)
14 Timetables and Tickets	49,255	43,653	(5,602)	(11.4%)	175,633	156,633	(19,000)
15 Office Supplies / Printing	435,796	551,149	115,353	26.5%	838,428	906,027	67,599
16 Other Materials and Supply	164,741	152,439	(12,301)	(7.5%)	183,800	228,800	45,000
17							
18 Utilities:							
19 Telephone	560,778	653,707	92,929	16.6%	745,200	760,200	15,000
20 Other Utilities	1,126,084	1,615,503	489,419	43.5%	1,842,600	1,789,300	(53,300)
21 Insurance	2,918,430	2,707,856	(210,574)	(7.2%)	3,309,439	3,383,044	73,605
22 Claims Reserves and Payments	1,171,918	1,460,308	288,390	24.6%	800,000	1,600,000	800,000
23 Workers Compensation	3,008,393	2,942,409	(65,984)	(2.2%)	3,835,476	3,835,476	-
24 Taxes and License Fees	582,007	633,691	51,684	8.9%	732,339	872,700	140,361
25 Leases and Rentals	39,003	102,544	63,541	162.9%	241,894	241,894	-
26 Promotional and Legal Advertising	677,207	678,669	1,461	0.2%	1,356,384	1,221,299	(135,085)
27 Training and Business Travel	241,001	263,932	22,931	9.5%	977,411	770,371	(207,040)
28 Dues and Membership	130,425	197,998	67,573	51.8%	262,707	293,933	31,226
29 Postage and Other	121,268	124,802	3,534	2.9%	218,244	222,900	4,656
30							
31 Total District Operated Buses	99,197,523	113,292,093	14,094,570	14.2%	151,373,298	142,639,360	(8,733,938)
32							
CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	15,453,303	19,931,534	4,478,230	29.0%	25,898,300	26,026,708	128,408
35 Coastside Services	1,555,614	1,698,678	143,064	9.2%	2,070,800	2,070,800	-
36 Redi Coast Non-ADA	198,795	261,730	62,935	31.7%	246,380	246,380	-
37 La Honda - Pescadero	35,963	35,963	-	0.0%	52,600	52,600	-
38 SamCoast - Pescadero	140,329	261,892	121,562	86.6%	270,327	405,000	134,673
39 Microtransit	-	2,512,211	2,512,211	100.0%	3,319,877	3,212,200	(107,677)
40 CUB Related Wages & Benefits	465,378	645,009	179,631	38.6%	702,566	629,307	(73,259)
41 CUB Related Other Support	204,931	153,504	(51,428)	(25.1%)	160,360	155,055	(5,305)
42 CUB Insurance	1,397,472	1,312,015	(85,457)	(6.1%)	1,657,950	1,647,070	(10,880)
43 CUB Claims Reserves & Payments	1,273,968	4,468,454	3,194,486	250.8%	600,000	5,935,000	5,335,000
44 Total Contracted Bus Service	20,725,754	31,280,988	10,555,234	50.9%	34,979,160	40,380,120	5,400,960
45							
46 TOTAL MOTOR BUS	119,923,276	144,573,081	24,649,805	20.6%	186,352,458	183,019,480	(3,332,978)

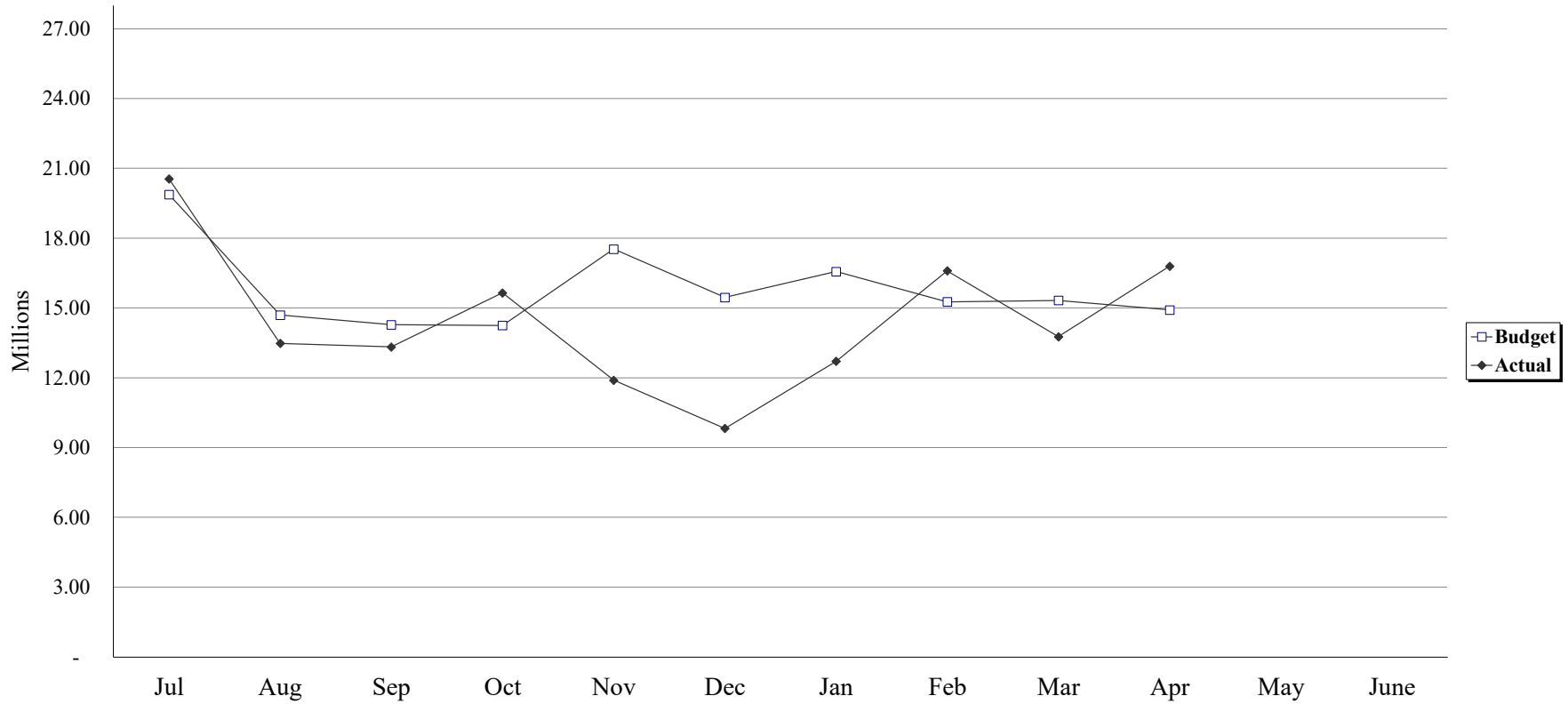
* Fuel and Electricity costs were reduced by a realized gain of \$281,217 from the fuel hedge program.

Statement of Revenues and Expenses							
OPERATING EXPENSES FISCAL YEAR 2024 APRIL 2024							
% OF YEAR ELAPSED: 83.3%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
47 Elderly & Disabled/Redi-Wheels	7,070,761	7,641,483	570,722	8.1%	9,046,551	9,064,672	18,121
48 ADA Sedans / Taxi Service	2,135,275	2,610,841	475,565	22.3%	3,172,907	3,640,000	467,093
49 Coastside ADA	1,620,250	2,232,905	612,655	37.8%	2,281,914	2,680,000	398,086
50 ADA Related Wages & Benefits	2,364,146	2,412,067	47,921	2.0%	3,328,660	2,981,569	(347,091)
51 ADA Related Other Support	1,571,035	1,690,372	119,337	7.6%	2,701,942	2,385,262	(316,680)
52 ADA Insurance	1,174,414	1,103,153	(71,261)	(6.1%)	1,304,918	1,331,058	26,140
53 ADA Claims Reserves & Payments	600	1,000	400	66.7%	200,000	5,000	(195,000)
54 TOTAL ADA PROGRAMS	15,936,481	17,691,821	1,755,340	11.0%	22,036,892	22,087,561	50,669
MULTI-MODAL TRANSIT PROGRAMS							
56 SamTrans Shuttle Service	3,844,410	3,756,806	(87,604)	(2.3%)	5,782,900	4,622,004	(1,160,896)
57 Shuttle Related Wages & Benefits	207,803	215,240	7,437	3.6%	285,439	255,675	(29,764)
59 Dumbarton M.O.W.	35,328	49,378	14,050	39.8%	182,418	182,418	-
60 Maintenance Multimodal Facilities	167,240	378,790	211,550	126.5%	238,600	677,000	438,400
61 TOTAL MULTI-MODAL PROGRAMS	4,254,780	4,400,214	145,434	167.6%	6,489,357	5,737,097	(752,260)
62 TOTAL OPERATING EXPENSES	140,114,537	166,665,116	26,550,579	18.9%	214,878,707	210,844,139	(4,034,568)

SAN MATEO COUNTY TRANSIT DISTRICT

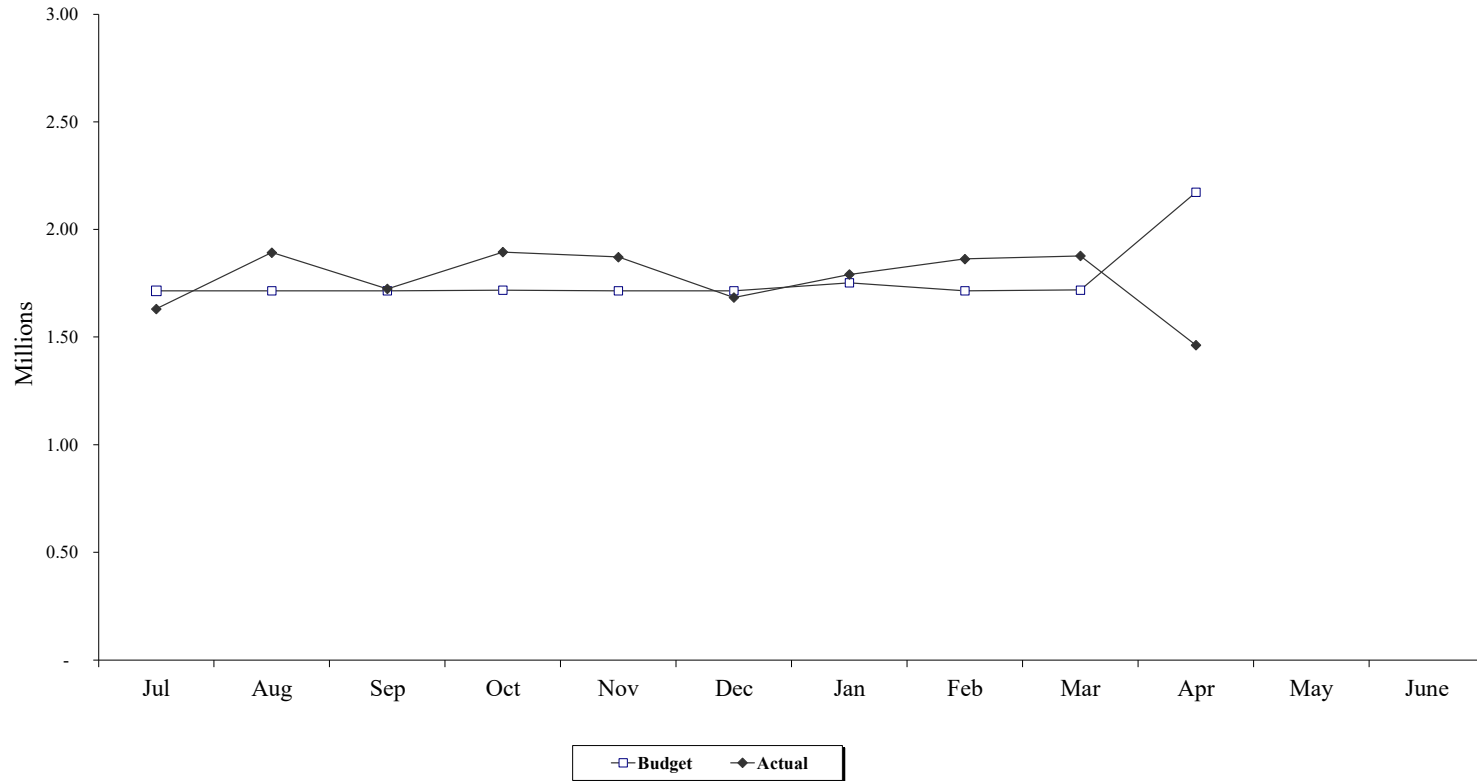
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2024



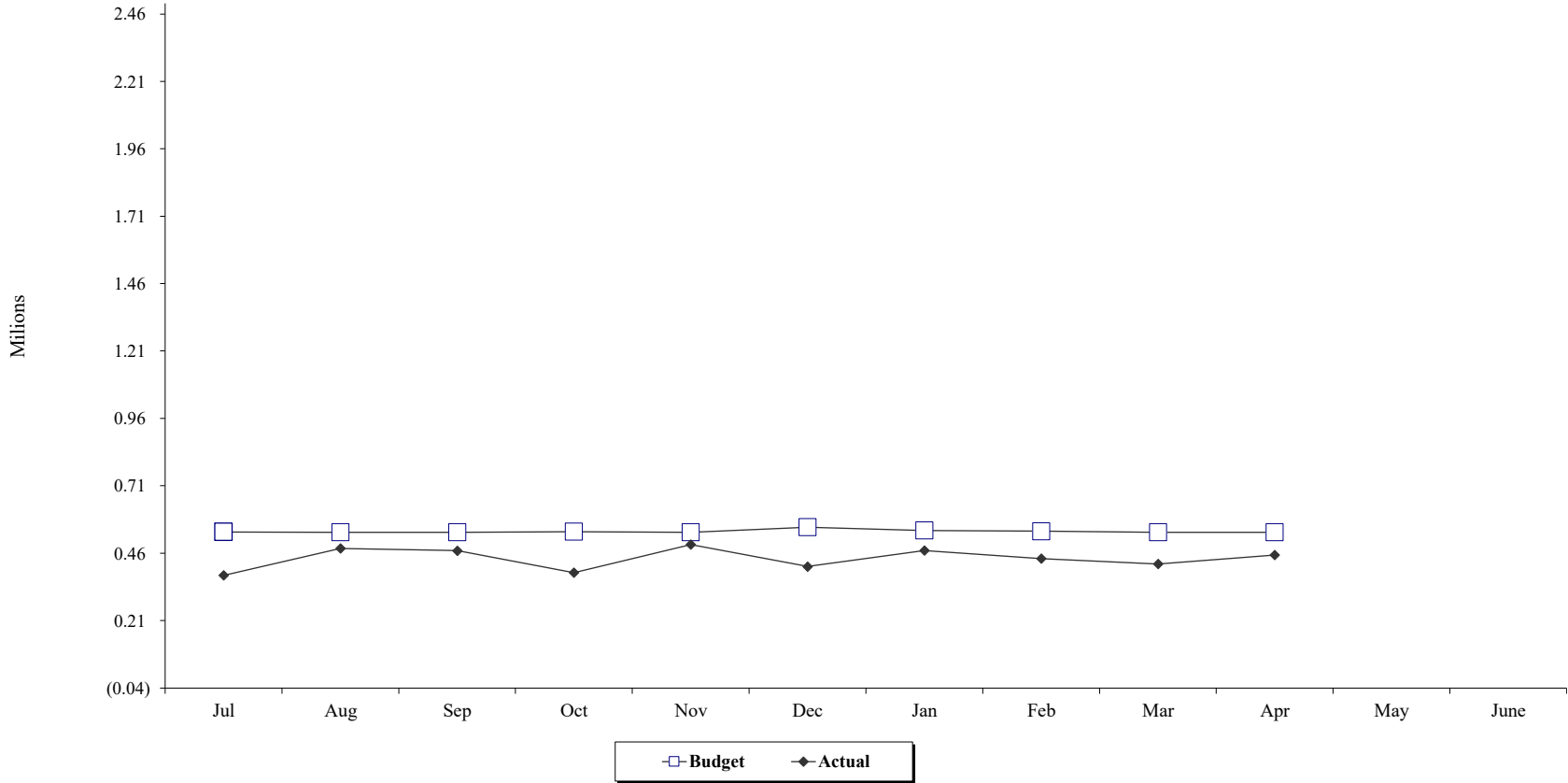
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	19,866,045	14,694,052	14,274,168	14,243,543	17,529,886	15,447,905	16,560,301	15,260,911	15,319,145	14,914,388		
Actual	20,546,859	13,474,273	13,323,863	15,647,397	11,895,188	9,826,528	12,708,110	16,594,231	13,764,195	16,792,436		
CUMULATIVE EXPENSES												
Budget	19,866,045	34,560,097	48,834,265	63,077,808	80,607,694	96,055,599	112,615,900	127,876,811	143,195,956	158,110,344		
Actual	20,546,859	34,021,132	47,344,995	62,992,392	74,887,580	84,714,109	97,422,219	114,016,450	127,780,645	144,573,081		
Variance - F(U)	(680,814)	538,965	1,489,270	85,416	5,720,114	11,341,490	15,193,681	13,860,361	15,415,311	13,537,263		
Variance %	-3.4%	1.6%	3.0%	0.1%	7.1%	11.8%	13.5%	10.8%	10.8%	8.6%		

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	1,715,532	1,752,033	1,715,533	1,718,533	2,173,366		
Actual	1,631,213	1,892,860	1,724,407	1,894,946	1,871,801	1,683,747	1,790,820	1,863,063	1,876,822	1,462,141		
CUMULATIVE EXPENSES												
Budget	1,715,532	3,431,064	5,146,596	6,864,628	8,580,160	10,295,692	12,047,725	13,763,258	15,481,791	17,655,157		
Actual	1,631,213	3,524,073	5,248,481	7,143,426	9,015,227	10,698,974	12,489,794	14,352,857	16,229,679	17,691,821		
Variance - F(U)	84,319	(93,009)	(101,885)	(278,798)	(435,067)	(403,282)	(442,069)	(589,599)	(747,888)	(36,664)		
Variance %	4.9%	-2.7%	-2.0%	-4.1%	-5.1%	-3.9%	-3.7%	-4.3%	-4.8%	-0.2%		

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	556,605	544,305	541,355	538,155	538,155		
Actual	378,152	478,023	469,596	387,866	492,831	410,608	469,977	439,899	420,064	453,197		
CUMULATIVE EXPENSES												
Budget	538,655	1,076,810	1,614,965	2,154,720	2,692,875	3,249,480	3,793,785	4,335,140	4,873,295	5,411,450		
Actual	378,152	856,175	1,325,771	1,713,637	2,206,468	2,617,077	3,087,054	3,526,952	3,947,017	4,400,214		
Variance - F(U)	160,503	220,635	289,194	441,083	486,407	632,403	706,731	808,188	926,278	1,011,236		
Variance %	29.8%	20.5%	17.9%	20.5%	18.1%	19.5%	18.6%	18.6%	19.0%	18.7%		

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF APRIL 30, 2024**

		4/30/2024
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u>		
Bank of America (unrestricted: includes Checking)	\$	93,557,708
Bank of America (Restricted: includes grant/endowment funds)		16,873,892
CAMP		184,514,145
LAIF		5,646,036
ICD Investment (Market values)**		1,063,368
 <u>INVESTMENT FUNDS</u>		
Investment Portfolio (Market Values+ Accrued interest)*		203,672,434
MMF - US Bank Custodian Account		18,561,380
 TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT		 14,115,940
 TOTAL	 \$	 <u><u>538,004,904</u></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)

04/01/2024 - 04/30/2024

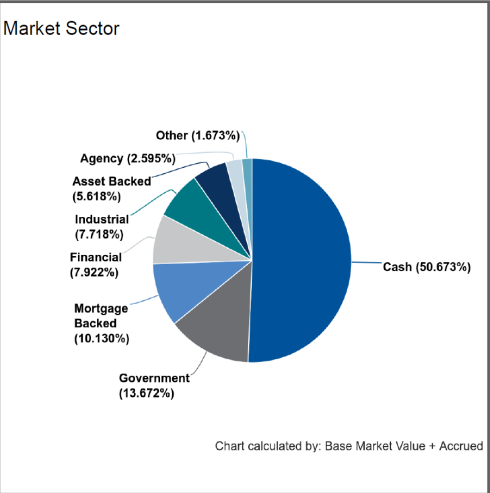
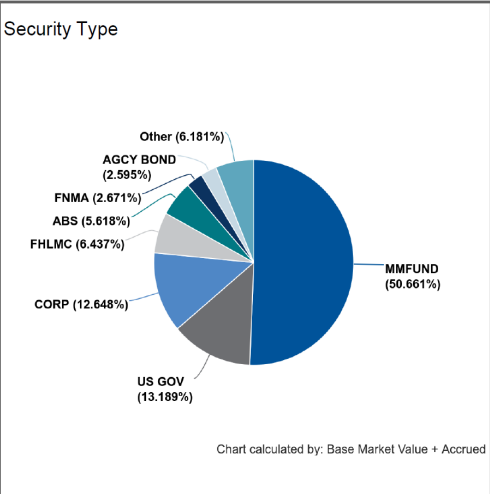
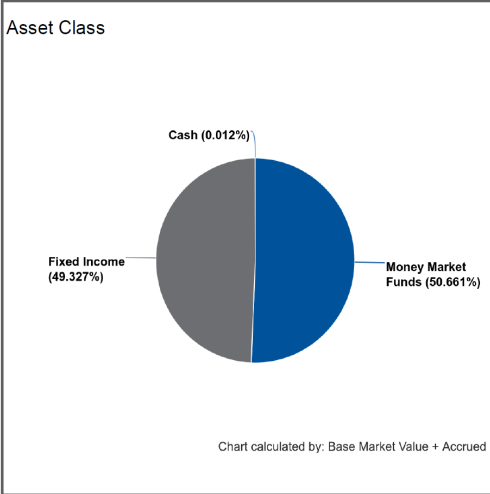
Dated: 05/09/2024

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	50,741.00
MMFund	209,784,929.21
Fixed Income	203,621,693.20
Duration	1.054
Convexity	0.033
WAL	1.152
Years to Final Maturity	1.566
Years to Effective Maturity	1.448
Yield	5.320
Book Yield	4.134
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM-CAMP) California Asset Management Program	44.553%
Other	22.222%
United States	13.189%
Federal Home Loan Mortgage Corporation	7.902%
U.S. Bancorp	4.932%
Federal National Mortgage Association	4.375%
Mitsubishi UFJ Financial Group, Inc.	1.473%
(SM - LAIF) State of California	1.353%
---	100.000%

Footnotes: 1,2

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

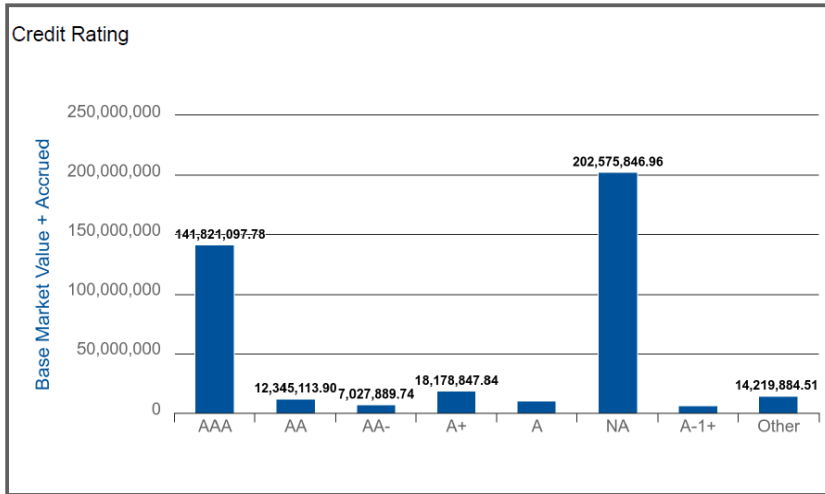


Risk Summary

04/01/2024 - 04/30/2024

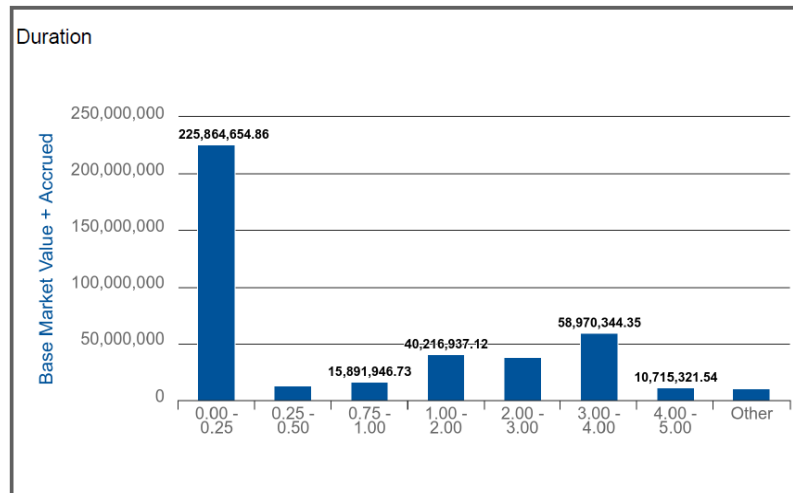
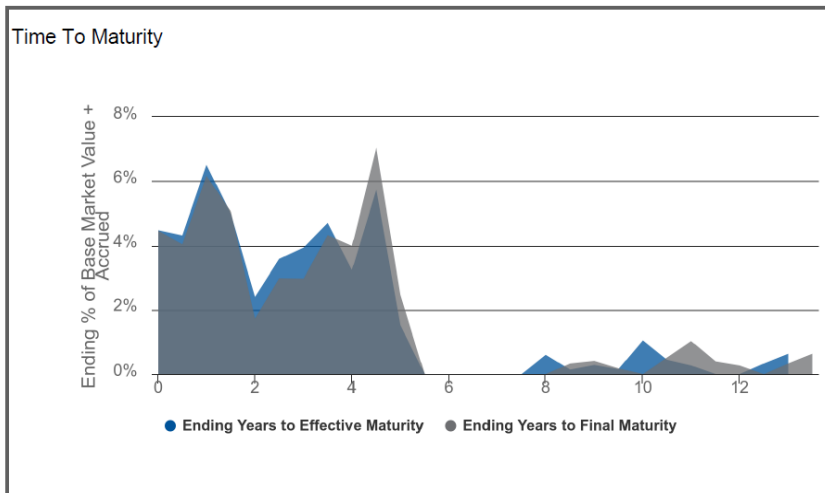
SAM Transit District Agg (136232)

Dated: 05/09/2024



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	11.623%	5.790%	5.082%	12.365%	0.969%	0.000%	0.000%	0.000%	0.000%
AA	1.654%	1.689%	0.997%	0.994%	0.508%	0.000%	0.000%	0.000%	0.000%
A	3.272%	1.776%	1.330%	0.926%	1.119%	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	46.284%	0.487%	1.782%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

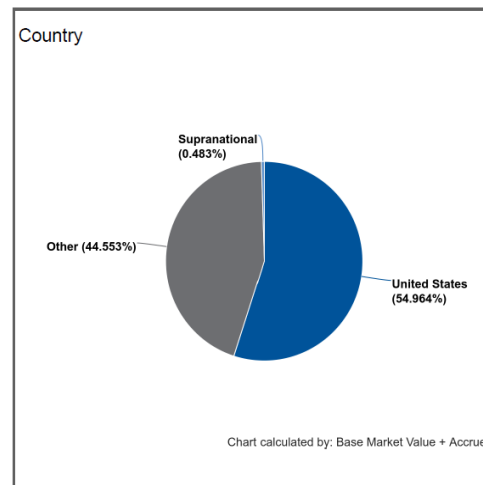
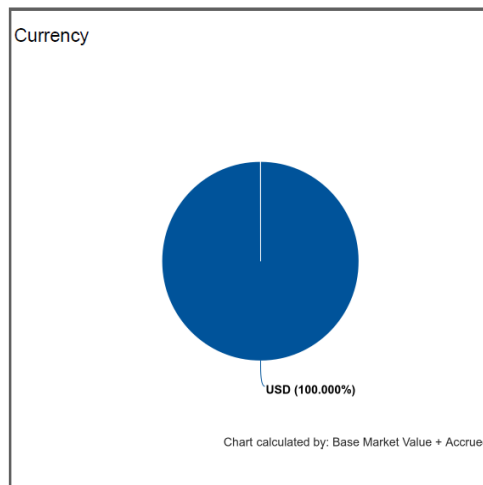
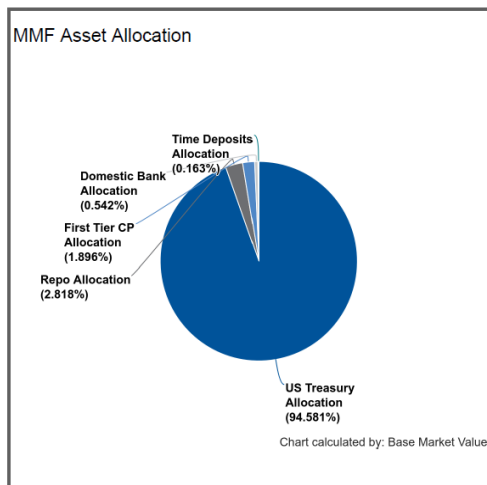
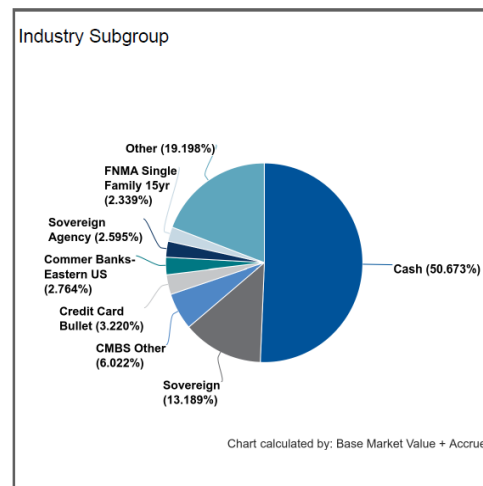
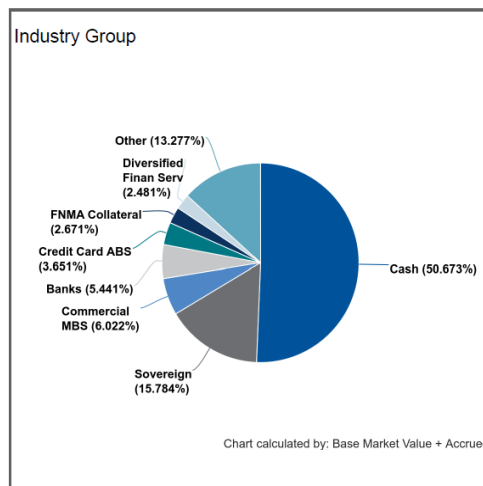
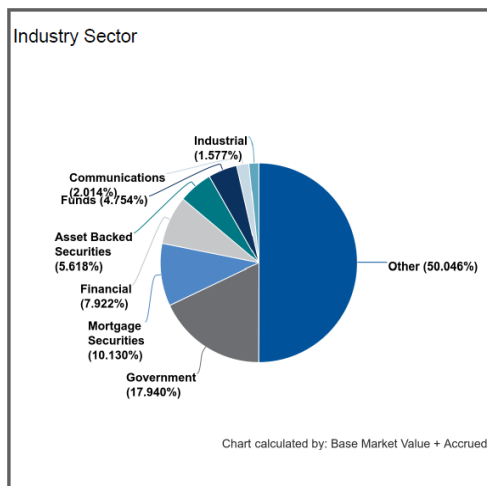


Risk Summary

04/01/2024 - 04/30/2024

SAM Transit District Agg (136232)

Dated: 05/09/2024



CLEARWATER

ANALYTICS

Report: Master BS by lot - group by Security type

Account: SAM TR Reimbursement Fund (136225)

As of: 04/30/2024

Base Currenc USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	36,458.32	---	04/30/2024	36,458.32	0.00	36,458.32	36,458.32
CASH			36,458.32			36,458.32	0.00	36,458.32	36,458.32

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	9,050,555.34	---	04/30/2024	9,050,555.34	0.00	9,050,555.34	9,050,555.34
MMFUND			9,050,555.34			9,050,555.34	0.00	9,050,555.34	9,050,555.34

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	9,087,013.66			9,087,013.66	0.00	9,087,013.66	9,087,013.66

* 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: 04/30/2024
 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	673,193.20	674,665.02
ABS	02582JKH2	AMXCA 2024-1 A	1,610,000.00	04/23/2024	04/16/2029	1,609,669.95	1,871.18	1,608,760.30	1,610,631.48
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	1,298.62	603,137.50	604,436.12
ABS	05522RDH8	BACCT 2023-2 A	640,000.00	12/14/2023	11/16/2026	639,914.05	1,416.53	634,592.00	636,008.53
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,459,822.25	1,460,182.81
ABS	14041NFY2	COMET 2021-3 A	1,145,000.00	11/30/2021	11/15/2024	1,144,842.22	529.24	1,116,924.60	1,117,453.84
ABS	14044CAC6	COPAR 2021-1 A3	248,077.15	10/27/2021	09/15/2026	248,072.46	84.90	241,279.84	241,364.73
ABS	14316HAC6	CARMX 2020-4 A3	13,332.28	10/21/2020	08/15/2025	13,329.34	2.96	13,304.81	13,307.78
ABS	14316NAC3	CARMX 2021-1 A3	35,576.73	01/27/2021	12/15/2025	35,569.70	5.38	35,215.62	35,221.00
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	04/15/2027	1,229,970.97	2,170.27	1,213,259.70	1,215,429.97
ABS	16157IHT4	CHAIT 2023-1 A	1,450,000.00	09/15/2023	09/15/2028	1,449,598.06	3,325.33	1,440,401.00	1,443,726.33
ABS	16157IHV9	CHAIT 241 A	1,565,000.00	01/31/2024	01/16/2029	1,564,761.65	3,199.56	1,538,754.95	1,541,954.51
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/15/2024	889,809.45	229.42	873,552.80	873,782.22
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	2,749.84	1,242,374.70	1,245,124.54
ABS	31680EAD3	FITAT 2023-1 A3	1,265,000.00	08/23/2023	08/15/2028	1,264,921.57	3,109.09	1,265,101.20	1,268,210.29
ABS	344928AD8	FORDO 2023-A A3	470,000.00	03/31/2023	02/15/2028	469,950.98	971.33	464,092.10	465,063.43
ABS	362554AC1	GMCAR 2021-4 A3	207,200.80	10/21/2021	09/16/2026	207,195.52	58.71	201,477.91	201,536.62
ABS	380140AC7	GMCAR 2021-3 A3	232,350.83	07/21/2021	06/16/2026	232,336.47	46.47	227,327.41	227,373.88
ABS	437918AC9	HAROT 2024-1 A3	1,065,000.00	02/21/2024	08/15/2028	1,064,953.67	2,466.07	1,060,345.95	1,062,812.02
ABS	438123AC5	HAROT 2023-4 A3	310,000.00	11/08/2023	06/21/2028	309,945.41	488.25	311,246.20	311,734.45
ABS	43815GAC3	HAROT 2021-4 A3	227,419.06	11/24/2021	01/21/2026	227,371.12	55.59	222,022.40	222,078.00
ABS	44933LAC7	HART 2021-A A3	38,253.43	04/28/2021	09/15/2025	38,249.40	6.46	38,026.58	38,033.04
ABS	44935FAD6	HART 2021-C A3	169,700.53	11/17/2021	05/15/2026	169,662.65	55.81	166,253.91	166,309.72
ABS	50117TAC5	KCOT 2021-1 A3	94,690.34	04/14/2021	08/15/2025	94,670.97	26.09	93,615.61	93,641.70
ABS	65480BAC1	NAROT 2021-A A3	402,503.68	06/23/2021	10/15/2025	402,496.88	59.03	396,309.15	396,368.19
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	599,839.35	600,514.09
ABS	92868KAC7	VALET 2021-1 A3	320,054.02	12/13/2021	06/22/2026	320,041.47	99.75	313,243.27	313,343.02
ABS	92970QAA3	WFCIT 2024-1 A	1,800,000.00	03/01/2024	02/15/2029	1,799,511.48	3,952.00	1,784,052.00	1,788,004.00
ABS	98163KAC6	WOART 2021-D A3	286,657.88	11/03/2021	10/15/2026	286,618.84	103.20	279,654.83	279,758.03
ABS			20,340,816.73			20,337,923.92	30,888.21	20,117,181.15	20,148,069.36

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	236.11	956,330.00	956,566.11
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	326.56	516,433.50	516,760.06
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	156.25	956,520.00	956,676.25
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,861.11	948,680.00	950,541.11
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	893.75	1,221,142.00	1,222,035.75
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	2,900.00	1,119,204.00	1,122,104.00
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	1,666.67	1,510,080.00	1,511,746.67
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	514.58	1,216,735.00	1,217,249.58
AGCY BOND			8,950,000.00			8,916,999.00	8,555.03	8,445,124.50	8,453,679.53

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	13,781.31	--	04/30/2024	13,781.31	0.00	13,781.31	13,781.31
CASH			13,781.31			13,781.31	0.00	13,781.31	13,781.31

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	71,726.03	2,517,475.00	2,589,201.03
CD			2,500,000.00			2,500,000.00	71,726.03	2,517,475.00	2,589,201.03

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	009158BH8	AIR PRODUCTS AND CHEMICALS INC	1,225,000.00	02/08/2024	02/08/2029	1,223,370.75	12,991.81	1,196,237.00	1,209,228.81
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	2,777.94	1,312,935.45	1,315,713.39
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	1,320.00	859,610.40	860,930.40
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	7,440.00	895,563.00	903,003.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	5,312.50	957,460.00	962,772.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	5,312.50	957,460.00	962,772.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	3,718.75	670,222.00	673,940.75
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	10,210.42	1,284,569.00	1,294,779.42
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	5,625.00	892,521.00	898,146.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	534.90	320,583.25	321,118.15
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	2,331.60	776,288.00	778,619.60
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	7,750.00	783,848.00	791,598.00
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	5,319.97	1,045,330.00	1,050,649.97
CORP	06406RBA2	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	14,606.25	2,484,324.00	2,498,930.25
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	7,935.00	2,512,323.00	2,520,258.00
CORP	09290DAA9	BLACKROCK FUNDING INC	175,000.00	03/14/2024	03/14/2029	174,683.25	1,073.82	171,664.50	172,738.32
CORP	09290DAA9	BLACKROCK FUNDING INC	1,675,000.00	03/14/2024	03/14/2029	1,675,820.75	10,277.99	1,643,074.50	1,653,352.49
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	7,203.75	1,233,630.00	1,240,833.75
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	6,604.50	865,629.00	872,233.50
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	6,727.50	381,728.10	388,455.60
CORP	17275RBR2	CISCO SYSTEMS INC	1,485,000.00	02/26/2024	02/26/2029	1,484,480.25	13,004.06	1,466,467.20	1,479,471.26
CORP	17325FBB3	CITIBANK NA	2,600,000.00	10/04/2023	09/29/2028	2,587,104.00	13,411.38	2,647,606.00	2,661,017.38
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000.00	07/25/2023	07/14/2028	1,309,932.00	19,126.25	1,289,210.00	1,308,336.25
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	2,909.38	938,077.50	940,986.88
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	3,785.63	891,054.00	894,839.63
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	10,876.25	896,796.00	907,672.25
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	168.00	136,477.60	136,645.60
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	13,577.78	1,276,509.00	1,290,086.78
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	5,167.50	441,369.00	446,536.50
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,991.33	577,419.00	579,410.33
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	3,622.19	730,230.00	733,852.19
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	4,206.49	199,526.50	203,732.99
CORP	58933YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	9,501.75	497,320.05	506,821.80
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	17,572.24	1,283,100.00	1,300,672.24
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	1,706.25	379,247.70	380,953.95
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	2,867.33	214,665.00	217,532.33
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	723.19	626,408.45	627,131.64
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	7,037.38	2,265,086.20	2,272,123.58
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	1,649.00	386,988.00	388,637.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	1,378.00	221,491.20	222,869.20
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	575,000.00	01/05/2024	01/05/2029	574,241.00	8,615.42	561,631.25	570,246.67
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	775,000.00	01/05/2024	01/05/2029	773,938.25	11,612.08	756,981.25	768,593.33

CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	21,178.13	1,230,402.00	1,251,580.13
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	384.64	276,122.00	276,506.64
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	10,920.00	1,785,906.00	1,796,826.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	6,098.19	1,058,609.50	1,064,707.69
CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	1,612.00	896,631.60	898,243.60
CORP			46,540,000.00			46,911,805.90	319,776.01	45,176,332.20	45,496,108.21

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LJ63	MUFG Bank, Ltd., New York Branch	5,400,000.00	12/20/2023	09/06/2024	5,194,854.00	0.00	5,295,186.00	5,295,186.00
CP			5,400,000.00			5,194,854.00	0.00	5,295,186.00	5,295,186.00

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	764,866.20	06/25/2021	06/01/2035	824,143.33	2,230.86	713,788.43	716,019.29
FHLMC	3133L7LB1	FH RC1222	856,065.25	10/19/2021	12/01/2034	920,270.15	2,496.86	800,523.74	803,020.59
FHLMC	3133L9AJ2	FH RC2709	931,922.16	10/18/2022	09/01/2037	915,031.07	3,494.71	904,234.75	907,729.46
FHLMC	3137BKG24	FHMS K-043 A2	636,270.82	03/25/2020	12/25/2024	667,786.11	1,623.55	626,026.86	627,650.41
FHLMC	3137H4RZ5	FHMS K-J36 A1	48,920.26	12/16/2021	12/25/2026	48,920.06	52.92	46,329.44	46,382.36
FHLMC	3137H8B42	FHMS K-J40 A1	818,412.03	07/14/2022	06/25/2028	818,402.20	2,318.83	777,753.32	780,072.15
FHLMC	3137H8H79	FHMS K-J41 A1	1,686,907.64	08/04/2022	01/25/2029	1,686,887.40	4,409.86	1,570,966.48	1,575,376.33
FHLMC	3137H92N8	FHMS K-J42 A1	988,637.44	09/15/2022	07/25/2029	988,599.88	3,214.72	941,835.35	945,050.07
FHLMC	3137H9MM8	FHMS K-J43 A1	1,718,401.88	12/15/2022	12/25/2028	1,718,372.67	1,253.57	1,674,685.73	1,675,939.31
FHLMC	3137H9QT9	FHMS K-J44 A1	1,779,870.33	02/23/2023	01/25/2029	1,779,815.15	6,760.54	1,732,792.76	1,739,553.30
FHLMC	3137HA4K9	FHMS K-J45 A1	1,793,131.00	05/25/2023	11/25/2028	1,793,127.42	6,657.00	1,742,690.23	1,749,347.23
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000.00	07/20/2023	06/25/2028	1,817,978.40	7,228.50	1,774,872.00	1,782,100.50
FHLMC	3137HAD45	FHMS K-J46 A1	1,442,764.22	07/27/2023	06/25/2028	1,442,728.16	5,743.40	1,415,265.14	1,421,008.54
FHLMC	3137HAGY6	FHMS K-752 A1	830,453.37	08/24/2023	01/25/2029	805,922.61	2,964.72	807,242.20	810,206.92
FHLMC	3137HAMH6	FHMS K-506 A2	1,800,000.00	09/14/2023	08/25/2028	1,773,372.60	6,975.00	1,763,748.00	1,770,723.00
FHLMC	3137HAMS2	FHMS K-507 A2	1,800,000.00	09/28/2023	09/25/2028	1,778,484.60	7,200.00	1,769,814.00	1,777,014.00
FHLMC	3137HAQ74	FHMS K-508 A2	1,800,000.00	10/19/2023	08/25/2028	1,760,515.20	7,110.00	1,769,760.00	1,776,870.00
FHLMC	3137HAST4	FHMS K-509 A2	1,350,000.00	10/31/2023	09/25/2028	1,306,957.95	5,456.25	1,333,003.50	1,338,459.75
FHLMC	3137HB3D4	FHMS K-510 A2	655,000.00	11/21/2023	10/25/2028	653,106.40	2,766.83	651,043.80	653,810.63
FHLMC			23,501,622.61			23,500,421.35	79,958.12	22,816,375.73	22,896,333.85

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	805,660.10	12/29/2020	09/25/2033	817,052.64	671.38	748,208.48	748,879.87
FHLMC CMO	3137F7DH5	FHR 5048 B	542,450.36	11/30/2020	05/25/2033	549,315.75	452.04	483,084.60	483,536.64
FHLMC CMO	3137HB3G7	FHMS K-511 A2	1,000,000.00	12/07/2023	10/25/2028	997,127.00	4,050.00	986,350.00	990,400.00
FHLMC CMO			2,348,110.47			2,363,495.39	5,173.43	2,217,643.08	2,222,816.50

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	875,616.36	05/18/2021	03/01/2035	938,277.66	2,189.04	802,896.43	805,085.47
FNMA	3140Q9FM0	FN CA1971	1,020,720.08	01/18/2022	06/01/2033	1,077,019.17	2,977.10	965,519.54	968,496.64
FNMA	3140QGGK6	FN CA8400	879,505.24	03/22/2021	12/01/2035	962,233.70	2,565.22	828,344.42	830,909.64
FNMA	3140X92C8	FN FM6170	628,906.75	06/25/2021	07/01/2035	681,577.69	2,096.36	601,071.34	603,167.70

FNMA	3140X9K46	FN FM5714	570,318.07	03/25/2021	11/01/2035	621,290.25	1,901.06	545,720.25	547,621.31
FNMA	3140XALC4	FN FM6622	1,054,696.83	03/29/2021	02/01/2036	1,109,079.64	2,197.29	936,138.36	938,335.65
FNMA	3140XC4K1	FN FM8925	1,028,482.48	11/16/2021	08/01/2034	1,115,260.69	3,428.27	991,354.26	994,782.54
FNMA	3140XHQQ3	FN FS2262	1,424,677.54	06/30/2022	06/01/2037	1,442,708.61	4,748.93	1,368,132.08	1,372,881.01
FNMA	3140XJHF3	FN FS2929	1,408,590.86	10/18/2022	09/01/2037	1,366,553.23	4,695.30	1,342,922.36	1,347,617.66
FNMA	3140XJ87	FN FS2986	1,248,327.71	10/21/2022	10/01/2032	1,211,267.98	4,161.09	1,196,559.56	1,200,720.65

FNMA			10,139,841.93			10,525,268.63	30,959.66	9,578,658.60	9,609,618.26
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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	1,530,449.59	03/31/2023	04/25/2035	1,559,922.70	6,376.87	1,505,901.18	1,512,278.05

FNMA CMO			1,530,449.59			1,559,922.70	6,376.87	1,505,901.18	1,512,278.05
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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	9,369,341.25	---	04/30/2024	9,369,341.25	0.00	9,369,341.25	9,369,341.25

MMFUND			9,369,341.25			9,369,341.25	0.00	9,369,341.25	9,369,341.25
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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	1,853.30	403,542.10	405,395.40
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,208.08	228,084.10	229,292.18
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,467.67	333,774.00	335,241.67
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	2,725.67	619,866.00	622,591.67
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,048.33	238,410.00	239,458.33
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,062.88	520,591.50	521,654.38
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	956.25	740,955.00	741,911.25
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	637.88	383,016.60	383,654.48
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,151.70	308,124.30	309,276.00
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	1,778.67	1,538,208.00	1,539,986.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,009.13	568,140.25	569,149.38

MUNI			6,120,000.00			6,123,878.00	14,899.53	5,882,711.85	5,897,611.38
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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	21,250.00	1,706,652.00	1,727,902.00

SUPRANATIONAL			1,800,000.00			1,799,064.00	21,250.00	1,706,652.00	1,727,902.00
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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	500,000.00	10/11/2022	11/15/2026	460,820.31	4,615.38	465,275.00	469,890.38
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	18,461.54	1,861,100.00	1,879,561.54
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	14,307.69	1,442,352.50	1,456,660.19
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	4,357.14	646,282.00	650,639.14
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,016.48	447,426.00	450,442.48

US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	33,516.48	4,971,400.00	5,004,916.48
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	9,887.36	1,466,563.00	1,476,450.36
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	9,049.45	1,342,278.00	1,351,327.45
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	4,985.58	830,348.00	835,333.58
US GOV	912828ZW3	UNITED STATES TREASURY	2,400,000.00	12/24/2020	06/30/2025	2,391,187.50	2,010.99	2,266,512.00	2,268,522.99
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	439.90	323,722.00	324,161.90
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,508.24	1,109,904.00	1,111,412.24
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	9,049.45	6,659,424.00	6,668,473.45
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	328.80	4,141,676.00	4,142,004.80
US GOV	91282CFB2	UNITED STATES TREASURY	4,950,000.00	05/05/2023	07/31/2027	4,782,744.14	34,031.25	4,639,833.00	4,673,864.25
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	13,062.50	1,780,946.00	1,794,008.50
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000.00	07/07/2023	07/31/2027	1,437,669.92	10,484.38	1,429,443.50	1,439,927.88
US GOV	91282CFB2	UNITED STATES TREASURY	1,600,000.00	09/15/2023	07/31/2027	1,498,750.00	11,000.00	1,499,744.00	1,510,744.00
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000.00	12/05/2023	11/30/2027	3,058,949.22	50,216.19	3,003,125.00	3,053,341.19
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000.00	01/05/2024	11/30/2027	3,088,132.81	50,216.19	3,003,125.00	3,053,341.19
US GOV	91282CGP0	UNITED STATES TREASURY	1,500,000.00	02/06/2024	02/29/2028	1,506,269.53	10,108.70	1,457,820.00	1,467,928.70
US GOV	91282CGP0	UNITED STATES TREASURY	2,100,000.00	04/05/2024	02/29/2028	2,066,613.28	14,152.17	2,040,948.00	2,055,100.17
US GOV			49,150,000.00			48,182,601.59	308,805.88	46,829,247.00	47,138,052.88

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	19,258.75	1,365,230.70	1,384,489.45
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	19,253.82	1,202,050.00	1,221,303.82
YANKEE			2,645,000.00			2,633,825.00	38,512.57	2,567,280.70	2,605,793.27

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	190,348,963.88	---	---	189,933,182.04	936,881.34	184,038,891.55	184,975,772.89

* 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: 04/30/2024
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02582JJZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2028	104,990.69	227.27	103,948.95	104,176.22
ABS	02582JKH2	AMXCA 2024-1 A	245,000.00	04/23/2024	04/16/2029	244,949.78	284.74	244,811.35	245,096.09
ABS	05522RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	202.24	93,931.25	94,133.49
ABS	05522RDH8	BACCT 2023-2 A	100,000.00	12/14/2023	11/16/2026	99,986.57	221.33	99,155.00	99,376.33
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	252,376.05	252,438.38
ABS	14041NFY2	COMET 2021-3 A	215,000.00	11/30/2021	11/15/2024	214,970.37	99.38	209,728.20	209,827.58
ABS	14044CAC6	COPAR 2021-1 A3	43,143.85	10/27/2021	09/15/2026	43,143.04	14.76	41,961.71	41,976.48
ABS	14316HAC6	CARMX 2020-4 A3	3,137.01	10/21/2020	08/15/2025	3,136.32	0.70	3,130.54	3,131.24
ABS	14316NAC3	CARMX 2021-1 A3	6,278.25	01/27/2021	12/15/2025	6,277.01	0.95	6,214.52	6,215.47
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	04/15/2027	194,995.40	344.07	192,346.05	192,690.12
ABS	16157IHT4	CHAIT 2023-1 A	220,000.00	09/15/2023	09/15/2028	219,939.02	504.53	218,543.60	219,048.13
ABS	161571HV9	CHAIT 241 A	240,000.00	01/31/2024	01/16/2029	239,963.45	490.67	235,975.20	236,465.87
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/15/2024	154,966.81	39.96	152,135.60	152,175.56
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	416.31	188,088.60	188,504.91
ABS	31680EAD3	FITAT 2023-1 A3	195,000.00	08/23/2023	08/15/2028	194,987.91	479.27	195,015.60	195,494.87
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	02/15/2028	69,992.70	144.67	69,120.10	69,264.77
ABS	362554AC1	GMCAR 2021-4 A3	34,981.95	10/21/2021	09/16/2026	34,981.06	9.91	34,015.75	34,025.66
ABS	380140AC7	GMCAR 2021-3 A3	39,994.82	07/21/2021	06/16/2026	39,992.34	8.00	39,130.13	39,138.13
ABS	437918AC9	HAROT 2024-1 A3	165,000.00	02/21/2024	08/15/2028	164,992.82	382.07	164,278.95	164,661.02
ABS	438123AC5	HAROT 2023-4 A3	45,000.00	11/08/2023	06/21/2028	44,992.08	70.88	45,180.90	45,251.78
ABS	43815GAC3	HAROT 2021-4 A3	42,023.09	11/24/2021	01/21/2026	42,014.23	10.27	41,025.88	41,036.15
ABS	44933LAC7	HART 2021-A A3	7,422.31	04/28/2021	09/15/2025	7,421.53	1.25	7,378.29	7,379.55
ABS	44935FAD6	HART 2021-C A3	28,681.78	11/17/2021	05/15/2026	28,675.38	9.43	28,099.25	28,108.69
ABS	92868KAC7	VALET 2021-1 A3	53,731.70	12/13/2021	06/22/2026	53,729.59	16.75	52,588.29	52,605.03
ABS	92970QAA3	WFCIT 2024-1 A	275,000.00	03/01/2024	02/15/2029	274,925.36	603.78	272,563.50	273,167.28
ABS	98163KAC6	WOART 2021-D A3	48,629.46	11/03/2021	10/15/2026	48,622.84	17.51	47,441.44	47,458.95
ABS			3,073,024.20			3,072,588.77	4,663.02	3,038,184.71	3,042,847.73

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	64.93	262,990.75	263,055.68
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	68.28	107,981.55	108,049.83
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	42.97	263,043.00	263,085.97
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	511.81	260,887.00	261,398.81
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	189.06	258,318.50	258,507.56
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	664.58	256,484.25	257,148.83
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	364.58	330,330.00	330,694.58
AGCY BOND	3137EAEEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	217.71	514,772.50	514,990.21
AGCY BOND			2,390,000.00			2,381,485.25	2,123.92	2,254,807.55	2,256,931.47

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	501.37	---	04/30/2024	501.37	0.00	501.37	501.37
CASH			501.37			501.37	0.00	501.37	501.37

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	11,060.00	402,560.00	413,620.00
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	11,476.16	402,796.00	414,272.16
CD			800,000.00			800,000.00	22,536.16	805,356.00	827,892.16

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	009158BH8	AIR PRODUCTS AND CHEMICALS INC	180,000.00	02/08/2024	02/08/2029	179,760.60	1,909.00	175,773.60	177,682.60
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	517.56	244,615.35	245,132.91
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	195.00	126,987.90	127,182.90
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,066.67	248,767.50	250,834.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	1,460.94	263,301.50	264,762.44
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	1,570.83	197,626.00	199,196.83
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	1,562.50	247,922.50	249,485.00
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	90.52	54,252.55	54,343.07
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	411.46	136,992.00	137,403.46
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	967.27	190,060.00	191,027.27
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	2,299.13	391,051.00	393,350.13
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	1,175.56	372,196.00	373,371.56
CORP	09290DAA9	BLACKROCK FUNDING INC	25,000.00	03/14/2024	03/14/2029	24,954.75	153.40	24,523.50	24,676.90
CORP	09290DAA9	BLACKROCK FUNDING INC	250,000.00	03/14/2024	03/14/2029	250,122.50	1,534.03	245,235.00	246,769.03
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,067.22	182,760.00	183,827.22
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	1,035.00	58,727.40	59,762.40
CORP	17275RBR2	CISCO SYSTEMS INC	215,000.00	02/26/2024	02/26/2029	214,924.75	1,882.74	212,316.80	214,199.54
CORP	17325FBB3	CITIBANK NA	400,000.00	10/04/2023	09/29/2028	398,016.00	2,063.29	407,324.00	409,387.29
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,000.00	07/25/2023	07/14/2028	201,528.00	2,942.50	198,340.00	201,282.50
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	826.88	266,611.50	267,438.38
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,021.18	249,110.00	252,131.18
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	24.00	19,496.80	19,520.80
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	2,088.89	196,386.00	198,474.89
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	703.83	204,087.75	204,791.58
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	482.96	97,364.00	97,846.96
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	615.58	29,199.00	29,814.58
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	1,476.00	77,253.60	78,729.60
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	2,703.42	197,400.00	200,103.42
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	262.50	58,345.80	58,608.30
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	456.17	34,151.25	34,607.42
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	119.58	103,579.35	103,698.93
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	1,102.42	354,831.10	355,933.52
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	247.35	58,048.20	58,295.55
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	200.96	32,300.80	32,501.76
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	115,000.00	01/05/2024	01/05/2029	114,842.45	1,723.08	112,326.25	114,049.33
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	85,000.00	01/05/2024	01/05/2029	84,887.80	1,273.58	83,023.75	84,297.33
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	3,375.00	196,080.00	199,455.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	1,060.56	184,106.00	185,166.56

CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	242.67	134,976.80	135,219.47
CORP			6,865,000.00			6,864,096.10	46,911.23	6,667,450.55	6,714,361.78

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LJ63	MUFG Bank, Ltd., New York Branch	800,000.00	12/20/2023	09/06/2024	769,608.00	0.00	784,472.00	784,472.00
CP			800,000.00			769,608.00	0.00	784,472.00	784,472.00

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	141,970.52	06/25/2021	06/01/2035	152,973.24	414.08	132,489.73	132,903.81
FHLMC	3133L7LB1	FH RC1222	154,091.75	10/19/2021	12/01/2034	165,648.62	449.43	144,094.28	144,543.71
FHLMC	3133L9AJ2	FH RC2709	151,107.61	10/18/2022	09/01/2037	148,368.78	566.65	146,618.20	147,184.85
FHLMC	3137BGK24	FHMS K-043 A2	171,303.68	03/25/2020	12/25/2024	179,788.57	437.11	168,545.69	168,982.80
FHLMC	3137H4RZ5	FHMS K-J36 A1	7,782.77	12/16/2021	12/25/2026	7,782.74	8.42	7,370.59	7,379.01
FHLMC	3137H8B42	FHMS K-J40 A1	136,402.00	07/14/2022	06/25/2028	136,400.37	386.47	129,625.55	130,012.02
FHLMC	3137H8H79	FHMS K-J41 A1	281,151.27	08/04/2022	01/25/2029	281,147.90	734.98	261,827.75	262,562.72
FHLMC	3137H92N8	FHMS K-J42 A1	165,518.49	09/15/2022	07/25/2029	165,512.20	538.21	157,682.84	158,221.05
FHLMC	3137H9MM8	FHMS K-J43 A1	262,533.62	12/15/2022	12/25/2028	262,529.15	191.52	255,854.77	256,046.28
FHLMC	3137H9QT9	FHMS K-J44 A1	271,924.63	02/23/2023	01/25/2029	271,916.21	1,032.86	264,732.23	265,765.09
FHLMC	3137HA4K9	FHMS K-J45 A1	273,950.57	05/25/2023	11/25/2028	273,950.02	1,017.04	266,244.34	267,261.38
FHLMC	3137HACX2	FHMS K-505 A2	275,000.00	07/20/2023	06/25/2028	277,746.70	1,104.35	271,161.00	272,265.35
FHLMC	3137HAD45	FHMS K-J46 A1	223,877.21	07/27/2023	06/25/2028	223,871.62	891.22	219,610.11	220,501.33
FHLMC	3137HAGY6	FHMS K-752 A1	128,522.55	08/24/2023	01/25/2029	124,726.12	458.83	124,930.34	125,389.17
FHLMC	3137HAMH6	FHMS K-506 A2	275,000.00	09/14/2023	08/25/2028	270,931.93	1,065.63	269,461.50	270,527.13
FHLMC	3137HAMS2	FHMS K-507 A2	275,000.00	09/28/2023	09/25/2028	271,712.93	1,100.00	270,388.25	271,488.25
FHLMC	3137HAQ74	FHMS K-508 A2	275,000.00	10/19/2023	08/25/2028	268,967.60	1,086.25	270,380.00	271,466.25
FHLMC	3137HAST4	FHMS K-509 A2	205,000.00	10/31/2023	09/25/2028	198,463.98	828.54	202,419.05	203,247.59
FHLMC	3137HB3D4	FHMS K-510 A2	100,000.00	11/21/2023	10/25/2028	99,710.90	422.42	99,396.00	99,818.42
FHLMC			3,775,136.67			3,782,149.57	12,734.01	3,662,832.22	3,675,566.22

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	114,749.12	11/30/2020	05/25/2033	116,201.41	95.62	102,190.97	102,286.60
FHLMC CMO	3137HB3G7	FHMS K-511 A2	150,000.00	12/07/2023	10/25/2028	149,569.05	607.50	147,952.50	148,560.00
FHLMC CMO			264,749.12			265,770.46	703.12	250,143.47	250,846.60

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	154,520.54	05/18/2021	03/01/2035	165,578.41	386.30	141,687.60	142,073.91
FNMA	3140Q9FM0	FN CA1971	153,108.01	01/18/2022	06/01/2033	161,552.87	446.57	144,827.93	145,274.50
FNMA	3140QGKN6	FN CA8400	172,145.41	03/22/2021	12/01/2035	188,337.84	502.09	162,131.71	162,633.80
FNMA	3140X92C8	FN FM6170	117,920.02	06/25/2021	07/01/2035	127,795.82	393.07	112,700.88	113,093.94
FNMA	3140X9K46	FN FM5714	101,842.51	03/25/2021	11/01/2035	110,944.69	339.48	97,450.04	97,789.52
FNMA	3140XALC4	FN FM6622	197,755.66	03/29/2021	02/01/2036	207,952.43	411.99	175,525.94	175,937.93

FNMA	3140XC4K1	FN FM8925	192,840.47	11/16/2021	08/01/2034	209,111.38	642.80	185,878.92	186,521.73
FNMA	3140XJHF3	FN FS2929	234,765.14	10/18/2022	09/01/2037	227,758.87	782.55	223,820.39	224,602.94
FNMA	3140XJJ87	FN FS2986	176,743.76	10/21/2022	10/01/2032	171,496.68	589.15	169,414.19	170,003.34
FNMA			1,501,641.50			1,570,528.99	4,493.99	1,413,437.62	1,417,931.61

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	232,300.38	03/31/2023	04/25/2035	236,773.98	967.92	228,574.29	229,542.20
FNMA CMO			232,300.38			236,773.98	967.92	228,574.29	229,542.20

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	141,483.41	---	04/30/2024	141,483.41	0.00	141,483.41	141,483.41
MMFUND			141,483.41			141,483.41	0.00	141,483.41	141,483.41

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	323.25	70,385.25	70,708.50
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	315.15	59,500.20	59,815.35
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	230.63	52,450.20	52,680.83
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	314.50	71,523.00	71,837.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	545.13	123,973.20	124,518.33
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	222.24	108,850.95	109,073.19
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	133.88	80,386.20	80,520.08
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	191.95	51,354.05	51,546.00
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	305.71	264,379.50	264,685.21
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	219.38	123,508.75	123,728.13
MUNI			1,050,000.00			1,050,886.10	2,801.81	1,006,311.30	1,009,113.11

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	3,246.53	260,738.50	263,985.03
SUPRANATIONAL			275,000.00			274,857.00	3,246.53	260,738.50	263,985.03

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	1,384.62	139,582.50	140,967.12
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	923.08	93,055.00	93,978.08
US GOV	912828XX3	UNITED STATES TREASURY	925,000.00	11/06/2019	06/30/2024	943,716.80	6,200.55	919,709.00	925,909.55
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,016.48	447,426.00	450,442.48
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	837.91	124,285.00	125,122.91
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	2,848.90	422,569.00	425,417.90

US GOV	91282XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,173.08	173,999.00	175,172.08
US GOV	91282YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,466.35	244,220.00	245,686.35
US GOV	91282CBC4	UNITED STATES TREASURY	50,000.00	10/06/2021	12/31/2025	49,101.56	62.84	46,246.00	46,308.84
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	659.86	485,583.00	486,242.86
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	7.13	321,741.00	321,748.13
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	703.13	408,658.50	409,361.63
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	234.38	136,219.50	136,453.88
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	48.57	611,838.50	611,887.07
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	6,015.63	820,172.50	826,188.13
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	2,062.50	281,202.00	283,264.50
US GOV	91282CFB2	UNITED STATES TREASURY	225,000.00	07/07/2023	07/31/2027	212,115.23	1,546.88	210,901.50	212,448.38
US GOV	91282CFB2	UNITED STATES TREASURY	250,000.00	09/15/2023	07/31/2027	234,179.69	1,718.75	234,335.00	236,053.75
US GOV	91282CFZ9	UNITED STATES TREASURY	325,000.00	12/05/2023	11/30/2027	320,696.29	5,264.60	314,843.75	320,108.35
US GOV	91282CFZ9	UNITED STATES TREASURY	450,000.00	01/05/2024	11/30/2027	448,277.34	7,289.45	435,937.50	443,226.95
US GOV	91282CGP0	UNITED STATES TREASURY	225,000.00	02/06/2024	02/29/2028	225,940.43	1,516.30	218,673.00	220,189.30
US GOV	91282CGP0	UNITED STATES TREASURY	175,000.00	04/05/2024	02/29/2028	172,217.77	1,179.35	170,079.00	171,258.35
US GOV			7,600,000.00			7,472,680.66	46,160.32	7,261,276.25	7,307,436.57

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	3,451.39	244,665.00	248,116.39
YANKEE			250,000.00			250,000.00	3,451.39	244,665.00	248,116.39

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	29,018,836.66	---	---	28,933,409.67	150,793.42	28,020,234.23	28,171,027.65

* Grouped by: Security Type

* Groups Sorted by: Security Type

* Weighted by: Base Market Value + Accrued

* Holdings Displayed by: Lot

CLEARWATER

ANALYTICS

Report: Trade Activity
Account: SAM Transit District Agg (136232)
Date: 04/01/2024 - 04/30/2024
Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
65480BAC1	NAROT 2021-A A3	(64,600.58)	0.330	Principal Paydown	04/15/2024	04/15/2024	10/15/2025	(64,600.59)	0.00	64,600.59
14316NAC3	CARMX 2021-1 A3	(8,314.91)	0.340	Principal Paydown	04/15/2024	04/15/2024	12/15/2025	(8,314.92)	0.00	8,314.92
14316NAC3	CARMX 2021-1 A3	(1,467.34)	0.340	Principal Paydown	04/15/2024	04/15/2024	12/15/2025	(1,467.34)	0.00	1,467.34
91282CBV2	UNITED STATES TREASURY	(650,000.00)	0.375	Sell	04/03/2024	04/05/2024	04/15/2024	(649,162.11)	(1,152.15)	650,314.26
91282CBV2	UNITED STATES TREASURY	(5,550,000.00)	0.375	Maturity	04/15/2024	04/15/2024	04/15/2024	(5,550,000.00)	0.00	5,550,000.00
36260KAC8	GMCAR 2020-4 A3	(11,107.71)	0.380	Principal Paydown	04/16/2024	04/16/2024	08/18/2025	(11,107.72)	0.00	11,107.72
44933LAC7	HART 2021-A A3	(14,571.28)	0.380	Principal Paydown	04/15/2024	04/15/2024	09/15/2025	(14,571.28)	0.00	14,571.28
36260KAC8	GMCAR 2020-4 A3	(2,360.39)	0.380	Principal Paydown	04/16/2024	04/16/2024	08/18/2025	(2,360.36)	0.00	2,360.36
44933LAC7	HART 2021-A A3	(2,827.26)	0.380	Principal Paydown	04/15/2024	04/15/2024	09/15/2025	(2,827.26)	0.00	2,827.26
380140AC7	GMCAR 2021-3 A3	(25,782.62)	0.480	Principal Paydown	04/16/2024	04/16/2024	06/16/2026	(25,782.62)	0.00	25,782.62
380140AC7	GMCAR 2021-3 A3	(4,437.99)	0.480	Principal Paydown	04/16/2024	04/16/2024	06/16/2026	(4,437.99)	0.00	4,437.99
14316HAC6	CARMX 2020-4 A3	(15,300.84)	0.500	Principal Paydown	04/15/2024	04/15/2024	08/15/2025	(15,300.84)	0.00	15,300.84
14316HAC6	CARMX 2020-4 A3	(3,600.20)	0.500	Principal Paydown	04/15/2024	04/15/2024	08/15/2025	(3,600.20)	0.00	3,600.20
50117TAC5	KCOT 2021-1 A3	(19,675.86)	0.620	Principal Paydown	04/15/2024	04/15/2024	08/15/2025	(19,675.86)	0.00	19,675.86
362554AC1	GMCAR 2021-4 A3	(17,721.31)	0.680	Principal Paydown	04/16/2024	04/16/2024	09/16/2026	(17,721.31)	0.00	17,721.31
362554AC1	GMCAR 2021-4 A3	(2,991.91)	0.680	Principal Paydown	04/16/2024	04/16/2024	09/16/2026	(2,991.91)	0.00	2,991.91
44935FAD6	HART 2021-C A3	(19,229.93)	0.740	Principal Paydown	04/15/2024	04/15/2024	05/15/2026	(19,229.93)	0.00	19,229.93
44935FAD6	HART 2021-C A3	(3,250.13)	0.740	Principal Paydown	04/15/2024	04/15/2024	05/15/2026	(3,250.13)	0.00	3,250.13
14044CAC6	COPAR 2021-1 A3	(21,866.99)	0.770	Principal Paydown	04/15/2024	04/15/2024	09/15/2026	(21,866.99)	0.00	21,866.99
14044CAC6	COPAR 2021-1 A3	(3,802.96)	0.770	Principal Paydown	04/15/2024	04/15/2024	09/15/2026	(3,802.96)	0.00	3,802.96
98163KAC6	WOART 2021-D A3	(25,211.47)	0.810	Principal Paydown	04/15/2024	04/15/2024	10/15/2026	(25,211.46)	0.00	25,211.46
98163KAC6	WOART 2021-D A3	(4,276.95)	0.810	Principal Paydown	04/15/2024	04/15/2024	10/15/2026	(4,276.94)	0.00	4,276.94
43815GAC3	HAROT 2021-4 A3	(22,521.22)	0.880	Principal Paydown	04/21/2024	04/21/2024	01/21/2026	(22,521.22)	0.00	22,521.22
43815GAC3	HAROT 2021-4 A3	(4,161.53)	0.880	Principal Paydown	04/21/2024	04/21/2024	01/21/2026	(4,161.53)	0.00	4,161.53
06051GJR1	BANK OF AMERICA CORP	(400,000.00)	0.976	Call Redemption	04/22/2024	04/22/2024	04/22/2025	(400,000.00)	0.00	400,000.00
06051GJR1	BANK OF AMERICA CORP	(200,000.00)	0.976	Call Redemption	04/22/2024	04/22/2024	04/22/2025	(200,000.00)	0.00	200,000.00
3137F7DH5	FHR 5048 B	(11,009.26)	1.000	Principal Paydown	04/01/2024	04/01/2024	05/25/2033	(11,009.26)	0.00	11,009.26
3133Q5GZ3	FHS 370 A3	(19,174.49)	1.000	Principal Paydown	04/01/2024	04/01/2024	09/25/2033	(19,174.49)	0.00	19,174.49
3137F7DH5	FHR 5048 B	(2,328.88)	1.000	Principal Paydown	04/01/2024	04/01/2024	05/25/2033	(2,328.88)	0.00	2,328.88
92868KAC7	VALET 2021-1 A3	(32,890.45)	1.020	Principal Paydown	04/20/2024	04/20/2024	06/22/2026	(32,890.45)	0.00	32,890.45
92868KAC7	VALET 2021-1 A3	(5,521.75)	1.020	Principal Paydown	04/20/2024	04/20/2024	06/22/2026	(5,521.75)	0.00	5,521.75
3137H4RZ5	FHMS K-J36 A1	(10,570.36)	1.298	Principal Paydown	04/01/2024	04/01/2024	12/25/2026	(10,570.36)	0.00	10,570.36
3137H4RZ5	FHMS K-J36 A1	(1,681.65)	1.298	Principal Paydown	04/01/2024	04/01/2024	12/25/2026	(1,681.65)	0.00	1,681.65
912828R6	UNITED STATES TREASURY	(4,000,000.00)	2.250	Maturity	04/30/2024	04/30/2024	04/30/2024	(4,000,000.00)	0.00	4,000,000.00
3140XALC4	FN FM6622	(7,673.62)	2.500	Principal Paydown	04/01/2024	04/01/2024	02/01/2036	(7,673.62)	0.00	7,673.62
3140XALC4	FN FM6622	(1,438.80)	2.500	Principal Paydown	04/01/2024	04/01/2024	02/01/2036	(1,438.80)	0.00	1,438.80
3140K7XA6	FN BP0672	(8,143.00)	3.000	Principal Paydown	04/01/2024	04/01/2024	03/01/2035	(8,143.00)	0.00	8,143.00
3140K7XA6	FN BP0672	(1,437.00)	3.000	Principal Paydown	04/01/2024	04/01/2024	03/01/2035	(1,437.00)	0.00	1,437.00
3137BGK24	FHMS K-043 A2	(1,069.24)	3.062	Principal Paydown	04/01/2024	04/01/2024	12/25/2024	(1,069.24)	0.00	1,069.24
3137BGK24	FHMS K-043 A2	(287.87)	3.062	Principal Paydown	04/01/2024	04/01/2024	12/25/2024	(287.87)	0.00	287.87
3137H8H79	FHMS K-J41 A1	(1,146.37)	3.137	Principal Paydown	04/01/2024	04/01/2024	01/25/2029	(1,146.37)	0.00	1,146.37
3137H8H79	FHMS K-J41 A1	(191.06)	3.137	Principal Paydown	04/01/2024	04/01/2024	01/25/2029	(191.06)	0.00	191.06
3137H8B42	FHMS K-J40 A1	(1,247.56)	3.400	Principal Paydown	04/25/2024	04/25/2024	06/25/2028	(1,247.56)	0.00	1,247.56
3137H8B42	FHMS K-J40 A1	(207.93)	3.400	Principal Paydown	04/25/2024	04/25/2024	06/25/2028	(207.93)	0.00	207.93
3132CWMM3	FH SB0364	(7,473.63)	3.500	Principal Paydown	04/01/2024	04/01/2024	06/01/2035	(7,473.63)	0.00	7,473.63
3140QGKN6	FN CA8400	(7,121.36)	3.500	Principal Paydown	04/01/2024	04/01/2024	12/01/2035	(7,121.36)	0.00	7,121.36
3133L7LB1	FH RC1222	(6,755.70)	3.500	Principal Paydown	04/01/2024	04/01/2024	12/01/2034	(6,755.70)	0.00	6,755.70
3140Q9FM0	FN CA1971	(10,658.88)	3.500	Principal Paydown	04/01/2024	04/01/2024	06/01/2033	(10,658.88)	0.00	10,658.88
3132CWMM3	FH SB0364	(1,387.22)	3.500	Principal Paydown	04/01/2024	04/01/2024	06/01/2035	(1,387.22)	0.00	1,387.22
3140QGKN6	FN CA8400	(1,393.86)	3.500	Principal Paydown	04/01/2024	04/01/2024	12/01/2035	(1,393.86)	0.00	1,393.86
3133L7LB1	FH RC1222	(1,216.03)	3.500	Principal Paydown	04/01/2024	04/01/2024	12/01/2034	(1,216.03)	0.00	1,216.03
3140Q9FM0	FN CA1971	(1,598.83)	3.500	Principal Paydown	04/01/2024	04/01/2024	06/01/2033	(1,598.83)	0.00	1,598.83
3137H92N8	FHMS K-J42 A1	(1,082.09)	3.902	Principal Paydown	04/01/2024	04/01/2024	07/25/2029	(1,082.09)	0.00	1,082.09
3137H92N8	FHMS K-J42 A1	(181.16)	3.902	Principal Paydown	04/01/2024	04/01/2024	07/25/2029	(181.16)	0.00	181.16
3140X9K46	FN FM5714	(5,919.49)	4.000	Principal Paydown	04/01/2024	04/01/2024	11/01/2035	(5,919.49)	0.00	5,919.49
3140X92C8	FN FM6170	(5,501.49)	4.000	Principal Paydown	04/01/2024	04/01/2024	07/01/2035	(5,501.49)	0.00	5,501.49
3140XC4K1	FN FM8925	(13,667.01)	4.000	Principal Paydown	04/01/2024	04/01/2024	08/01/2034	(13,667.01)	0.00	13,667.01
3140XHQQ3	FN FS2262	(15,074.75)	4.000	Principal Paydown	04/01/2024	04/01/2024	06/01/2037	(15,074.75)	0.00	15,074.75
3140XJHF3	FN FS2929	(27,082.15)	4.000	Principal Paydown	04/01/2024	04/01/2024	09/01/2037	(27,082.15)	0.00	27,082.15
3140XJH87	FN FS2986	(19,324.50)	4.000	Principal Paydown	04/01/2024	04/01/2024	10/01/2032	(19,324.50)	0.00	19,324.50
91282CGP0	UNITED STATES TREASURY	2,100,000.00	4.000	Buy	04/03/2024	04/05/2024	02/29/2028	2,066,613.28	8,217.39	(2,074,830.67)
3140X9K46	FN FM5714	(1,057.05)	4.000	Principal Paydown	04/01/2024	04/01/2024	11/01/2035	(1,057.05)	0.00	1,057.05

Item #4.b.
6/5/2024

3140X92C8	FN FM6170	(1,031.53)	4.000	Principal Paydown	04/01/2024	04/01/2024	07/01/2035	(1,031.53)	0.00	1,031.53
3140XC4K1	FN FM8925	(2,562.56)	4.000	Principal Paydown	04/01/2024	04/01/2024	08/01/2034	(2,562.56)	0.00	2,562.56
3140XJHF3	FN FS2929	(4,513.69)	4.000	Principal Paydown	04/01/2024	04/01/2024	09/01/2037	(4,513.69)	0.00	4,513.69
3140XJJ87	FN FS2986	(2,736.05)	4.000	Principal Paydown	04/01/2024	04/01/2024	10/01/2032	(2,736.05)	0.00	2,736.05
91282CGP0	UNITED STATES TREASURY	175,000.00	4.000	Buy	04/03/2024	04/05/2024	02/29/2028	172,217.77	684.78	(172,902.55)
3137HAGY6	FHMS K-752 A1	(1,174.15)	4.284	Principal Paydown	04/01/2024	04/01/2024	01/25/2029	(1,174.15)	0.00	1,174.15
3137HAGY6	FHMS K-752 A1	(181.71)	4.284	Principal Paydown	04/01/2024	04/01/2024	01/25/2029	(181.71)	0.00	181.71
3137H9MM8	FHMS K-J43 A1	(1,155.80)	4.377	Principal Paydown	04/25/2024	04/25/2024	12/25/2028	(1,155.80)	0.00	1,155.80
3137H9MM8	FHMS K-J43 A1	(176.58)	4.377	Principal Paydown	04/25/2024	04/25/2024	12/25/2028	(176.58)	0.00	176.58
3137HA4K9	FHMS K-J45 A1	(629.17)	4.455	Principal Paydown	04/01/2024	04/01/2024	11/25/2028	(629.17)	0.00	629.17
3137HA4K9	FHMS K-J45 A1	(96.12)	4.455	Principal Paydown	04/01/2024	04/01/2024	11/25/2028	(96.12)	0.00	96.12
3133L9AJ2	FH RC2709	(15,740.32)	4.500	Principal Paydown	04/01/2024	04/01/2024	09/01/2037	(15,740.32)	0.00	15,740.32
3133L9AJ2	FH RC2709	(2,552.23)	4.500	Principal Paydown	04/01/2024	04/01/2024	09/01/2037	(2,552.23)	0.00	2,552.23
3137H9QT9	FHMS K-J44 A1	(1,648.49)	4.558	Principal Paydown	04/01/2024	04/01/2024	01/25/2029	(1,648.49)	0.00	1,648.49
3137H9QT9	FHMS K-J44 A1	(251.85)	4.558	Principal Paydown	04/01/2024	04/01/2024	01/25/2029	(251.85)	0.00	251.85
3137HAD45	FHMS K-J46 A1	(758.35)	4.777	Principal Paydown	04/01/2024	04/01/2024	06/25/2028	(758.35)	0.00	758.35
3137HAD45	FHMS K-J46 A1	(117.68)	4.777	Principal Paydown	04/01/2024	04/01/2024	06/25/2028	(117.68)	0.00	117.68
31846V534	FIRST AMER:US TRS MM Y	37,548.66	4.910	Buy	04/02/2024	04/02/2024	04/30/2024	37,548.66	0.00	(37,548.66)
31846V534	FIRST AMER:US TRS MM Y	10,888,968.62	4.910	Buy	---	---	04/30/2024	10,888,968.62	0.00	(10,888,968.62)
31846V534	FIRST AMER:US TRS MM Y	(3,034,186.36)	4.910	Sell	---	---	04/30/2024	(3,034,186.36)	0.00	3,034,186.36
31846V534	FIRST AMER:US TRS MM Y	328,749.35	4.910	Buy	---	---	04/30/2024	328,749.35	0.00	(328,749.35)
31846V534	FIRST AMER:US TRS MM Y	(417,852.33)	4.910	Sell	---	---	04/30/2024	(417,852.33)	0.00	417,852.33
31394CP22	FNR 2005-33 QE	(18,367.16)	5.000	Principal Paydown	04/01/2024	04/01/2024	04/25/2035	(18,367.16)	0.00	18,367.16
31394CP22	FNR 2005-33 QE	(2,787.87)	5.000	Principal Paydown	04/01/2024	04/01/2024	04/25/2035	(2,787.87)	0.00	2,787.87
02582JKH2	AMXCA 2024-1 A	1,610,000.00	5.230	Buy	04/16/2024	04/23/2024	04/16/2029	1,609,669.95	0.00	(1,609,669.95)
02582JKH2	AMXCA 2024-1 A	245,000.00	5.230	Buy	04/16/2024	04/23/2024	04/16/2029	244,949.78	0.00	(244,949.78)
90262Y869	UBS SL PRIME PREF	4,824.59	5.320	Buy	04/01/2024	04/01/2024	04/30/2024	4,824.11	0.00	(4,824.11)
SM-CAMP	California Asset Management Program	618,678.80	5.440	Buy	03/28/2024	04/01/2024	04/30/2024	618,678.80	0.00	(618,678.80)
---	---	1,168,654.15	3,480	---	---	---	01/08/2025	1,132,942.36	7,750.02	(1,140,692.38)

* Weighted by: Absolute Value of Base 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 APRIL 2024

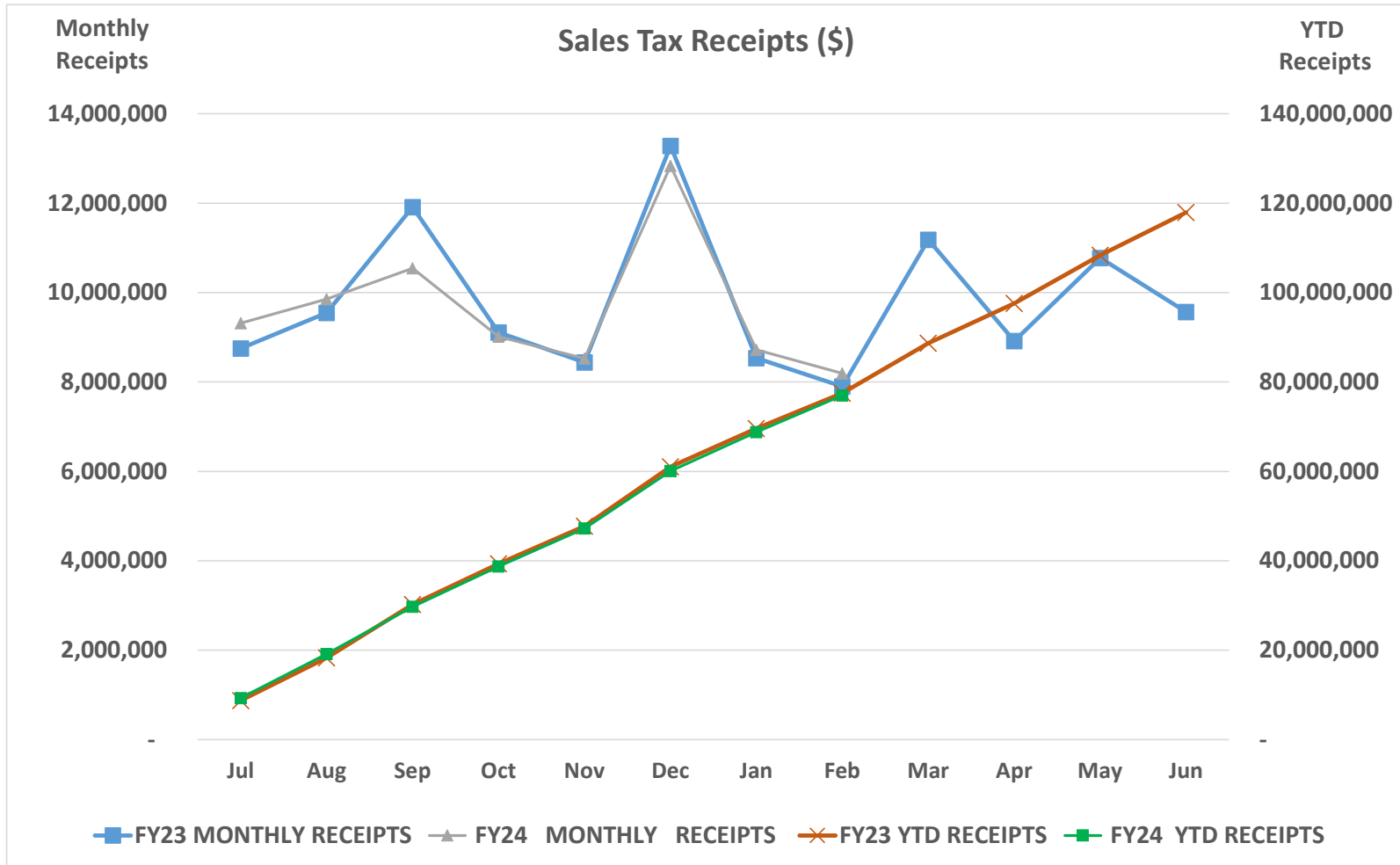
BUDGET AMENDMENTS

Amount	Line Item	Description
Apr-24		No Budget Amendments for APRIL 2024
<u>\$ -</u> Total		<u>\$ -</u> Total

BUDGET REVISIONS

Amount	Line Item	Description
Apr-24		No Budget Revisions for APRIL 2024
<u>\$ -</u> Total		<u>\$ -</u> Total

SAN MATEO COUNTY TRANSIT DISTRICT
FY2024
Measure A Sales Tax
Apr-24



* 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
April 2024

	FY23	FY24		FY23	FY24	
	MONTHLY	MONTHLY	MONTHLY	YTD	YTD	YTD
	RECEIPTS*	RECEIPTS*	% Change	RECEIPTS	RECEIPTS	% 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	9,013,470	(1.1%)	39,320,211	38,725,196	(1.5%)
Nov	8,437,702	8,526,577	1.1%	47,757,912	47,251,774	(1.1%)
Dec	13,282,326	12,835,532	(3.4%)	61,040,237	60,087,306	(1.6%)
Jan	8,533,234	8,722,753	2.2%	69,573,472	68,810,059	(1.1%)
Feb	7,899,675	8,192,246	3.7%	77,473,147	77,002,305	(0.6%)
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>77,002,305</u>				

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

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

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

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

Budget Impact

There is no impact on the budget.

Background

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

FY 2024 History

- As of March 31, the fuel hedging program had realized net gains of \$277,783 for the first three quarters of FY 2024, from July 2023 through March 2024. This is approximately \$0.26 per gallon of realized gain for the first three quarters of FY 2024. The approximate cost of fuel before taxes and fees and after the effect of the hedge is \$3.31 per gallon from July 2023 through March 2024.
- Total dollar budget for fuel for the first three quarters of FY 2024 is \$2,706,182 based on \$2.84 per gallon budget before tax and fees and budgeted consumption of 952,881 gallons for the first three quarters. Estimated total cost before tax and fees and after

hedging for the first three quarters of FY 2024 is \$3,561,048 or \$3.31 per gallon on 1,077,097 gallons. This renders an approximate budget deficit of \$-854,866 for the first three quarters of FY 2024.

FY 2024 Prospective

- For the remainder of FY 2024, there is currently an unrealized gain of \$35,240 which is \$0.09/gallon on all projected gallons April 2024 through June 2024. This assumes projected consumption of 388,869 gallons for the remainder of FY 2024.
- For the remainder of FY 2024, approximately 84% (after tax) of the anticipated fuel usage is hedged at an average price of \$2.75/gallon excluding taxes and fees (\$3.40/gallon with taxes and fees) versus a currently planned budget estimate of \$2.84/gallon, excluding taxes and fees.
- Any remaining un-hedged gallons for the remainder of FY 2024 have a projected cost of \$2.86 excluding taxes and fees (\$3.52 with tax and fees) as of 3/31/24.
- For the remainder of FY 2024, the expected weighted average cost of all gallons net of hedge and excluding tax and fees is \$2.77/gallon and including taxes and fees is \$3.42/gallon.
- Total dollar budget for fuel for the remainder of FY 2024 is \$1,104,387 based on \$2.84 per gallon before tax and fees and estimated total remaining consumption of 388,869 gallons. The estimated total cost before tax and fees and after hedging for the remainder of FY 2024 as of 3/31/24 is \$1,076,824 or \$2.77 per gallon. This yields an expected budget surplus for the remainder of FY 2024 of \$27,563.
- The current expected budget deficit for the entirety of FY 2024 is \$-881,577 given historical results for the first three quarters and current volume projections and price assumptions for the last quarter of FY 2024.

Prepared By:	Adela Alicic	Senior Financial Analyst	650-508-7981
	Kevin Beltz	Manager, Debt and Investments	650-508-6405

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Authorization for the Execution of a Master Agreement and Program Supplements with the California Department of Transportation for State-funded Transit Projects**

Action

Staff proposes that the Board of Directors authorize the General Manager/CEO or her designee to file and execute a Master Agreement with the California Department of Transportation (Caltrans) for Transit and Intercity Rail Capital Program (TIRCP) funding.

Significance

In order to receive TIRCP funding, the District is required to execute a Master Agreement with Caltrans. The current Master Agreement expires on August 1, 2024. Execution of the new Master Agreement is required to ensure that the District continues to remain eligible to receive funding from the TIRCP. The Master Agreement requires that the District provide evidence of the General Manger/CEO's Board-delegated authority to enter into the Master Agreement.

Budget Impact

There is no impact to the budget. Projects funded through the TIRCP are approved by the Board as part of the adoption of, or amendments to, the capital budget. Program supplements provide the mechanism for the District to receive funding from Caltrans to carry out approved projects.

Background

All local agencies that are recipients of TIRCP funding must execute Master Agreements with Caltrans in order to complete capital improvements, implement services and fulfill the reporting requirements of benefits and outcomes associated with funding awards.

Prepared By: Evelyn Ng Director, Grants and Fund Management 650-399-5869

Resolution No. 2024-

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

* * *

**Authorization for the Execution of a Master Agreement and Program Supplements with the
California Department of Transportation for State-Funded Transit Projects**

Whereas, the San Mateo County Transit District (District) may receive state funding from the California Department of Transportation (Department) for transit projects; and

Whereas, substantial revisions were made to the programming and funding process for the transportation projects programmed in the Transit and Intercity Rail Capital Program, by Chapter 36 (SB 862) of the Statutes of 2014; and

Whereas, the statutes related to state-funded transit projects require a local or regional implementing agency such as the District to execute an agreement with the Department before it can be reimbursed for project expenditures; and

Whereas, the Department utilizes Master Agreements for State-Funded Transit Projects, along with associated Program Supplements, for the purpose of administering and reimbursing state transit funds to local agencies; and

Whereas, the District wishes to delegate authority to execute these agreements and any amendments thereto to the General Manager/Chief Executive Officer or her designee.

Now, Therefore, Be It Resolved by the Board of Directors of the San Mateo County Transit District that the fund recipient agrees to comply with all conditions and requirements set forth in this agreement and applicable statutes, regulations and guidelines for all state-funded transit projects; and

Now Therefore, Be It Further Resolved that the General Manager/Chief Executive Officer or her designee, be authorized to execute the Master Agreement, all Award Agreements, and all Program Supplements for State-Funded Transit Projects and any Amendments thereto with the California Department of Transportation.

Regularly passed and adopted this 5th day of June, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

to qualified Small Business Enterprise (SBE) firms. Neither firm claimed the 5 percent SBE preference.

Company	Bid Amount¹
1. NVB Equipment of Fresno, California	\$ 649,799.76
2. Thermal Protection Services, Inc. of Perris, California	\$1,084,454.75

¹not including fees and taxes

Staff conducted a price analysis and deemed NVB's prices to be fair and reasonable, and competitive with current market pricing.

The District's current contractor is NVB which was awarded a five-year contract in 2019 for an estimated amount of \$360,588. NVB has performed satisfactorily and has successfully provided the Services as required under the existing contract.

Prepared By: Stacey Routt	Procurement Administrator	650-508-7727
Tim Willson	Contract Administrator	650-551-6115

Resolution No. 2024-

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

* * *

**Awarding a Contract to NVB Equipment to Provide Vehicle Fire Suppression System
Inspection and Maintenance Services for a Total Estimated Not-to-exceed Amount of
\$659,800 for a Five-year Term**

Whereas, on February 6, 2024, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB) 24-S-S-083 to provide Vehicle Fire Suppression System Inspection and Maintenance Services (Services) for a five-year term; and

Whereas, in response to the District's IFB, two firms submitted bids, including NVB Equipment and Thermal Protection Services, Inc.; and

Whereas, staff reviewed the submitted bids and determined that both bids were responsive to the solicitation requirements; and

Whereas, staff and legal counsel determined that NVB Equipment of Fresno, CA (NVB) is the lowest responsive and responsible bidder; and

Whereas, staff conducted a price analysis and determined that NVB's prices are fair and reasonable, and competitive with current market pricing; and

Whereas, staff recommends that the Board of Directors award a contract to NVB to provide the Services for a total estimated not-to-exceed amount of \$659,800 for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to NVB Equipment of Fresno, California to provide

vehicle fire suppression system inspection and maintenance services for a total estimated not-to-exceed amount of \$659,800 for a five-year term, taxes and fees included; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with NVB in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 5th day of June, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: David Covarrubias, Deputy Chief Financial Officer
Subject: **Awarding a Contract to Holland & Knight LLP for a Total Not-to-exceed Amount of \$512,000 for Federal Legislative Advocacy Services for Five Years**

Action

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

1. Award a contract to Holland & Knight LLP of Washington, D.C. (H&K) for a not-to-exceed amount of \$512,000 (\$462,000 for fixed monthly fees, plus \$50,000 for ad-hoc, as-needed services) to provide Federal Legislative Advocacy Services for a five-year term.
2. Authorize the General Manager/CEO or designee to execute a contract with H&K in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Significance

The award of this contract will provide the District with qualified and experienced Federal Legislative Advocacy Services (Services) for the effective pursuit of the District's federal legislative priorities. These Services provide the District with a vital link to the White House, U.S. Congress, and pertinent federal agencies. The awarded consultant will represent and advocate on behalf of the District in its dealings with all relevant federal agencies, legislative bodies, and related interest groups.

Budget Impact

Funds for this contract are included in the District's Fiscal Year 2025 adopted Operating Budget and will be included in future years' operating budgets.

Background

On January 12, 2024, the District, the Peninsula Corridor Joint Powers Board (JPB), and the San Mateo County Transportation Authority (TA) (collectively referred to as the "Agencies") issued a joint request for proposals (RFP) 24-S-J-T-P-035 to provide the Services. Proposers had the option to submit proposals to one, two, or all three of the Agencies.

The RFP was posted to the Agencies' eProcurement website, and eighteen potential proposers downloaded the RFP. On February 15, 2024, the proposals were due and the Agencies received proposals from three firms as follows:

PROPOSER	AGENCY		
	SAM	JPB	TA
Holland & Knight LLP	✓	✓	
Kadesh & Associates LLC			✓
Smith Dawson & Andrews, Inc.	✓		✓

The District received two proposals, from H&K and Smith Dawson & Andrews, Inc. of Washington, D.C. Staff found both proposals to be responsive to the requirements of the RFP.

A Selection Committee (Committee) composed of qualified staff from the District's Government & Community Affairs Department, Real Estate & Development Department, and Bus Fleet/Facilities Department, reviewed, evaluated, and ranked these proposals in accordance with the following weighted criteria:

EVALUATION CRITERIA	MAX POINTS
Qualifications and Experience of Firm	35
Qualifications and Experience of Primary Lobbyist and Key Personnel	30
Approach to Scope of Services	15
Cost Proposal	20
Small Business Enterprise (SBE) Preference	5

After review, evaluation, and ranking the proposals, the Committee determined that H&K is the highest ranked proposer. H&K possesses the requisite depth of knowledge and experience in federal legislative advocacy services for the effective advocacy of the District's federal legislative priorities.

Staff conducted a price analysis and determined the proposed prices to be fair, reasonable, and consistent with those paid by other public agencies for similar services.

The proposed contract is for a not-to-exceed amount of \$512,000, of which \$462,000 is for monthly fixed fees and \$50,000 is for any additional ad-hoc services needed by the District during the five-year term.

Founded in 1968, H&K is a limited liability partnership with 34 offices and 2,200 attorneys and other professionals. Among the largest law firms in the United States, H&K provides representation in federal advocacy and government regulatory affairs, business law, litigation and real estate law.

The H&K Public Policy & Regulation Practice Group (PP&R), with more than 100 lobbyists and policy experts, includes former members of Congress and former members of staff from the White House, federal departments, and presidential campaigns; former senior congressional committee and legislative staff members, and former state and local government officials. In addition, H&K has significant expertise working on federal transit and transportation programs.

H&K is the current provider for the Services for the District and the JPB and has provided excellent service. The District's current five-year contract with H&K will expire on June 30, 2024.

Prepared By:	Maria Flores	Procurement Administrator II	650-622-7892
	Jessica Epstein	Director, Government and Community Affairs	650-400-6451

Resolution No. 2024-

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

* * *

**Awarding a Contract to Holland & Knight LLP for a Total Not-to-exceed
Amount of \$512,000 for Federal Legislative Advocacy Services for Five Years**

Whereas, on January 12, 2024, the San Mateo County Transit District (District), the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (together, the "Agencies") issued a joint request for proposals (RFP) 24-S-J-T-P-035 to provide Federal Legislative Advocacy Services (Services); and

Whereas, Proposers had the option to submit proposals to one, two, or all three of the Agencies; and

Whereas, in response to the RFP, the Agencies received proposals from three firms by the due date of February 15, 2024, including proposals from Holland & Knight LLP of Washington, D.C. (H&K) and Smith Dawson & Andrews, Inc. of Washington, D.C. (SDA) to provide the Services for the District; and

Whereas, a Selection Committee (Committee) composed of qualified staff from the District's Government & Community Affairs Department, the Real Estate & Development Department, and the Bus Fleet/Facilities Department reviewed, evaluated, and ranked these proposals in accordance with the weighted criteria set forth in the RFP documents; and

Whereas, after thoroughly evaluating and then ranking the proposals from H&K and SDA, the Committee determined that H&K is the highest-ranked firm and possesses the

requisite depth of knowledge and experience in federal legislative advocacy services for the effective advocacy of the District's federal legislative priorities; and

Whereas, staff and legal counsel reviewed H&K's proposal and determined it complies with the requirements of the RFP; and

Whereas, staff conducted a price analysis and determined that H&K's prices are fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to H&K for a not-to-exceed amount of \$512,000 (\$462,000 for the fixed monthly fees, plus \$50,000 for ad-hoc, as-needed services) to provide the Services for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Holland & Knight LLP of Washington, D.C. for a not-to-exceed amount of \$512,000 to provide Federal Legislative Advocacy Services for a five-year term; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with H&K in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 5th day of June, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: David Covarrubias, Deputy Chief Financial Officer
Subject: **Awarding a Contract to Shaw Yoder Antwih Schmelzer & Lange, Inc. for a Total Not-to-exceed Amount of \$602,465 for State Legislative Advocacy Services for Five Year**

Action

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

1. Award a contract to Shaw Yoder Antwih Schmelzer & Lange, Inc. of Sacramento, California (SYASL), for a not-to-exceed amount of \$602,465 (\$552,465 for monthly fixed fees, plus \$50,000 for ad-hoc, as-needed services), to provide State Legislative Advocacy Services (Services) for a five-year term.
2. Authorize the General Manager/CEO or designee to execute a contract with SYASL in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Significance

The award of this contract will provide the District with qualified and experienced State Legislative Advocacy Services for the effective pursuit of the District's state legislative priorities. These Services provide the District with a vital link to the Governor's Office, state legislature and pertinent state agencies. The awarded consultant will represent and advocate on behalf of the District in its dealings with all relevant state agencies, legislative bodies, and related interest groups.

Budget Impact

Funds for this contract are included in Fiscal Year 2025 adopted Operating Budget and will be included in future years' operating budgets.

Background

On January 12, 2024, the District, the Peninsula Corridor Joint Powers Board (JPB), and the San Mateo County Transportation Authority (TA) (collectively referred to as the "Agencies") issued a joint request for proposals (RFP) 24-S-J-T-P-036 to provide the Services. Proposers had the option to submit proposals to one, two, or all three of the Agencies.

The RFP was posted to the Agencies' eProcurement website, and fourteen potential proposers downloaded the RFP. On February 15, 2024, the proposals were due and the Agencies received proposals from three firms as follows:

PROPOSER	AGENCY		
	SAM	JPB	TA
Khouri Consulting LLC			✓
Politico Group, Inc.			✓
Shaw Yoder Antwih Schmelzer & Lange	✓	✓	

The District received one proposal, from SYASL, which staff found to be responsive to the requirements of the RFP.

A Selection Committee (Committee) composed of qualified staff from the District's Government & Community Affairs Department, Real Estate & Development Department, and Bus Fleet/Facilities Department, reviewed and evaluated the proposal in accordance with the following weighted criteria:

EVALUATION CRITERIA	MAX POINTS
Qualifications and Experience of Firm	35
Qualifications and Experience of Primary Lobbyist and Key Personnel	30
Approach to Scope of Services	15
Cost Proposal	20
Small Business Enterprise (SBE) Preference	5

After review, evaluation, and scoring SYASL's proposal, the Committee determined that SYASL possesses the requisite depth of knowledge and experience in state legislative advocacy services for the effective advocacy of the District's state legislative priorities.

Staff conducted a price analysis and determined the proposed prices to be fair, reasonable, and consistent with those paid by other public agencies for similar services.

The proposed contract is for a not-to-exceed amount of \$602,465, of which \$552,465 is for monthly fixed fees and \$50,000 is for any additional ad-hoc services needed by the District during the five-year term.

Located in Sacramento, California, SYASL specializes in advocacy, association management, and public affairs. SYASL is registered with the Fair Political Practices Commission and Secretary of State to lobby state government and is recognized in Sacramento as a transportation, infrastructure, local government, housing, land-use, climate, and water policy advocate. The firm has developed a specialty in these policy areas through its representation of public transit agencies, congestion management agencies, cities and counties, regional transportation planning agencies, county transportation commissions, local sales tax authorities, airports, ports, and air quality management districts.

SYASL has developed state legislative advocacy practices that it can leverage on multiple fronts on behalf of the District and its advocacy interests in Sacramento. SYASL's successful advocacy revolves around accessing information and ensuring the flow of information between the District, State agencies, and important decision-makers. The personnel assigned to the District's

account have developed strong relationships with the State legislators representing the District's service area, key Senate and Assembly transportation committee and staff members, and transportation policymakers in the executive branch. The overall team configuration and resource allocation strategy presented in the SYASL's proposal would ensure an efficient and proactive response to the District's state legislative advocacy needs to achieve positive outcomes.

SYASL is the current provider for the Services for both the District and the JPB. Key personnel assigned to the District's account have unparalleled track records of delivering policy and funding success, and have provided excellent service over the years. The District's current five-year contract with SYASL will expire on June 30, 2024.

Prepared By:	Maria Flores	Procurement Administrator II	650-622-7892
	Jessica Epstein	Director, Government and Community Affairs	650-400-6451

Resolution No. 2024-

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

* * *

**Awarding a Contract to Shaw Yoder Antwih Schmelzer & Lange, Inc. for a
Total Not-to-exceed Amount of \$602,465 for State Legislative Advocacy
Services for Five Years**

Whereas, on January 12, 2024, the San Mateo County Transit District (District), the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (together, the "Agencies") issued a joint request for proposals (RFP) 24-S-J-T-P-036 to provide State Legislative Advocacy Services (Services); and

Whereas, Proposers had the option to submit proposals to one, two, or all three of the Agencies; and

Whereas, in response to the RFP, the Agencies received proposals from three firms by the due date of February 15, 2024, including one from Shaw Yoder Antwih Schmelzer & Lange, Inc. of Sacramento, California (SYASL) to provide the Services for the District; and

Whereas, a Selection Committee (Committee) composed of qualified staff from the District's Government & Community Affairs Department, the Real Estate & Development Department, and the Bus Fleet/Facilities Department, reviewed and evaluated the proposal in accordance with the weighted criteria set forth in the RFP documents; and

Whereas, after a thorough evaluation of SYASL's proposal, the Committee determined that SYASL possesses the requisite depth of knowledge and experience in state legislative advocacy services for the effective advocacy of the District's state legislative priorities; and

Whereas, staff and legal counsel reviewed SYASL’s proposal and determined it complies with the requirements of the RFP; and

Whereas, staff conducted a price analysis and determined that SYASL’s prices are fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to SYASL for a not-to-exceed amount of \$602,465 (\$552,465 for the fixed monthly fees, plus \$50,000 for ad-hoc, as-needed services) to provide the Services for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Shaw Yoder Antwih Schmelzer & Lange, Inc. of Sacramento, California for a not-to-exceed amount of \$602,465 to provide State Legislative Advocacy Services for a five-year term; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with SYASL in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 5th day of June, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Proclamation

Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Pride Month and Reaffirming a Commitment to Diversity, Equity, Inclusion, and Belonging

Whereas, the San Mateo County Transit District (District) cherishes the value and dignity of every person and appreciates the importance of equality, freedom, and acceptance; and

Whereas, the District denounces prejudice and unfair discrimination based on age, gender identity, gender expression, race, color, religion, marital status, national origin, sexual orientation, or physical attributes as an affront to our fundamental principles; and

Whereas, the District recognizes the long history of inequity in its own transit industry that has excluded, targeted or oppressed people due to their color, race, national origin, gender identity or expression, income, housing status, sexual orientation, disability status, and immigration status; and

Whereas, the first Pride march for Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ+) people and communities was held on June 28, 1970, on the one-year anniversary of the Stonewall Uprising in New York City, when LGBTQ+ people and allied friends rose and fought against constant police harassment and discriminatory laws that have since been declared unconstitutional; and

Whereas, Pride celebrations have grown and diversified in the decades that followed, including with designation of June as LGBTQ Pride Month in the mid-1990s; and

Whereas, earlier this year, the District formed its first Rainbow Employee Resource Group (ERG) to provide a supportive network for LGBTQ+ employees, allies, and advocates. The ERG was created to provide a safe space for sharing experiences, discussing challenges, and celebrating the diversity that each member brings to the District. Through educational sessions, networking events, and community outreach, the Rainbow ERG will play a crucial role in promoting understanding, respect, and equality within our workplaces and the communities we serve; and

Whereas, this year, the District will be wrapping a SamTrans bus with the theme, "*Love, It's Electrifying*," and entering the bus into the San Mateo County Pride Parade & Celebration in San Mateo on June 8, the Coast Pride Parade & Celebration in Half Moon Bay on June 9, and the San Francisco Pride Parade on June 30 where employees will be walking in the parade and giving away Pride-themed giveaways; and

Whereas, the District will continue to strive to make our transportation services and programs accessible and open to all individuals, and to protect the most vulnerable among us; and

Whereas, the District believes that working to ensure the public sector serves the public good, and advances diversity, equity, inclusion, and belonging in its policies, programs and practices, is critical to the success of our transportation services, and benefits our communities and our society; and

Whereas, in honor of Pride Month, the District Board of Directors recognizes the resilience and determination of LGBTQ+ people who are fighting to live freely and authentically.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors celebrates LGBTQ Pride Month for LGBTQ+ people and communities, and reaffirms its commitment to diversity, equity, inclusion, and belonging.

Regularly passed and adopted this 5th day of June, 2024.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2024

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

APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: May 29, 2024
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: General Manager/CEO Report

Summary

SamTrans fixed-route bus ridership is nearly fully recovered from the COVID pandemic as further discussed below. The final phase of Reimagine SamTrans is slated for implementation in August.

ADA Paratransit ridership has been slower to recover from the COVID pandemic reaching approximately 65 percent YTD. Customer satisfaction is high with Redi-Wheels having 0.5 complaints per 1,000 trips; conversely, RediCoast achieved 0.3 complaints per 1,000 trips. The contractual performance standard is 2.5 complaints per 1,000 trips.

ADA Same-Day Paratransit Service

The ADA Same-Day Paratransit Service pilot program, which started December 18, 2023, is doing well. The Lifeline Fare trips (passengers paying \$8 instead of the \$10 for the Same-Day Paratransit trip) account for approximately 37 percent of the total same-day trips, which matched the percent for all ADA trips. The performance trend indicates the premium same-day fare is not an obstacle for the ADA community. Approximately 45 percent of the trips are medical-related, including dialysis. Following is a table of the types of trips delivered as same-day paratransit trips.

Purpose	Percent
Medical	37%
Errand	19%
Social	14%
Grocery	9%
Dialysis	8%
Shopping	7%
Other	7%

New Shuttle Service for Veterans Village in Colma

The San Mateo County Transportation Authority (SMCTA), the City of South San Francisco, the Town of Colma, and the County Board of Supervisors partnered to extend an existing South San Francisco shuttle to start serving the Veterans Village, which is an affordable-housing community for veterans in Colma.

The free shuttle will provide veterans with additional mobility and travel options. The shuttle will run Monday through Friday beginning June 3, 2024. Shuttle stops include popular destinations such as BART, SamTrans, South San Francisco Library, Westborough Plaza, and more. Riders can also transfer to the other shuttles which include stops at Downtown SSF, City Hall, and Caltrain.

To kick off this service enhancement, SamTrans provided a special shuttle for the Veterans Village residents to attend the South San Francisco Memorial Day event at Fire Station 61 on Monday, May 27, which included the announcement of the new Shuttle Service.

Bus Operator Restrooms

- **Short term rented modulars** – Staff ordered fencing and rental restroom enclosures for the Daly City BART location, and staff is conferring with BART to obtain necessary permits and approvals to install these modulars.
- **Long-term structures** – A design firm has been contracted for site construction planning and subsequent construction at four (4) designated pilot sites.

Bus Stops Improvements Plan (BSIP)

Board approved the BSIP Program in April 2024. There will be a phased design and construction for approximately 225 priority sites over the next 3-5 years. About 11 sites will commence to have improvements over the next 3-5 weeks using existing materials. A design firm is working on construction requirements for the initial 22 sites. Long-lead bus shelters have been ordered with delivery expected in August 2024.

Ridership Recovery

SamTrans total trips for the first nine months of FY 2024, ending March 31, 2024, was 89.1 percent compared to the nine months prior to the start of the COVID pandemic (March 2020). SamTrans ridership recovery compares favorably with local peer agencies and out-of-state bus public transportation providers. The national bus ridership recovery rate is 78.4 percent. Local rail systems remain at a lower ridership recovery rate compared to buses and the national rail.

	9 Months Prior to COVID Pandemic	9 Months Ending March 2024	Ridership Recovery Rate
SamTrans	8,325,230	7,415,965	89.1%
AC Transit	41,317,506	29,534,923	71.5%
SFMTA	157,548,602	115,522,425	73.3%
VTA	20,670,713	16,695,822	80.8%
Dallas	28,204,315	21,189,124	75.1%
Seattle - King	91,037,604	58,483,807	64.2%

	9 Months Prior to COVID Pandemic	9 Months Ending March 2024	Ridership Recovery Rate
Chicago	179,180,319	126,856,226	70.8%
Atlanta	39,169,799	24,483,071	62.5%
New York MTA	539,933,187	469,653,107	87.0%
National Bus	3,418,842,454	2,682,062,613	78.4%
Caltrain	14,022,841	5,380,148	38.4%
BART Extension	9,959,642	4,280,397	43.0%
BART System	94,674,287	40,977,319	43.3%
National Rail	3,683,163,135	2,497,230,081	67.8%
Total NTD Trips	7,468,823,507	5,442,192,744	72.9%

Bus Operator Staffing

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	31	344**

* Class 188 started on February 28, 2024; graduated 12 Trainees on May 11, 2024. Class 189 started on March 26, 2024, with 7 Trainees scheduled to graduate on June 7, 2024. Class 190 started on April 24 with 12 Trainees scheduled to graduate July 5. Class 191 started on May 21, 2024, with 12 Trainees scheduled to graduate August 1, 2024.

** This number excludes 31 trainees from Classes 189, 190, and 191.

Regional/MTC Matters

Since the Board meeting in May, several amendments have been made to SB 1031, including a provision that MTC cannot place the measure on the ballot in Sonoma and Marin Counties until after 2026. The amendments also include a new process for developing an expenditure plan, shifting the return to source from 70% to 90% in year six, and making it unclear whether the bill, as written, can resolve many agencies' fiscal cliff challenges.

SB 1031 passed through the Senate on Friday, May 24 with 10 senators opposing including significant opposition from the Santa Clara County Senator, Dave Cortese (SD 15), who represents the VTA area. The bill now moves to the Assembly where it is likely to be heard in both Transportation and Revenue & Taxation committees. The bill must clear its first committee by July 3.

The bill is also set to be heard at the MTC Legislation Committee on June 14, 2024.

Bus Transportation Safety Campaign

Base Management is focusing on improving supervisor visibility in the field to support Bus Operators and remind them about safety. As part of the on-going effort to improve safety performance, MV Transportation conducted a Safety Assessment on their CUB (Contracted Urban Bus) Service which included reviews of a safety culture, training, driver performance, risk and claims, trends, as well as roundtable discussions with new hires, Road Supervisors, and a separate interview with the MV's General Manager. With the commencement of the new five-year contract, MV Transportation installed DriveCam on the fixed route buses they use. This

new tool aims at monitoring and detecting risk behaviors that could lead to accidents. The information from the system is made available to their management team to review and discuss with bus operators that create a coachable event. Staff will receive a presentation and a report from MV regarding the effectiveness of this new tool during its initial launch. Staff will receive monthly and quarterly reports to monitor progress towards the District goal.

North Base directly operated fixed route exceeded the miles between preventable accidents; however, when combining directly operated with contracted services for fixed route, the system did not meet the goal of 100,000 miles between preventable accidents during the month of April 2024. Below is a table illustrating the miles between accidents performance by location.

	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	321,736	2	160,868
South Base	224,196	3	74,732
CUB	215,640	9	23,960
ADA	153,179	0	153,179
Micro Transit	12,736	0	N/M

Bus Operator Employee of the Month (EOM) Recognitions

Terry Benjamin is the April 2024 Bus Operator of the Month at North Base. This is Terry’s first EOM award during his nearly two years of service with the District. **Mesgana Mulugeta** is the April 2024 Bus Operator of the Month at South Base. This is Mesgana’s first EOM award during his two years of service with the District.

Bus Maintenance Employee of the Month (EOM) Recognitions

Triztanes Tumanganis the April 2024 Mechanic of the Month at North Base. This is his second EOM Award during his nearly six years of service with the District. **Yilak Mandefro** is the April 2024 Mechanic of the Month at South Base. This is his fourth EOM Award during his nearly 4.5 years of service with the District.



Agenda

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

San Mateo County Transit District

Wednesday, June 5, 2024 – 2:30 pm

- | | | |
|--------|---|---------------|
| 9.a.1. | Call to Order | |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of May 1, 2024 | Motion |
| 9.a.3. | Accessible Services Update | Informational |
| 9.a.4. | Citizens Advisory Committee Update | Informational |
| 9.a.5. | Paratransit Coordinating Council Update | Informational |
| 9.a.6. | Quarterly Report Quarter 3 Fiscal Year 2024 | Informational |
| 9.a.7. | Monthly Performance Report April 2024 | Informational |
| 9.a.8. | Adjourn | |

Committee Members: Brooks Esser (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**

May 1, 2024

Committee Members Present: B. Esser (Chair), R. Mueller, P. Ratto

Committee Members Absent: None

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

Other Board Members Absent: None

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

8.a.1. Call to Order

Committee Chair Brooks Esser called the meeting to order at 2:29 pm.

8.a.2. Approval of Minutes of the Community Relations Committee Meeting of April 3, 2024

Motion/Second: Chuang/Medina

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

Noes: None

Absent: None

8.a.3. Proclamation Declaring May as Older Americans Month

Committee Chair Esser summarized the proclamation, which was accepted by Irene Liana, First Executive Vice Chair of the Commission on Aging and Chair of the Transportation and Aging in Community Committee.

Motion/Second: Canepa/Gee

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

Noes: None

Absent: None

8.a.4. Accessible Services Update

Tina Dubost, Manager, Accessible Services, said their program coordinator for senior and veteran services is continuing to do community outreaches, and has done presentations on self-help for the elderly and the CHP (California Highway Patrol) held a safe driving seminar. She

added that they are looking into additional places where they can go to promote their services to seniors, veterans, and others.

Public Comment:

Marlon Jonathan Herrera Sanchez said executive commuter routes are necessary for San Mateo County for commuters to feel safe.

8.a.5. Citizens Advisory Committee Update

John Baker provided a summary of the April 24 CAC meeting, which included a presentation on the *Reimagine SamTrans* Phase 4 Implementation.

8.a.6. Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, said they had sent out an email notice through the State Council on Developmental Disabilities to attract new members to the PCC.

8.a.7. Monthly Performance Report | March 2024

Ana Rivas, Director of Bus Transportation, provided the latest performance statistics. She reviewed the March performance statistics and recognized the employees of the month. She noted an increase in both the average weekly ridership and the total monthly ridership compared to 2023, and said that in March, they had reached 94.1 percent of pre-pandemic ridership. She noted that Ride Plus ridership went down slightly at the commencement of fare collection.

Director Josh Powell asked about looking at all ridership modes and the possibility of getting multi-trip information (multimodal) in the dashboard. David Olmeda, Chief Operating Officer, Bus, said they will look in into mode of trip origination and get that information to the Board.

Public Comment:

Marlon Jonathan Herrera Sanchez said he has observed increased ridership on the buses.

8.a.8. Adjourn

The meeting adjourned at 2:43 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 February 2024 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 April 9, 2024, Meeting

ATTENDANCE:

Members in person:

Susan Capeloto, Dept. of Rehabilitation; Sandra Lang, Community Member; Sammi Riley, Consumer, Vice Chair, Educ. Comm. Chair; Kelly Shanks, SamTrans (designee for T. Dubost); Marie Violet, Dignity Health. (Member attendance = 5/8, Quorum = Yes)

Members on Zoom:

Dao Do, Rosener House; Tina Dubost, SamTrans

Guests:

David Koffman, Nelson\Nygaard; Jane Stahl, PCC Staff; Lynn Spicer, SamTrans; Sarah Verity, AbilityPath (Zoom); Vicky Churchill, TransDev/Redi-Wheels; Kenneth Richardson, TransDev/Redi-Wheels; Drennen Shelton, MTC; Charlsie Chang, SamTrans Gov. Affairs; Peter Skinner, SamTrans Gov. Affairs

Absent:

Benjamin McMullan, Chair, CID; Kathy Uhl, CoA, Consumer

WELCOME/INTRODUCTIONS:

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

APPROVAL OF MARCH MINUTES:

Sandra Lang moved to approve the March meeting minutes; Marie Violet seconded the motion. The minutes were approved.

PUBLIC COMMENTS:

None.

PRESENTATION

Peter Skinner and Charlsie Chang gave a presentation on the [Regional Transit Connections Plan](#). Ten percent of the monies received from Measure W are allocated to regional transit programs.

An [online survey](#) is open until the end of April to uncover the needs of the community, establish the types of projects that should be prioritized. They are also doing pop-up events to gather input.

A copy of the presentation can be accessed on the PCC website.

Questions were asked about outreach to major employers, particularly regarding work from home or the office, and the effect on transit. Charlsie responded that they have worked with the labor councils and have received feedback from the various sectors within a company.

PRESENTATION

Drennen Shelton, MTC, shared proposed recommendations to standardize the ADA paratransit eligibility process and asked for input. These recommendations are part of the Transformation Action Plan created by the MTC's Blue Ribbon Task Force. A final report should be ready in June/July.

Each of 20 paratransit programs in the area were surveyed on how they determine eligibility, and this informed a preliminary report on universal eligibility practices. (This report was sent out to PCC members prior to the meeting.)

Drennen outlined the 12 recommendations:

1. Standardize the application form and provide an online application process; translation would be provided.
2. Standardize the eligibility interview protocol.
3. Standardize the appeals process; create regional standing committees to hear appeals for smaller agencies.
4. Explore non in-person assessments for certain disability categories, e.g. certain cognitive, visual, and psychiatric disabilities.
5. Increase application of trip-by-trip conditional eligibility.
6. Standardize definitions of eligibility categories and renewal times and move from a 3- to a 5-year eligibility term.
7. Provide annual eligibility training for evaluators in the region.
8. Identify paratransit alternatives and include this with the travel training in the eligibility process.
9. Ensure agencies have ongoing monitoring strategies to ensure eligibility outcomes are correct; have secondary reviews on denials, adherence to 21-day deadline for determination, and review costs.
10. Connect with new eligibility vendors to ensure competition and lower costs.
11. Explore technical solutions to enhance eligibility implementation, e.g. integrating eligibility with an upgraded scheduling or dispatching software.
12. Two longer-term recommendations/best practices:
 - a. Make sure all agencies are conducting in-person assessments.
 - b. Ensure the availability of regional eligibility centers.

Sandra asked who evaluates the vendors. Drennen confirmed that they want to make sure that agencies are monitoring the vendors on an ongoing basis.

David asked how quality control would work. Drennen responded that reviewing eligibility outcomes/trends, and sitting-in on interviews or reviewing cases is recommended. Tina confirmed that Redi-Wheels randomly selects a certain number of applicants for review.

Sandra asked about types of questions. Drennen responded that there are certain disabilities where a skills assessment isn't viable, so additional questions that have been vetted and reviewed would be provided. Tina clarified that their vendors do have the ability to ask follow-up questions that can be customized to the individual.

Tina had some comments on the recommendations:

- The recommendation for vendors to receive annual training is good.
- However, when the Redi-Wheels in-person process was set up, there was a concern that there might be a perception of unfairness if not everyone had to come in.
- She was also opposed to regional eligibility centers because of the excessive travel time required. She felt that this might deter someone from applying.

David asked about the pandemic's effect on assessments. Drennen agreed that there had been an effect but that generally in-person assessments have resumed.

COMMITTEE REPORTS:

Policy/Advocacy/Legislative (PAL) – Sammi Riley, Chair

See page 10.

Education – Sammi Riley

There was no meeting. Sammi presented to COD on March 28th. She showed the video "What is the PCC?" followed by a Q&A.

The next meeting will be on May 7th, at 3pm.

Executive – Sammi Riley

The committee met on April 2nd. Tina gave an update on the same-day service.

Discussion had continued on the proposed restructuring of the PCC and reforming it as a SamTrans advisory committee. A list of pros and cons was proposed to help in the decision.

The next meeting will be on May 7th, at 2pm.

Nominations/Membership – Open

No report. This chair position is open to anyone who is interested.

OPERATIONAL REPORTS

Kenneth Richardson provided some information on the points raised by a rider at the March meeting. He had called the rider to get more information.

1. He spoke to the driver about the behavior issues of a service animal. The driver could not recall an incident where she felt uncomfortable with an animal. The current policy is that the animal should be under the owner's control; if not, the driver will give a reminder. If the behavior is not corrected, the driver will pull over and reach out to dispatch.
2. He checked the front door of the rear-loading vehicles and found that there are in fact handles on both sides. The rider also checked and confirmed that this is the case. Reminders were issued to drivers that they should assist with the ramps.
3. He worked with corporate training on a curriculum for schedulers and dispatchers, each of whom will go through it individually. They are also adding some videos on disability etiquette to ensure a professional service.
4. Standard software is used for scheduling trips, but dispatchers have been asked to go through the planned routes to ensure that they make sense.

The rider was grateful for the follow up.

PERFORMANCE REPORT

Tina referred the attendees to the performance report in the packet.

COMMENT STATISTICS REPORT

No questions.

SAFETY REPORT

Vicky Churchill reported that there were six preventable incidents and three non-preventable accidents in March, an increase probably due to the change to daylight savings time. Drivers are receiving retraining.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

No meeting.

ERC – Sammi Riley

Tina reported no updates on the Trapeze software.

Commission on Disabilities (CoD) – Sammi Riley

No report.

Center for Independence (CID) – Ben McMullan

No report.

Commission on Aging – Kathy Uhl

No report.

Coastside Transportation Committee (CTC) – Tina Dubost

No meeting is scheduled.

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

– Sandra Lang

The CAC-TA met on April 2nd. Routine financial reports were received.

- There was an amendment to increase the amount for contracts for on-call transportation planning services by \$2.5M.
- There was a \$19M authorization request for the US 101/Route 73 area improvement project.
- They received an informational presentation on reconnecting communities.
- They received an update on the ferry program from Redwood City to Oakland.

The next meeting is on May 7th.

Department of Rehabilitation – Susan Capeloto

The DoR is holding focus groups on renaming itself.

Other Business

None.

The meeting adjourned at 3:02pm. The next meeting is on May 14th, in person and remotely via Zoom.

Minutes of Policy/Advocacy/Legislative (PAL) Meeting – Sammi Riley

The minutes from the March PAL meeting were included in the meeting packet. Tina moved to approve the minutes; Sammi seconded the motion. The minutes were approved by roll call.

Legislative

None.

Advocacy

Tina reported that Redi-Wheels ridership for the first 8 months increased about 12% compared to last year. SamTrans bus ridership is increasing a little faster.

Policy Issues.

Tina gave an update on the Same-Day service. As of April 8, there had been 238 same-day paratransit trips and demand is as expected. Increases are anticipated as the weather improves. The service is meeting or coming very close to performance metrics.

- Denied trips are 6%.
- On time performance is at least 90%.
- Productivity is not meaningful due to the low number of trips.
- Late cancels and no shows are comparable to the overall system.

Based on the destinations, trip purposes are anecdotally defined as 40% - medically related; 18% - errands, 10% - groceries.

About 88 individuals have used the service; 24% took more than two one-way trips. The service trial period is 12 months.

There was a question about how many of the denied trips crossed zones; Tina will check to see if a count of such requests is possible.

Dao Do commented that some of her agency's participants used the service when they had to go home early.

The next PAL meeting will be on May 14, 2024.

**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
Subject: **Quarterly Report | Quarter 3 Fiscal Year 2024**

Action

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

Significance

The quarterly report provides an overview of key performance indicators, including ridership, on-time performance, fares, workforce composition, safety, fleet, and customer experience for the period of January – March 2024 (Quarter 3, Fiscal Year 2024).

This quarter included schedule adjustments from Runbook 144 (implemented on November 5, 2023) and discontinuation of Route 398, launch of Route EPX, and enhancements to midday frequency on Route 110 and weekend frequency on Route ECR from Runbook 145 (implemented on February 11, 2024).

Fiscal Year 2024 (FY24) Quarter 3 Highlights (compared to FY23 Q3):

- 22.2 percent increase in total ridership
- 22.6 percent increase in ridership on equity priority routes
- 3.9 percent increase in on-time performance
- 20.3 percent decrease in subsidy per passenger on fixed route services
- 46.3 percent increase in Clipper START users
- All service categories saw an increase in on-time performance.

Ridership

Average weekday ridership (AWR) on SamTrans fixed route buses was 32,197 in Fiscal Year 2024 (FY24) Quarter 3, which is an increase of 21.4 percent compared to FY23 Quarter 3. Total bus ridership was 2,483,121, which is an increase of 22.2 percent compared to FY23 Quarter 3. The SamTrans fixed-route bus network had recovered 93.0 percent of total ridership compared to pre-pandemic ridership (FY19 Q3). Ridership details are included in Table 1.

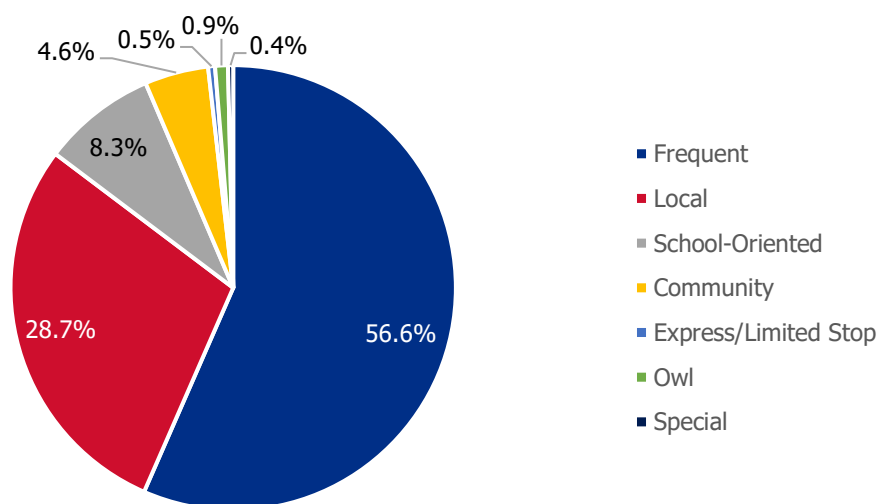
TABLE 1. AVERAGE WEEKDAY RIDERSHIP & TOTAL RIDERSHIP

Ridership Type	FY24 Q3	FY23 Q3	%Δ
Average Weekday Ridership	32,197	26,527	21.4%
Total Ridership	2,483,121	2,032,124	22.2%

Note: Does not include Route 713 or Dumbarton Express.

By service category, 56.6 percent of total ridership was on Frequent routes¹, 28.7 percent was on Local routes², 4.6 percent was on Community routes³, 8.3 percent was on School-Oriented routes⁴, 0.5 percent was on Express/Limited Stop routes⁵, 0.9 percent was on Owl⁶ routes, and 0.4 percent was on Special⁷ routes (see Figure 1Figure 1).

FIGURE 1. RIDERSHIP SHARE BY SERVICE CATEGORY



Note: Does not include Route 713 or Dumbarton Express.

In Quarter 3, all service categories saw ridership increases compared to the same quarter last year, and all but Owl routes saw double digit percentage growth. Ridership details by service category are included in Table 2.

¹ Routes with 15 minutes or better frequency, seven days a week. Routes include 120, 130, 296, and ECR.

² Routes with 30 minutes or better frequency, seven days a week. Routes include 110, 121, 122, 141, 250, 276, 278, 281, and 292.

³ Routes with 60 minutes or better frequency, five days a week. Routes include 112, 117, 142, 251, 260, 270, 280, 294, and 295.

⁴ Routes operating with very few trips a day and are scheduled to align with school schedules and bell times. All two-digit routes are School-Oriented routes.

⁵ Routes providing limited-stop service to or from major destinations and are typically longer in length. Routes include FCX and EPX.

⁶ Routes operating overnight after regular transit service has ended. Routes include 296 Owl, 397, and ECR Owl.

⁷ Routes serving a unique purpose that do not fit into other categories but should still be monitored for their performance to ensure that they are effectively serving the purpose of the service. Routes include 138 and Ride Plus.

TABLE 2. TOTAL RIDERSHIP BY SERVICE CATEGORY

Service Category	FY24 Q3	FY23 Q3	%Δ
Frequent	1,404,406	1,184,967	18.5%
Local	713,084	548,667	30.0%
School-Oriented	205,761	167,988	22.5%
Community	114,980	99,595	15.4%
Express & Limited Stop	12,443	9,539	30.4%
Owl	23,118	21,368	8.2%
Special	9,329	292	3,098.4%

Note: Does not include Route 713 or Dumbarton Express.

Standard productivity measures include boardings by vehicle revenue hour⁸, boardings by vehicle revenue mile⁹, and boardings by trip¹⁰. All three measures saw increased systemwide productivity in FY24 Q3 compared to the same period in FY23.

The fixed route bus network generated 16.0 boardings per vehicle revenue hour in Quarter 3, a 6.2 percent increase over the previous year. School-oriented routes had the highest boardings per vehicle revenue hour with 54.8, and Owl routes had the lowest with 4.2.

SamTrans had 1.6 boardings per revenue mile in Quarter 3, a 14.2 percent increase over the previous year. Again, School-Oriented routes had the highest boardings per vehicle revenue mile with 4.2. Owl and Express/Limited Stop routes had the lowest with 0.5.

Finally, SamTrans generated 20.6 boardings per revenue trip in Quarter 3, a 11.7 percent increase over the previous year. Frequent routes had the highest with 33.0 boardings per trip. Community routes had the lowest with 6.1. Ridership productivity measures are included in Table 3.

Express/Limited Stop service saw the largest decrease in productivity, likely due to the discontinuation of Route 398. Riders that used Route 398 could shift to alternate routes such as routes ECR, EPX, FCX, and 292, or may have shifted to other modes serving similar destinations like Caltrain and BART.

⁸ Boardings by vehicle revenue hour normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue hours operated.

⁹ Boardings per vehicle revenue mile normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue miles operated.

¹⁰ Boardings per trip normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per trip operated by the service.

TABLE 3. SYSTEMWIDE RIDERSHIP PRODUCTIVITY MEASURES & SERVICE CATEGORY BREAKDOWN

Productivity Measure	FY24 Q3	FY23 Q3	%Δ
Boardings per Vehicle Revenue Hour	16.0	15.1	6.2%
Frequent	20.4	19.0	7.4%
Local	12.0	11.4	5.0%
School-Oriented	54.8	43.1	27.0%
Community	7.2	6.3	14.7%
Express/Limited Stop	4.2	7.3	-42.4%
Owl	5.8	6.5	-10.8%
Boardings per Vehicle Revenue Mile	1.6	1.4	14.2%
Frequent	2.2	1.9	15.7%
Local	1.3	1.1	14.7%
School-Oriented	4.2	3.5	20.4%
Community	0.6	0.5	24.8%
Express/Limited Stop	0.2	0.4	-41.5%
Owl	0.5	0.5	6.8%
Boardings per Trip	20.6	18.5	11.7%
Frequent	33.0	28.3	16.5%
Local	15.3	14.1	9.0%
School-Oriented	27.7	23.1	20.0%
Community	6.1	5.3	14.0%
Express/Limited Stop	7.0	12.4	-43.8%
Owl	9.1	8.5	6.7%

Note: Does not include Route 713 or Dumbarton Express.

In Quarter 3, Ride Plus had 1.6 boardings per revenue hours, 0.3 boardings per revenue mile, 10.6 percent pooled trips, and a load factor of 1.2 (Table 4).¹¹ A year-over-year comparison will be provided starting in June 2024, one year after the launch of Ride Plus.

¹¹ For Ride Plus on-demand service, similar productivity measures are provided; however, the definitions used are different from fixed-route bus service. For boardings per revenue hour, revenue hour is defined as any time passengers have an opportunity to use the service (total hours minus time to/from the depot). For boardings per revenue mile, revenue miles are defined as distance traveled in the service area (total miles minus miles to/from the depot). Percent pooled trips and load factor show how many passengers are using the service per trip. Percent pooled trips is the share of total trips where multiple trips were taken simultaneously in the same vehicle. 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.

TABLE 4. RIDE PLUS PRODUCTIVITY MEASURES

Productivity Measure	FY24 Q3
Boardings per Vehicle Revenue Hour	1.6
East Palo Alto	1.6
Half Moon Bay	1.6
Boardings per Vehicle Revenue Mile	0.3
East Palo Alto	0.4
Half Moon Bay	0.2
Percent Pooled Trips	10.6%
East Palo Alto	6.1%
Half Moon Bay	15.1%
Load Factor	1.2
East Palo Alto	1.2
Half Moon Bay	1.1

Total ridership on Equity Priority Routes¹² was 1,836,156 in FY24 Quarter 3, accounting for 73.9 percent of total ridership (see Table 5). Equity Priority Routes are defined as routes where more than one-third of a route’s in-service miles are operated in an Equity Priority Area. Equity Priority Areas are neighborhoods where residents are more likely to lack access to a car, work low-wage jobs, and/or identify as people of color.

TABLE 5. RIDERSHIP IN EQUITY PRIORITY AREAS

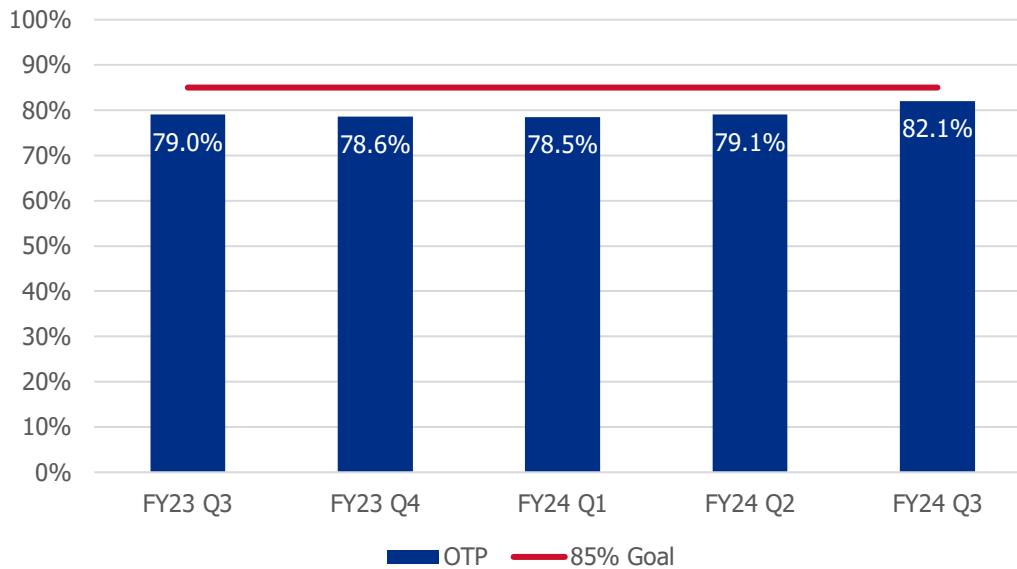
Service Category	FY24 Q3	FY23 Q3	%Δ
Boardings on Equity Priority Routes	1,836,156	1,497,774	22.6%
% of Total Boardings	73.9%	73.7%	0.3%

On-Time-Performance

Average systemwide on-time performance (OTP) for FY24 Quarter 3 was below SamTrans’ OTP goal of 85.0 percent at 82.1 percent (Figure 2Figure 2); however, this represents a 3.9 percent increase from the same quarter in the previous year. Average weekday OTP and average Saturday OTP were below goal at 81.3 percent and 82.2 percent, respectively. Average Sunday OTP was above goal at 87.0 percent. Average scheduled speed was 12.8 miles per hour, which is a 5.6 percent decrease compared to the previous year.

¹² Equity Priority Routes include 24, 25, 28, 29, 30, 35, 37, 41, 62, 68, 72, 79, 81, 120, 121, 122, 130, 138, 141, 142, 270, 276, 280, 281, 294, 296, 296 Owl, ECR, and ECR Owl.

FIGURE 2. ON-TIME PERFORMANCE BY QUARTER



Broken down by service category¹³, Frequent routes had the highest average OTP at 82.5 percent. Owl routes had the lowest average OTP of 66.4 percent. Ride Plus, SamTrans’ microtransit service, had an OTP¹⁴ of 91.1 percent. All service categories saw on-time performance improve in Quarter 3 compared to the previous year. Details are included in Table 6 and Figure 3.

TABLE 6. ON-TIME PERFORMANCE BY SERVICE CATEGORY

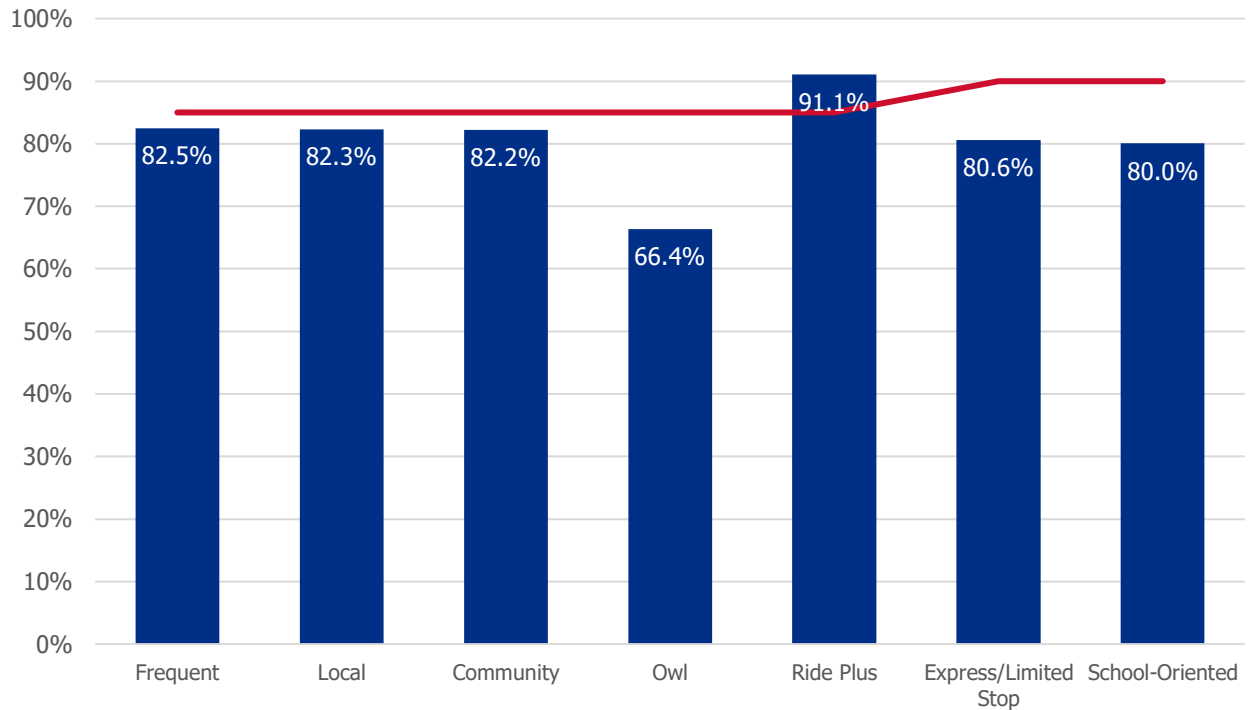
Service Category	FY24 Q3	FY23 Q3	%Δ
Frequent	82.5%	79.0%	4.4%
Local	82.3%	79.6%	3.4%
Community	82.2%	80.3%	2.4%
Owl	66.4%	59.4%	11.7%
Ride Plus	91.1%	-	-
Express/Limited Stop	80.6%	75.9%	6.2%
School-Oriented	80.0%	75.1%	6.6%

Note: Ride Plus was launched on June 18, 2023.

¹³ Note: Based on revenue hours, Frequent routes were 44.3 percent of service, Local routes were 39.2 percent, Community routes were 10.6 percent, Express & Limited Stop routes were 0.8 percent, School-Oriented routes were 2.5 percent, Owl routes were 2.5 percent, and Special routes were 0.1 percent. Special routes only include route 138 for this report. Future reports will include Ride Plus in this category.

¹⁴ Ride Plus is on time if a vehicle arrives up to five minutes from estimated pick-up time.

FIGURE 3. ON-TIME PERFORMANCE BY SERVICE CATEGORY



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

Fares

In FY24 Quarter 3, total fixed route fare revenue was \$3,142,660, a 15.6 percent increase from the previous year. Of the fares collected, 61.1 percent were Adult fares, 21.3 percent were Eligible Discount fares, and 17.6 percent were Youth fares. As for how passengers paid, 11.3 percent used one-way tickets (e.g., cash, free rides), 46.8 percent used Clipper, and 41.9 percent used a pass (e.g., day, month, Youth Unlimited). There is a decline in cash payment of one-way fares and an increase in Clipper compared to last year due to SamTrans’ active promotion of Clipper. Details are included in Table 7 and Table 8.

TABLE 7. TOTAL FARES COLLECTED BY TYPE

Fare Type	FY24 Q3	FY23 Q3	%Δ
Adult	1,513,443	1,227,389	23.3%
Eligible Discount	527,730	447,751	17.9%
Youth	434,782	366,039	18.8%

TABLE 8. FARES BY PAYMENT METHOD

Payment Method	FY24 Q3	FY23 Q3	%Δ
One-Way Ticket	280,703	300,786	-6.7%
Clipper	1,158,134	904,993	28.0%
Clipper START	27,171	18,570	46.3%
Pass	1,037,118	832,229	24.6%

Note: Free fares on Ride Plus were not integrated into the reporting system and therefore not included in this data.

Total operational cost in FY24 Quarter 3 was \$43,066,536, a 17.8 percent increase from the previous year. The cost per passenger was \$16.08 and the subsidy per passenger was \$14.81; however, both cost metrics declined favorably in FY24 Q3 compared to FY23 Q3. Farebox recovery was 7.3 percent of operating costs, a 1.9 percent decrease compared to the previous year. Details are included in Table 9.

TABLE 9. OPERATING COSTS AND FAREBOX RECOVERY METRICS

Metric	FY24 Q3	FY23 Q3	%Δ
Farebox Revenue	\$3,142,660	\$2,718,330	15.6%
Operational Costs	\$43,066,536	\$36,547,232	17.8%
Cost per Passenger	\$16.08	\$16.65	-3.4%
Subsidy per Passenger	\$14.81	\$15.32	-3.3%
Farebox Recovery Rate	7.3%	7.4%	-1.9%

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

Operator Count

During FY24 Quarter 3, the District and Contracted Services (Contracted Urban Bus Service [CUBS] and Coastside) employed a combined total of 536 total fixed route operators, a 23.3 percent increase compared to the previous year. Of the total fixed route operators, 60.4 percent were District operators, 34.9 percent were CUBS operators, and 4.7 percent were Coastside operators. The District’s goal, as part of delivery of Reimagine SamTrans, is to increase District operator head count to 348. In Quarter 3, the District was at 93.1 percent of its goal. For details, see Table 10.

TABLE 10. AVERAGE TOTAL OPERATORS

Operators	FY24 Q3	FY23 Q3	%Δ
Total	536	452	18.6%
District	324	302	7.3%
CUBS	187	132	41.7%
Coastside	25	18	38.9%

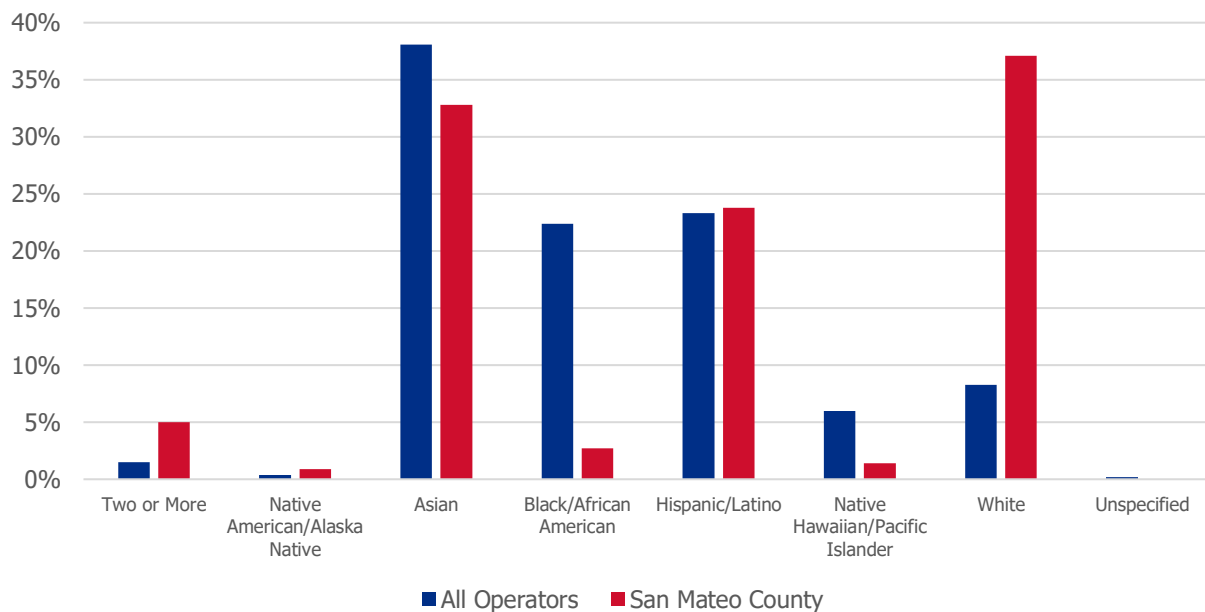
Note: Quarterly employment statistics were provided by the District’s People & Culture team and MV Transportation for CUBS and Coastside services from the last week of the quarter.

Of the District and Contracted Services, 17.0 percent identified as women, 82.8 percent identified as men, and 0.2 percent preferred not to specify.

For race and ethnicity, 91.8 percent of operators identify as persons of color and/or Hispanic/Latino. Broken down, 38.1 percent identify as Asian, 23.3 percent identify as Hispanic/Latino, 22.4 percent identify as Black/African American, 1.5 percent identify as Two or More Races, 6.0 percent identify as Native Hawaiian/Pacific Islander, 0.4 percent identify as American Indian/Alaska Native, and 0.2 percent preferred not to specify. See Figure 4 for details on operator race and ethnicity.

The District monitors this data to see how closely the SamTrans operator’s demographics reflect the demographics of San Mateo County which it serves. Compared to San Mateo County Census demographics, operators identifying as Asian, Black/African American, and Native Hawaiian/Pacific Islander are overrepresented, while those identifying as Hispanic/Latino, White, Two or More Races, and Native American/Alaska Native are underrepresented.

FIGURE 4. OPERATORS BY RACE & ETHNICITY



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

Preventable Accidents

In FY24 Quarter 3, there were 37 preventable accidents. The goal is to have one or fewer preventable accidents per 100,000 miles; this quarter, SamTrans did not meet its goal with 1.6 accidents per 100,000 miles. Preventable accidents per 100,000 miles decreased 26.8 percent when compared to the previous year. Details are included in Table 11.

TABLE 11. PREVENTABLE ACCIDENTS

	FY24 Q3	FY23 Q3	%Δ
Preventable Accidents	37	46	-19.6%
District	22	25	-12.0%
Contracted Services	15	21	-28.6%
Accident Frequency Ratio (per 100,000 miles)	1.6	2.2	-26.8%
District	1.4	1.7	-18.8%
Contracted Services	2.1	3.3	-36.7%

Note: Of total revenue miles, the District operates approximately 70 percent and MV Transportation provides 30 percent.

Service Calls

SamTrans had 81 service calls in FY24 Quarter 3, a 14.1 percent increase from the previous year. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans met its goal with 0.9 service call per 25,000 miles. For details, see Table 12.

TABLE 12. SERVICE CALLS

	FY24 Q3	FY23 Q3	%Δ
Service Calls	81	71	14.1%
District	48	49	-2.0%
Contracted Services	33	22	50.0%
Service Call Frequency Ratio (per 25,000 miles)	0.9	0.8	3.8%
District	0.7	0.8	-9.6%
Contracted Services	1.1	0.9	32.4%

Fleet in Operation

In FY24 Quarter 3, 314 buses were in operation out of North and South Base. Approximately 86.6 percent were diesel buses, 8.0 percent were diesel-hybrid, and 5.4 percent were battery electric. In terms of mileage, 86.5 percent were operated by diesel buses, 8.9 percent were operated by diesel-hybrid, and 4.6 percent were operated by battery electric. For details, see Table 13.

TABLE 13. FLEET IN OPERATION

	FY24 Q3	FY23 Q3	%Δ
Total	314	297	5.7%
Diesel	272	272	0.0%
Diesel-Hybrid	25	25	0.0%
Battery Electric	17	0	100.0%
Hydrogen Fuel Cell	0	0	0.0%

Trips That Did Not Operate

In FY24 Quarter 3, there were 70 trips that did not operate (DNO) out of 120,483 total trips. The goal is to have 20 or fewer DNOs per every 100,000 trips; this quarter, SamTrans did not meet its goal with 58.1 DNOs per 100,000 trips. Of this increase, District-operated DNOs increased by 252.6 percent, and Contracted Services decreased its DNOs by 40.0 percent compared to the previous year. 77.1 percent of the total DNOs experienced during Quarter 3 occurred on the day of and day after the Super Bowl, which included the San Francisco 49ers. For details, see Table 14.

TABLE 14. TRIPS THAT DID NOT OPERATE

	FY24 Q3	FY23 Q3	%Δ
DNOs	70	24	191.7%
District	67	19	252.6%
Contracted Services	3	5	-40.0%
DNOs Frequency Ratio (per 100,000 trips)	58.1	21.6	168.9%
District	71.8	21.5	233.4%
Contracted Services	11.1	21.9	-49.6%

Customer Experience

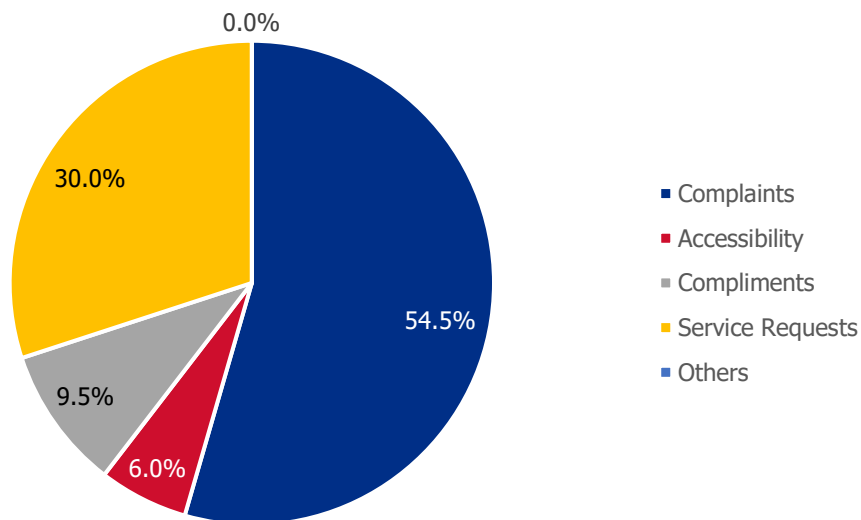
In FY24 Quarter 3, SamTrans Customer Service received 503 public comments, which breaks down to 2.0 comments per 10,000 boardings. This is a 17.2 percent decrease from the same period in the previous year. Details can be seen in Table 15.

TABLE 15. CUSTOMER FEEDBACK DETAILS

	FY24 Q3	FY23 Q3	%Δ
Total	503	497	1.2%
Complaints	274	251	9.2%
Accessibility	30	23	30.4%
Compliments	48	86	-44.2%
Service Requests	151	137	10.2%
Others	0	0	0.0%
Comments per 10,000 boardings	2.0	2.4	-17.2%

Of the public comments in FY24 Quarter 3, 54.5 percent were complaints, 6.0 percent were about accessibility, 9.5 percent were compliments, and 30.0 percent were service requests (see Figure 5.)

FIGURE 5. CUSTOMER FEEDBACK BY TYPE



Overall, the most common themes of public comments were operator feedback (21.5 percent), pass-up (13.5 percent), and bus stop/shelter service requests (11.5 percent). See Table 16 for a comparison to the previous year.

TABLE 16. MOST COMMON PUBLIC COMMENT THEMES

FY24 Q3			FY23 Q3		
Category	Comment Type	% of Total Comments	Category	Comment Type	% of Total Comments
Operator	Complaint	21.5%	Operator	Complaint	24.3%
Pass-Up	Complaint	13.5%	Pass-Up	Complaint	18.0%
Bus Stop/ Shelter	Service Request	11.5%	Bus Stop/ Shelter	Service Request	15.7%
Late	Complaint	10.1%	Late	Complaint	9.4%
Schedule Request	Service Request	8.5%	Schedule Request	Service Request	6.5%

Most people continue to use phone and email to leave comments. 47.3 percent of comments were received by phone, 51.7 percent by email, 0.6 percent by comment card, 0.2 percent by letter, and 0.2 by walk-in. There were no comments left by social media this quarter. Details are included in Table 17.

TABLE 17. REPORTING METHOD

Method	FY24 Q3	FY23 Q3	%Δ
Phone	238	242	-1.7%
Email	260	246	5.7%
Comment Card	3	4	-25.0%
Social Media	0	5	-100.0%
Letter	1	0	100.0%
Walk-In	1	0	100.0%

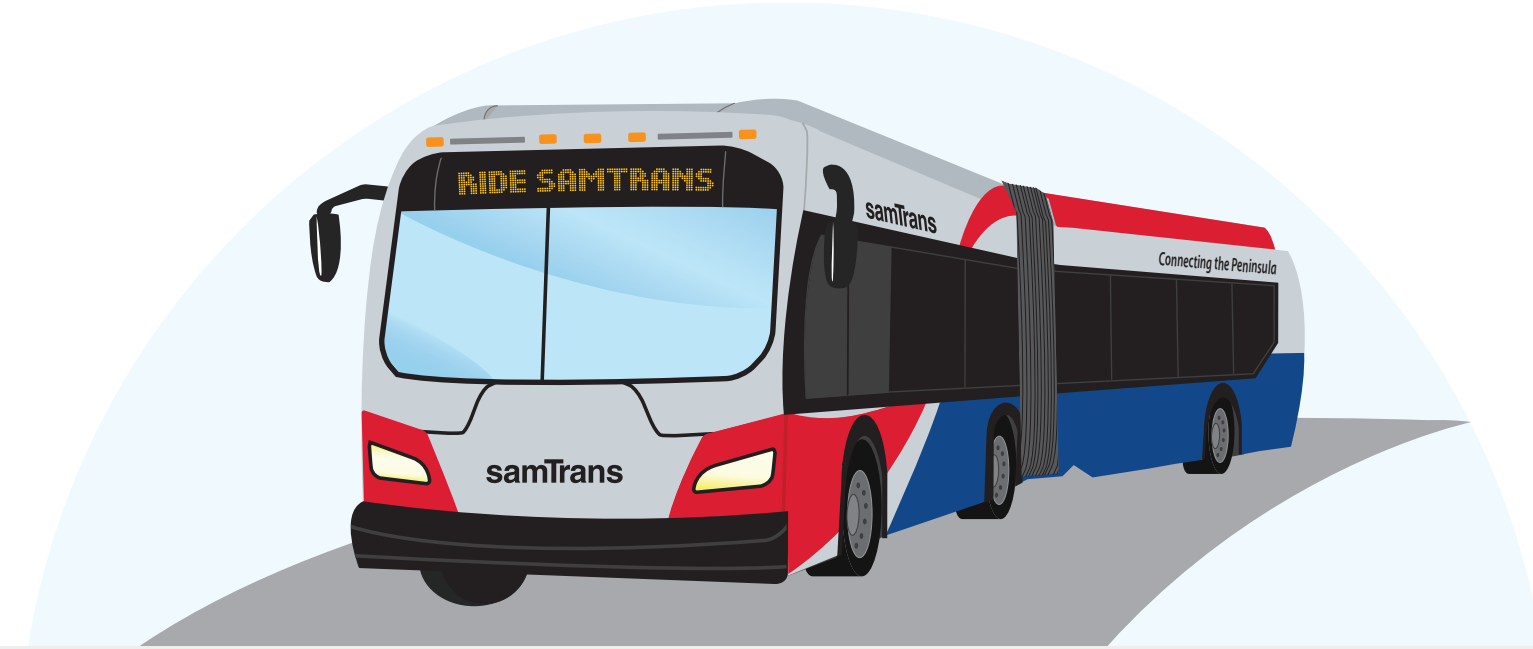
Data shown in this report is current as of May 1, 2024.

Prepared By: Emily Chen Senior Planner, Operations Planning

650-551-6127

QUARTERLY DASHBOARD

January - March 2024 (FY24 Q3)



RIDERSHIP, SERVICE & ON-TIME PERFORMANCE

Systemwide Overview

2,483,121

Boardings (+22.2%¹)

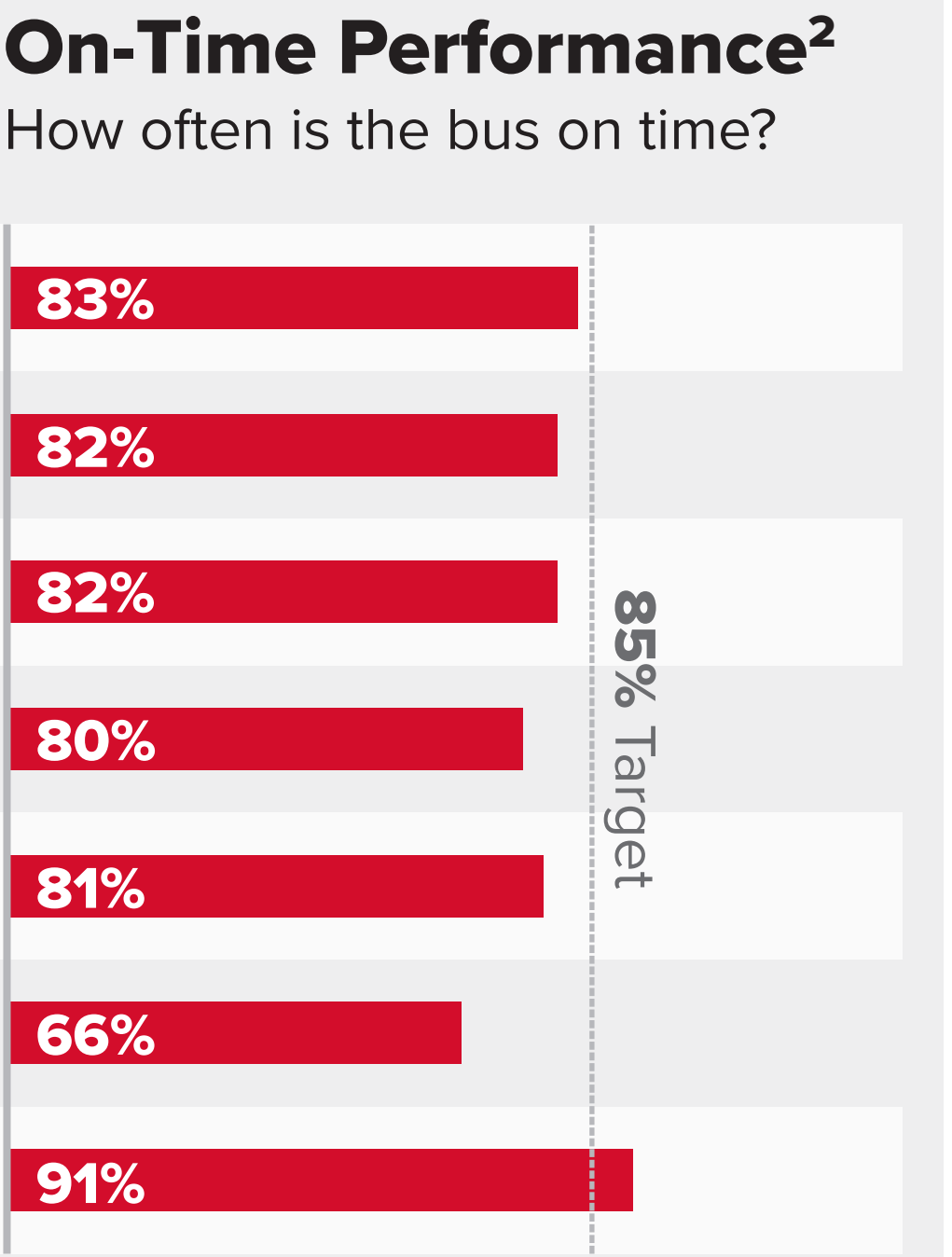
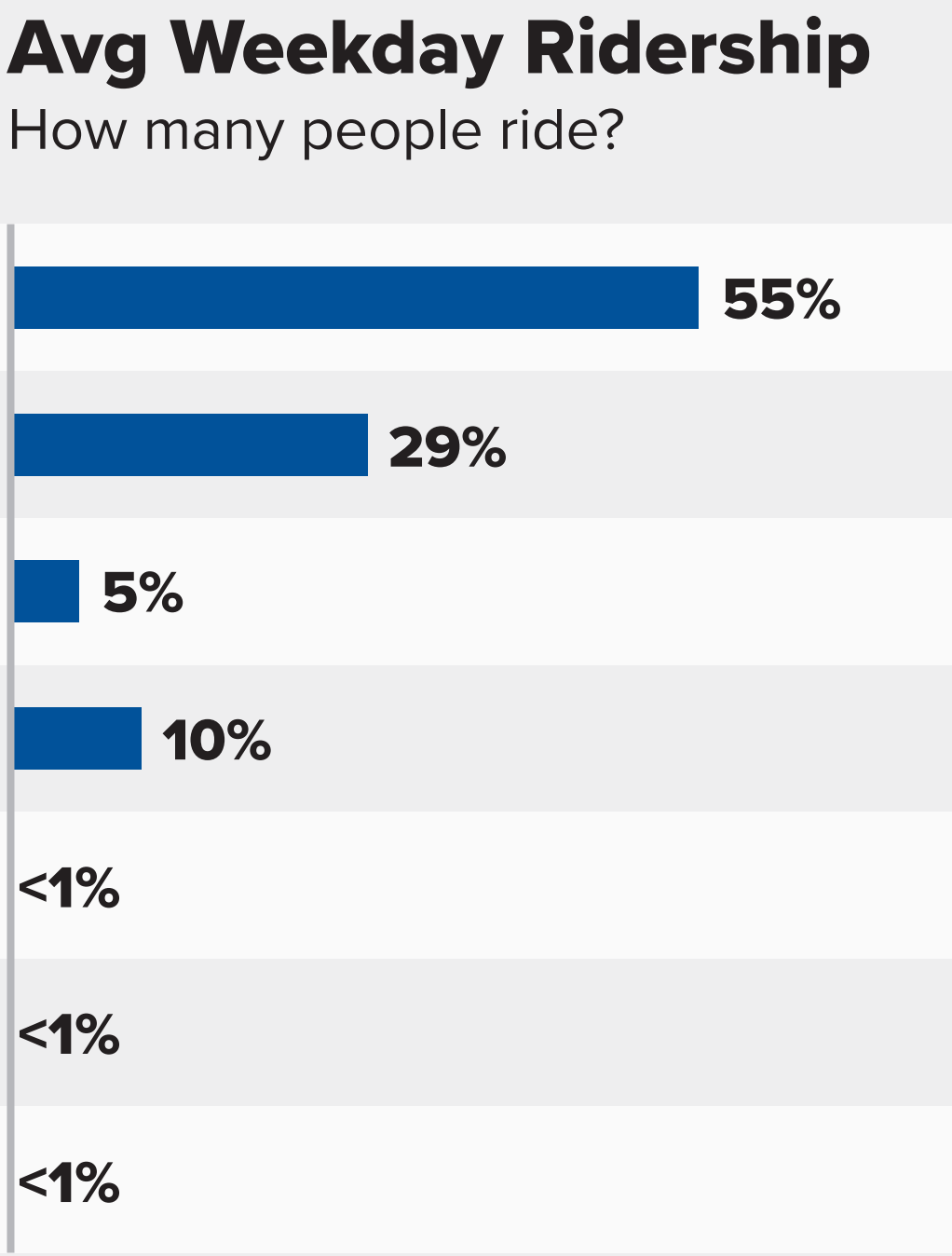
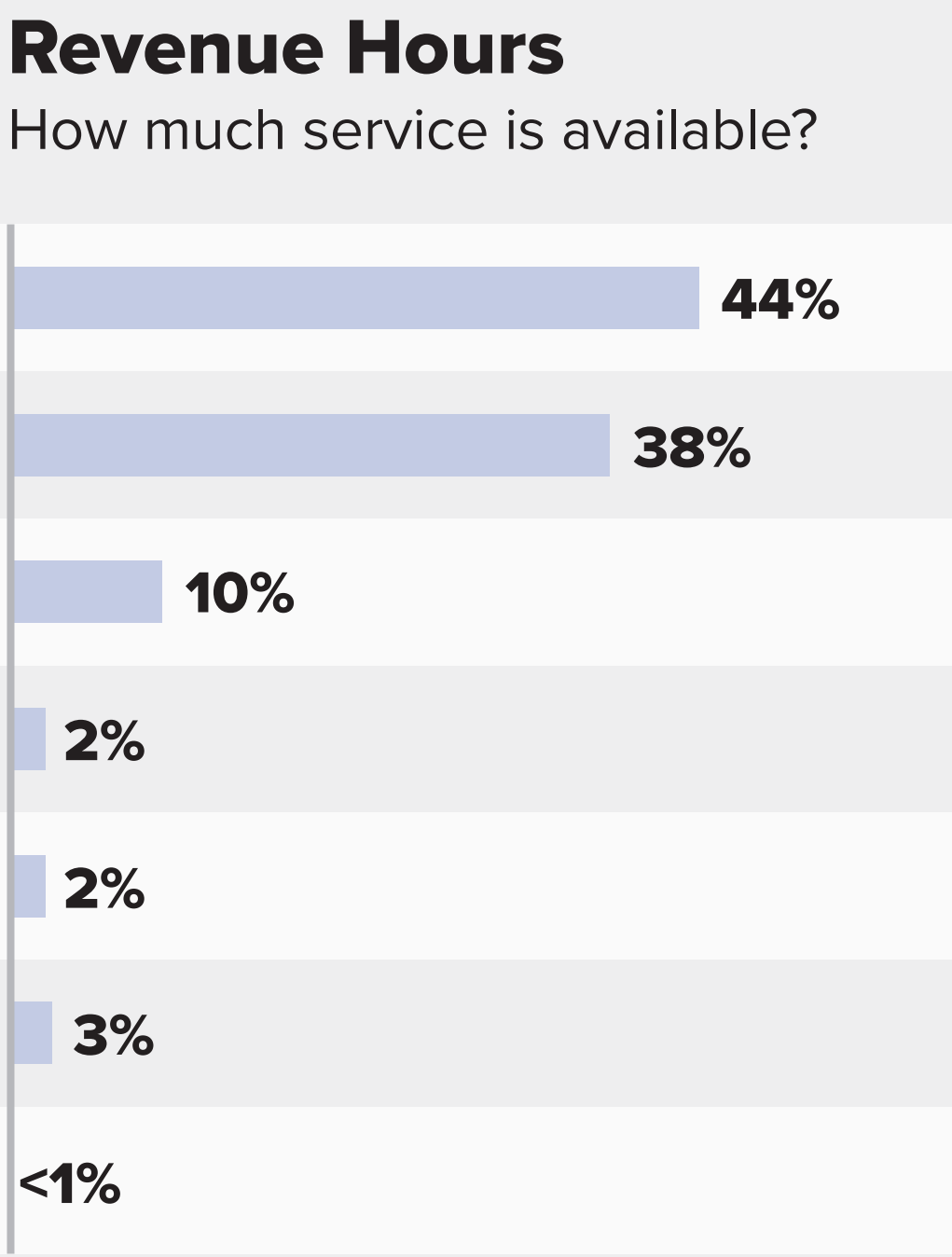
71 Routes

1.5M Revenue Miles

Service Categories

What types of service are available?

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



155K Total Revenue Hours

32.2K Systemwide Average

82.1% Systemwide Average

FARES

\$3.1M Fare Revenue

\$14.81 Subsidy Per Passenger

Fare Type

Eligible Discount: 18%	Youth: 21%	Adult: 61%
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Payment Method

One-Way Ticket: 11%	Pass: 42%	Clipper: 47%
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OPERATORS

536 Average Number of Operators

324 SamTrans	187 CUB	25 Coastside
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Race & Ethnicity

Native American: <1%	Asian: 38%	Black: 22%	Native Hawaiian: 1%	2+ Races: 5%	White: 8%	Hispanic: 23%
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Gender

Women: 17%	Unspecified: 1%	Men: 82%
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SamTrans (Red), San Mateo County (Pink)

ENVIRONMENT & SAFETY

Service Calls

Goal: <1

0.9 Per 25,000 Miles (+3.8%¹)

Preventable Accidents

Goal: <1

1.6 Per 100,000 Miles (-26.8%¹)

Fleet in Operation

8% Hybrid	87% Diesel	5% Electric
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RIDER EXPERIENCE

58.1 Trips Not Operated Per 100,000 Trips (+168.9%)

2.0 Comments Per 10,000 Boardings (-17.2%¹)

Comment Type

Service Request: 30%	Accessibility: 6%
Compliment: 10%	Complaint: 54%

Trending Themes

23% Operators
14% Pass-Up
12% Bus Stop/Shelter

Top 3 in FY24 Q2 Operators, Pass Up & Late

¹ Percent change from the previous year (FY23 Q3)

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



FY24 Quarter 3 (Jan-Mar 2024) Report

Item #9.a.6.
6/5/2024



Board of Directors | June 5, 2024

QUARTERLY DASHBOARD

January - March 2024 (FY24 Q3)



RIDERSHIP, SERVICE & ON-TIME PERFORMANCE

Systemwide Overview



2,483,121

Boardings (+22.2%)

71
Routes

1.5M
Revenue Miles

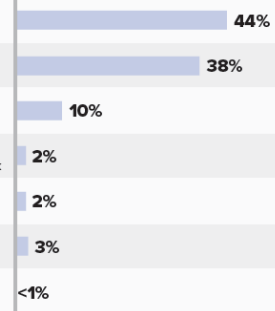
Service Categories

What types of service are available?

15 min	Frequent 15-minute or better frequency, 7 days/week	44%
30 min	Local 30-minute or better frequency, 7 days/week	38%
60 min	Community 60-minute or better frequency, 5-7 days/week	10%
	School-Oriented Routes aligned with school bell times, 5 days/week	2%
	Express & Limited Stop Peak-only routes with few stops, 5 days/week	2%
Night	Owl Overnight routes, 7 days/week	3%
Special	Special Routes Unique purpose routes, 7 days/week	<1%

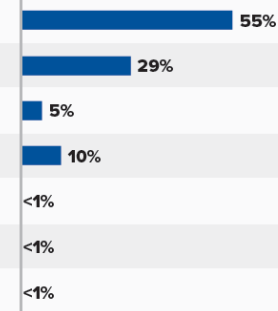
Revenue Hours

How much service is available?



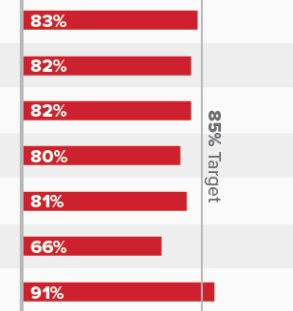
Avg Weekday Ridership

How many people ride?



On-Time Performance²

How often is the bus on time?



155K Total Revenue Hours

32.2K Systemwide Average

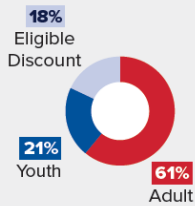
82.1% Systemwide Average

FARES

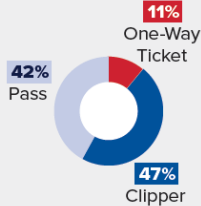
\$3.1M Fare Revenue

\$14.81 Subsidy Per Passenger

Fare Type



Payment Method

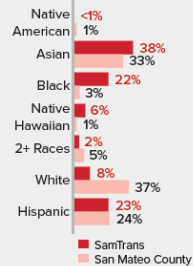


OPERATORS

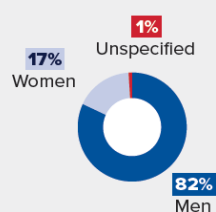
536 Average Number of Operators

324 SamTrans
187 CUB
25 Coastside

Race & Ethnicity

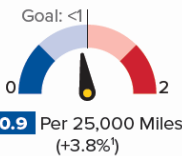


Gender



ENVIRONMENT & SAFETY

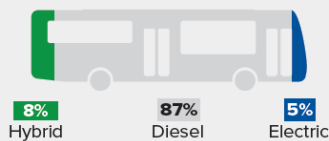
Service Calls



Preventable Accidents



Fleet in Operation



RIDER EXPERIENCE

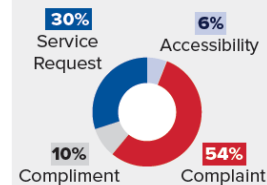
58.1

Trips Not Operated Per 100,000 Trips (+168.9%)

2.0

Comments Per 10,000 Boardings (-17.2%)

Comment Type



Trending Themes

23% Operators
14% Pass-Up
12% Bus Stop/Shelter

Top 3 in FY24 Q2 Operators, Pass Up & Late

¹ Percent change from the previous year (FY23 Q3)

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

Quarter 3 Dashboard (Jan-Mar) Highlights

RIDERSHIP, SERVICE & ON-TIME PERFORMANCE

Systemwide Overview



2,483,121

Boardings (+22.2%¹)

71
Routes

1.5M
Revenue Miles

Service Categories

What types of service are available?

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

Revenue Hours

How much service is available?

15 min	44%
30 min	38%
60 min	10%
→	2%
→	2%
Night	3%
Special	<1%

155K Total Revenue Hours

Avg Weekday Ridership

How many people ride?

15 min	55%
30 min	29%
60 min	5%
→	10%
→	<1%
Night	<1%
Special	<1%

32.2K Systemwide Average

On-Time Performance²

How often is the bus on time?

15 min	83%	85% Target
30 min	82%	
60 min	82%	
→	80%	
→	81%	
Night	66%	
Special	91%	

82.1% Systemwide Average

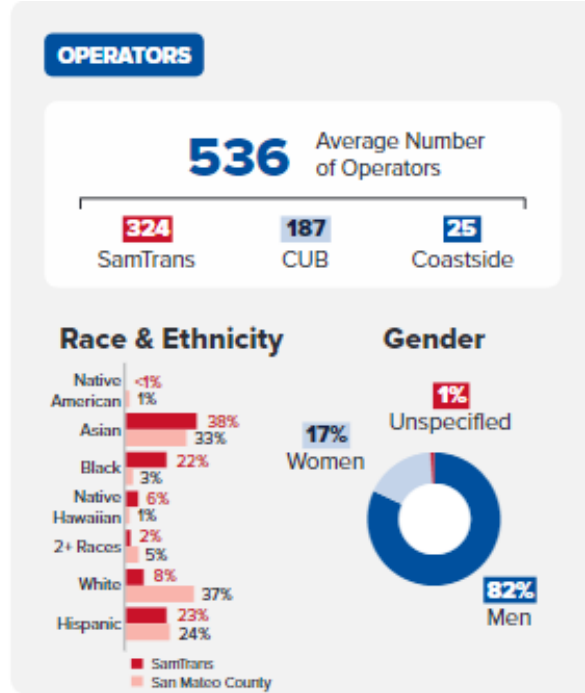
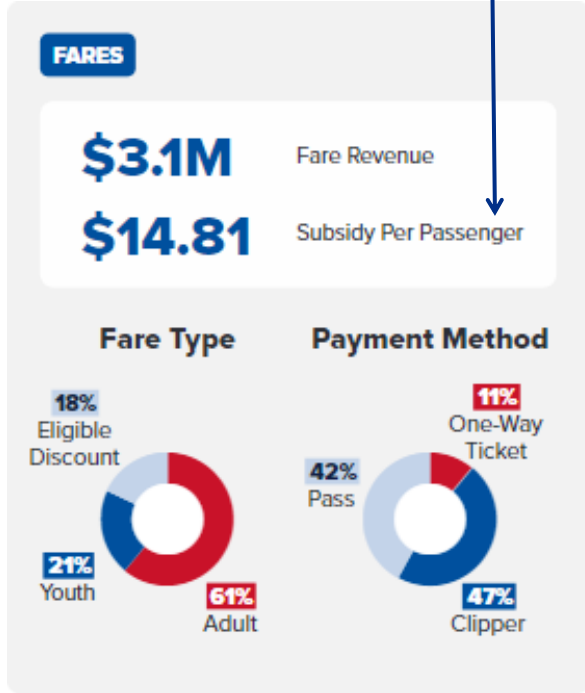
Ridership increased 22.2% YoY
Ridership on Equity Priority Routes increased 22.6% YoY

On-time performance increased 3.9% YoY

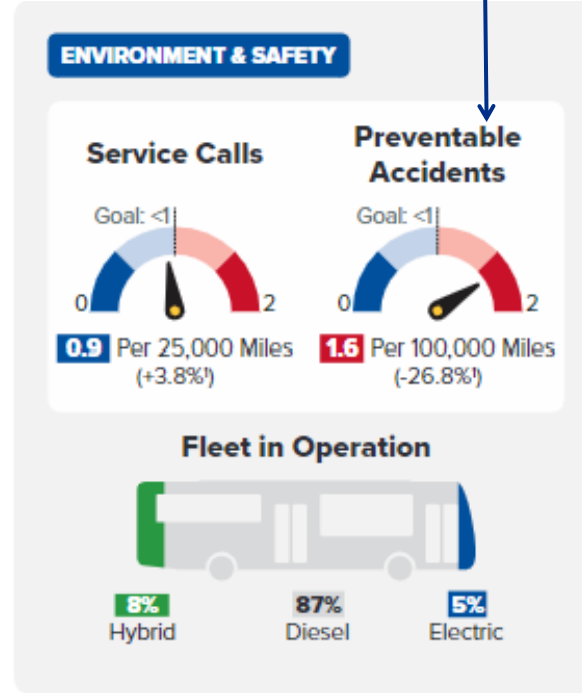
¹ Percent change from the previous year (FY24 Q3)

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

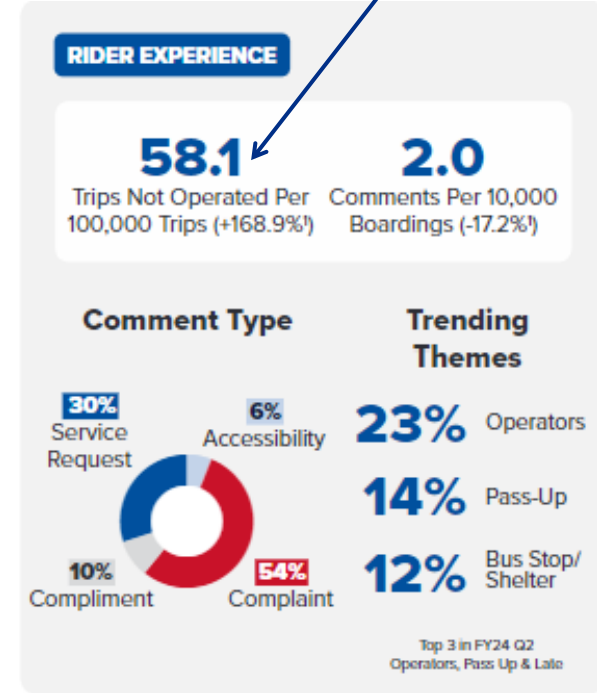
3.3% decrease in subsidy per passenger YoY



Preventable accidents decreased 26.8% YoY and 22.9% MoM



77.1% of all DNOs occurred on the day of and the day after the Super Bowl



¹Percent change from the previous year (FY24 Q3)



Thank You!

**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 | April 2024**

Action

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

Significance

SamTrans: Average weekday ridership (AWR) across all four modes (Bus, Paratransit, Shuttles, and Ride Plus) increased by 10.0 percent in April 2024 compared to April 2023. The total monthly ridership increased by 14.1 percent.

Post-pandemic SamTrans total fixed-route bus ridership recovery in April 2024 reached 98.7 percent of pre-pandemic total bus ridership in April 2019. SamTrans Adult fare usage recovery is 119.7 percent compared to pre-pandemic adult fare usage.

Ride Plus: For April 2024, average weekday ridership for Ride Plus was 99 trips and total ridership was 2,731 trips. This is a 1.3 percent increase compared to the previous month's total ridership. Of the total ridership, 70.5 percent of trips were taken in East Palo Alto/Belle Haven and 29.5 percent were taken in Half Moon Bay/El Granada.

Youth Unlimited Pass: Monthly usage for SamTrans Youth Unlimited Pass continues to increase year over year. For the month of April 2024, Youth Unlimited Pass usage increased 32.7 percent compared to April 2023. SamTrans will continue promotion and coordination with schools to encourage all eligible youth to participate in the program and ensure widespread distribution of passes to all eligible students by schools.

Other SamTrans Key Performance Indicators (includes Contracted Urban Bus Service [CUBS]):

- **Preventable Accidents** – There were 15 preventable accidents in April 2024. The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 1.9 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 32 service calls in April 2024. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans met its goal with 1.0 service call per 25,000 miles.
- **On-Time-Performance (OTP)** – OTP systemwide for April 2024 was 82.6 percent. This is below the goal of 85.0 percent.
- **Did Not Operate (DNOs)** – In April 2024, there were 6 DNOs.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Apr-22	Apr-23	Apr-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	24,362	29,597	32,949	11.3%	21,785	26,808	31,023	15.7%
Paratransit	632	689	747	8.4%	544	649	719	10.7%
Shuttles	1,589	1,888	1,587	-15.9%	1,327	1,756	1,687	-3.9%
Ride Plus			99				96	
Total	26,583	32,174	35,382	10.0%	23,656	29,213	33,525	14.8%

SAMTRANS Total Ridership								
Mode	Apr-22	Apr-23	Apr-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	628,572	756,744	868,826	14.8%	5,684,653	6,967,305	8,261,391	18.6%
Paratransit	16,016	16,981	19,291	13.6%	139,920	165,665	185,281	11.8%
Shuttles	33,435	37,834	34,961	-7.6%	282,692	364,620	349,552	-4.1%
Ride Plus			2,731				30,517	
Total	678,023	811,559	925,809	14.1%	6,107,265	7,497,590	8,826,741	17.7%

CALTRAIN Average Weekday Ridership								
Mode	Apr-22	Apr-23	Apr-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	15,451	18,620	23,122	24.2%	11,084	16,860	20,609	22.2%

CALTRAIN Total Ridership								
Mode	Apr-22	Apr-23	Apr-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	397,753	417,760	577,786	38.3%	2,905,131	4,146,622	4,981,728	20.1%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Apr-22	Apr-23	Apr-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	68	89	101	13.5%	56	80	98	21.6%
BART (San Mateo County)	14,963	17,432	17,713	1.6%	11,654	16,520	17,661	6.9%

OTHER MODES in San Mateo County Total Ridership								
Mode	Apr-22	Apr-23	Apr-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	1,432	1,781	2,211	24.1%	11,926	17,010	20,627	21.3%
BART (San Mateo County)	395,490	467,092	473,877	1.5%	3,152,703	4,475,076	4,754,274	6.2%

Important Notes:

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

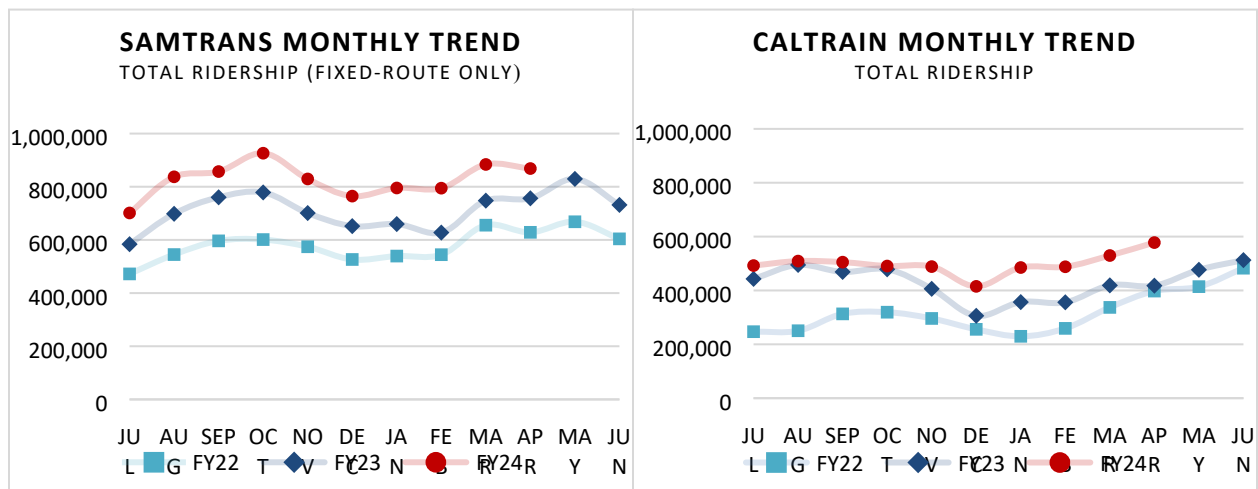
Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles. There have been some issues over the past few months with delayed data report submittals. The lost historical data gets picked up in the following month's report.

SamTrans shuttle ridership is +5.2% in FY24 to date.

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	Apr-22	Apr-23	Apr-24
Adult	358,470	463,056	537,053
Eligible Discount	157,541	167,853	184,462
Youth	112,335	125,564	146,956
--- Youth Unlimited Pass	44,564	60,037	79,666
Total	628,346	756,473	868,471

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	Apr-22	Apr-23	Apr-24
On-Time Performance	81.8%	78.8%	82.6%
Preventable Accidents	14	12	15
Service Calls	18	24	32
Trips Scheduled	37,917	36,447	41,188
Did Not Operate DNOs	576	5	6

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' Miles between Preventable Accidents goal is 100,000 miles. There were 52,142 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 24,441 Miles between Service Calls this month.

Ride Plus started in June 2023.

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) Ride Plus Key Performance Indicators			
KPI	Apr-22	Apr-23	Apr-24
Total Ridership	--	--	2,731
--- East Palo Alto Trips	--	--	1,925
--- Half Moon Bay Trips	--	--	806
Active Users	--	--	330
New Registrations	--	--	148
Total Downloads	--	--	287
--- iOS Downloads	--	--	250
--- Android Downloads	--	--	37
Load Factor	--	--	1.3

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Apr-22	Apr-23	Apr-24
Revenue Hours (Sched.)	45,916	45,020	53,519
Revenue Miles (Sched.)	511,465	475,443	526,353
Total Fleet Miles (Actual)	701,757	699,639	782,126

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

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

PARATRANSIT Operations Key Performance Indicators			
KPI	Apr-22	Apr-23	Apr-24
On-Time Performance (RW)	95.0%	90.7%	91.4%
On-Time Performance (RC)	95.7%	93.0%	93.0%
Preventable Accidents (RW)	2	0	0
Preventable Accidents (RC)	0	1	0
Service Calls (RW)	4	4	3
Service Calls (RC)	0	0	0

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Apr-22	Apr-23	Apr-24
Revenue Miles (RW)	128,690	144,700	156,471
Revenue Miles (RC)	14,581	19,101	21,637
Fleet Miles (RW)	143,505	161,422	173,961
Fleet Miles (RC)	18,811	24,205	26,632

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Apr-19	Apr-22	Apr-23	Apr-24	% ³
Bus	33,332	24,362	29,597	32,949	98.9%
Paratransit	1,151	632	689	747	64.9%
Shuttles	11,613	1,589	1,888	1,587	13.7%
Ride Plus				99	
Total	46,096	26,583	32,174	35,382	76.8%

SAMTRANS Total Ridership					
Mode	Apr-19	Apr-22	Apr-23	Apr-24	% ³
Bus	880,464	628,572	756,744	868,826	98.7%
Paratransit	28,896	16,016	16,981	19,291	66.8%
Shuttles	254,372	33,435	37,834	34,961	13.7%
Ride Plus				2,731	
Total	1,163,732	678,023	811,559	925,809	79.6%

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 (FY2024) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership reached 98.9 percent of pre-pandemic levels (2019) for this month of April 2024.

CALTRAIN Average Weekday Ridership					
Mode	Apr-19	Apr-22	Apr-23	Apr-24	% ³
Caltrain	67,728	15,451	18,620	23,122	34.1%

CALTRAIN Total Ridership					
Mode	Apr-19	Apr-22	Apr-23	Apr-24	% ³
Caltrain	1,593,266	397,753	417,760	577,786	36.3%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Apr-19	Apr-22	Apr-23	Apr-24	% ³
Dumbarton	131	68	89	101	77.1%
BART (San Mateo County)	45,641	14,963	17,432	17,713	38.8%

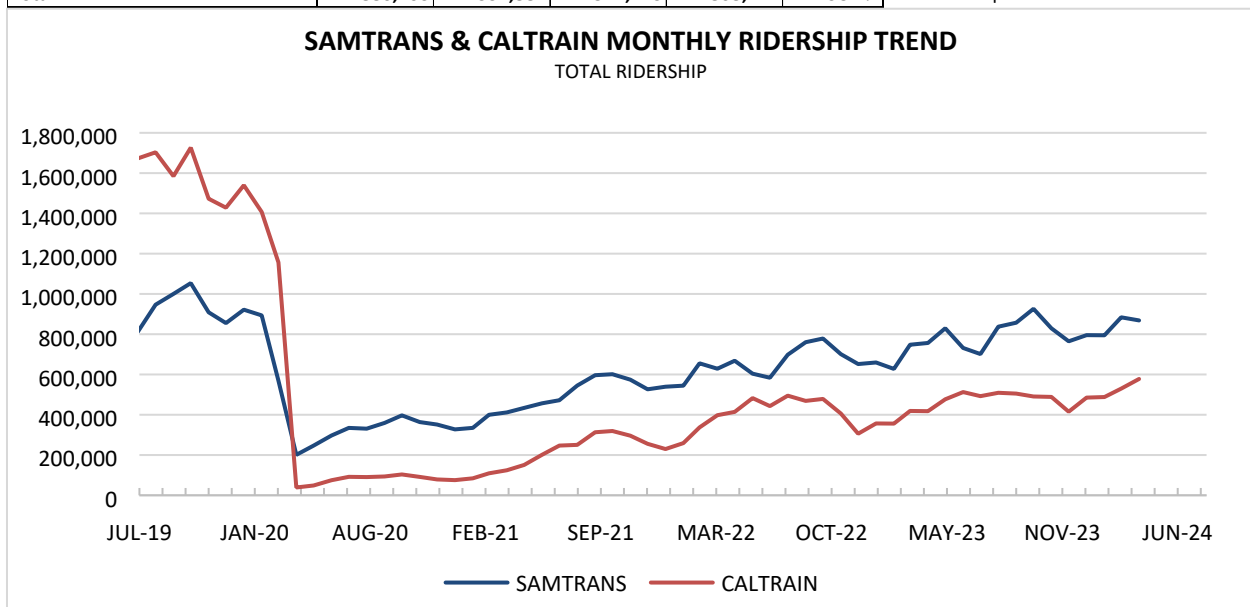
OTHER MODES in San Mateo County Total Ridership					
Mode	Apr-19	Apr-22	Apr-23	Apr-24	% ³
Dumbarton	2,885	1,432	1,781	2,211	76.6%
BART (San Mateo County)	1,141,040	395,490	467,092	473,877	41.5%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Apr-19	Apr-22	Apr-23	Apr-24	% ³
Adult	448,611	207,362	311,915	537,053	119.7%
Youth	194,645	17,367	93,735	146,956	75.5%
Eligible Discount	236,947	110,153	138,763	184,462	77.8%
Total	880,203	334,882	544,413	868,471	98.7%

%³ indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Apr-22	Apr-23	Apr-24
Complaints	102	82	99
Accessibility	12	10	10
Compliments	14	23	13
Service Requests	35	48	47
Reports Total	163	163	169

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 April 2023 (163) to April 2024 (169).

COMMUNICATIONS & MARKETING

Communications and Marketing:

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

- SamTrans names Operator and Maintenance Employees of the Year
- SamTrans Board of Directors approves new Code of Conduct and Enforcement Policy
- SamTrans seeks public comment about proposed changes to Route 121 in Daly City
- SamTrans Planning Administrator, Kate Christopherson, wins Rising Star award from CALACT (blog post)
- “Gear Up” Bus Mechanic Recruitment Campaign
- “Drive with Us” Bus Operator Recruitment Campaign
- Clipper Mobile (ongoing)
- Clipper START (ongoing)

Digital Marketing Report:

April started strong for SamTrans with the Operator of the Year and Maintenance Employee of the Year awards at the April Board of Directors meeting. SamTrans promoted two events this month, the Sustainable San Mateo County's 25th Annual Awards Celebration and the Peninsula Libraries Comic Arts Fest Kickoff Event in Daly City. On-going rotational messaging included our Gear Up Mechanic Recruitment Campaign, Drive with Us Bus Operator Recruitment Campaign, and Ride Plus microtransit, as well as adding SamTrans Citizens Advisory Committee Recruitment to the lineup. At the Earth Day event, we pushed out educational messaging focusing on our new Battery-Electric Bus/Fuel Cell Electric Bus fleet, bicycle information, as well as Ride Plus promotion. With Spring Break occurring in April for some schools, SamTrans also published daily messages throughout the second week of the month, highlighting popular travel topics such as commuting to airports and other destinations (i.e. beaches).

Digital Marketing highlights:

- Operator of the Year 2023
- Maintenance Employee of the Year 2023
- Earth Day 2024
- Spring Break Promo
- “Gear Up” Bus Mechanic Recruitment Campaign
- Ride Plus
- Class 187 Graduation
- SamTrans Planning Admin Kate Christopherson Rising Star Award

- New Code of Conduct and Enforcement Policy
- Peninsula Libraries Comic Arts Fest Kickoff
- Citizens Advisory Committee Recruitment
- Sustainable San Mateo County's 25th Annual Awards Celebration
- SamTrans Throwback Thursday/Bus Friday
- "Drive with Us" Operator Recruitment Campaign
- Bus Operator Mentorship Program

Prepared By:	Emily Chen	Senior Planner, Operations Planning	650-551-6127
	Tasha Bartholomew	Manager, Media Relations	650-508-7927
	Robert Casumbal	Director, Marketing	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845
	Jamie Vizmanos	Digital Communications Specialist	650-508-7704



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

APRIL CHAN
GENERAL MANAGER/CEO

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

Wednesday, June 5, 2024 – 2:45 pm

or immediately following the Community Relations Committee meeting

- | | | |
|--------|---|---------------|
| 9.b.1. | Call to Order | |
| 9.b.2. | Approval of Minutes of the Finance Committee Meeting of April 3, 2024 | Motion |
| 9.b.3. | Awarding a Contract to Trapeze Software Group, Inc. for the Purchase, Configuration, Implementation, Subscription, and Maintenance of Trapeze Enterprise Asset Management System for a Not-to-exceed Amount of \$7,995,520 for a Ten-year Base Term, and Authorizing Exercise of Five One-year option Terms for an Additional Not-to-exceed Amount of \$2,925,466 | Motion |
| 9.b.4. | Annual Audit of Measure W Sales Tax Revenues and Expenditures for the Fiscal Year Ended June 30, 2023 | Informational |
| 9.b.5. | Quarterly Financial Report and Outlook for Fiscal Years 2024 and 2025 | Informational |
| 9.b.6. | Adjourn | |

Committee Members: Marie Chuang (Chair), David J. Canepa, Josh Powell

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**

April 3, 2024

Committee Members Present: M. Chuang (Chair), D. Canepa, J. Powell

Committee Members Absent: None

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

Other Board Members Absent: P. Ratto

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

9.b.1. Call to Order

Committee Chair Marie Chuang called the meeting to order at 3:31 pm.

9.b.2. Approval of Minutes of the Finance Committee Meeting of March 6, 2024

Motion/Second: Medina/Gee

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

Noes: None

Absent: Ratto

9.b.3. Adopting a Revised Travel Policy and Procedures

April Chan, General Manager/CEO, introduced David Santoro, Deputy General Manager/CEO, who presented the staff report outlining the aspects of the new policy, which included the following:

- Last updated in 2021 and reflected current legislation with the repeal of Senate Bill 447, which took effect on September 13, 2023 and repealed the prohibition on traveling to states that enacted laws that serve to discriminate, or permit discrimination, against individuals on the basis of sexual orientation, gender identity, or gender expression
- Updated travel reimbursement elements for travel, food, beverage and relocation expense policy
- Accounted for changes in reporting for the District and the Peninsula Corridor Joint Powers Board (JPB) for overseeing travel

- Established reimbursement limits and updated authorization procedures for Board Members

Motion/Second: Medina/Esser

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

Noes: None

Absent: Ratto

9.b.4. Awarding a Contract to Clark Construction Group - CA, LP of San Francisco, California, for Construction Manager General Contractor Services for the South Base Battery Electric Bus Charging Infrastructure Project for a Total Amount of \$975,681

Ms. Chan introduced Tanisha Werner, Deputy Director, Infrastructure, who provided the presentation.

Committee Chair Chuang asked about the District's relationship with PG&E (Pacific Gas and Electric) providing power to the project. Mr. Olmeda clarified that the role of PG&E is for delivery of electricity provided through Peninsula Clean Energy.

Motion/Second: Esser/Powell

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

Noes: None

Absent: Ratto

9.b.5. Adjourn

The meeting adjourned at 3:53 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: Dave Covarrubias Deputy Chief Financial Officer David Olmeda Chief Operating Officer, Bus

Subject: **Awarding a Contract to Trapeze Software Group, Inc. for the Purchase, Configuration, Implementation, Subscription, and Maintenance of Trapeze Enterprise Asset Management System for a Not-to-exceed Amount of \$7,995,520 for a Ten-year Base Term, and Authorizing Exercise of Five One-year Option Terms for an Additional Not-to-exceed Amount of \$2,925,466**

Action

Staff proposes the Finance Committee recommend that the Board of Directors of the San Mateo County Transit District (District):

1. Award a contract to Trapeze Software Group, Inc. of Cedar Rapids, Iowa (Trapeze) for the purchase, configuration, implementation, subscription, and maintenance of an Enterprise Asset Management (EAM) system for a not-to-exceed amount of \$7,995,520 for a ten-year base term, which includes \$3,907,359 for project implementation inclusive of expenses, tax, fees, and contingency, and \$4,088,161 for software subscription and maintenance support services; and \$2,925,466 for five one-year-option terms to be exercised at the District's sole discretion.
2. Authorize the General Manager/CEO or designee to execute a contract in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise up to five one-year option terms at an amount no- to-exceed \$2,925,466 in the aggregate for all five option terms, if determined to be in the best interest of the District.

Significance

Approval of the above actions will provide the District with a modern EAM system to replace the current system, which is obsolete and has not been supported by the software publisher for at least 14 years. The EAM system is the backbone of Bus Maintenance and Facilities Maintenance. Replacing the legacy system with a modern system will allow the District to computerize some processes currently performed by hand and will promote overall efficiency and transparency.

The EAM will be used primarily by the District's fleet maintenance and facilities maintenance departments. The system will interface with the District's enterprise applications, including legacy systems, for integrated functionality. The EAM system will directly manage transit and facility assets, work orders, inventory, fuel/fluid, and ongoing Transit Asset Management (TAM) metrics. The EAM system will also interface with applicable pre-existing separate applications used to manage data and procedures for capital budgets, asset management, procurement, charge and yard management, bus telematics and other requirements. The EAM System capabilities will produce a range of reports responsive to local, state, and federal requirements, such as TAM regulation. The EAM System will be cloud-based, which aligns with District's technology strategic plan.

Budget Impact

Funds to support the purchase and implementation of the EAM system are included in the District's Fiscal Year 2023 Adopted Capital Budget with funding from District Sales Tax. The ten-year software subscriptions and maintenance costs, and costs for exercise of the subsequent option terms, will be included in future year operating budgets.

Background

The District's legacy EAM system, SPEAR, has been in use for more than 20 years and the software publisher has declared it at end-of-life and no longer viable. As such, support, updates, and all other services are no longer available for SPEAR.

In 2021, the District hired a consultant to perform a Needs Assessment and Gap Analysis to serve as the basis for acquiring and fully implementing an improved maintenance and asset management system encompassing bus transit maintenance operations, inventory/material operations, and facilities management. In addition, the assessment:

- Determined which EAM components will best help the District meet its growing business needs;
- Identified opportunities to improve operational efficiency to allow for growth for the next ten to 15 years;
- Supported requirements gathering to successfully implement and manage the District's TAM Plan under federal "Moving Ahead for Progress in the 21st Century Act" (MAP 21 State of Good Repair) requirements; and
- Developed a technology roadmap identifying which scalable technology solution(s) best supports the District's expanded bus services, inventory management, timekeeping management, and facilities management functions.

The consultant identified the following:

- The District's legacy system, SPEAR, does not contain the entire history of assets;
- An absence of standard processes within the same division;
- A lack of automated workflows and notifications to streamline work processes;
- Prevalent reliance on both paper files and Excel (e.g., download from SPEAR and add details using Excel), ; and

- Staff awareness of newer systems that can automate much of the data entry and workflows that currently take a significant amount of time.

Based on these findings, on August 5, 2022, the District issued Request for Proposals (RFP) 22-S-T-029 to solicit an EAM provider and implementor.

The District received proposals from seven implementors . The seven implementors proposed four different EAM systems, as follows:

Firm	EAM System Proposed
21 Tech, LLC	Hexagon EAM
Accenture LLP	Hexagon EAM
Bahwan Cyberdeck, Inc.	IBM Maximo EAM
KPMG, LLP	Hexagon EAM
EAM Solutions, LLC	Hexagon EAM
Maintstar, Inc.	Maintstar EAM
Trapeze Software Group, Inc.	Trapeze EAM

After extensive reviews, evaluations, and interviews, staff found the Hexagon and Trapeze systems were both adequate and appropriate for District needs. The evaluation then turned to the question of which implementor would be best able to implement the EAM system and train staff in its use.

After numerous demonstrations and interviews, internal meetings, and discussions, staff selected Trapeze and the Trapeze EAM system as the best EAM system and implementor for the District. The proposal from Trapeze was timely submitted and was found to be responsive. Staff and Trapeze engaged in negotiations on the scope of work, price and Trapeze staff members who will be the key personnel during implementation and training. Staff has evaluated the cost of the various proposals, the relative advantages to the District in each, and has determined Trapeze’s price to be fair and reasonable.

Prepared By:	Natalie Chi Rasmussen	Project Manager	650-508-6418
	John Montenero	Procurement Manager	650-508-7767

**Resolution No. 2024-
Board of Directors, San Mateo County Transit District
State of California**

* * *

Awarding a Contract to Trapeze Software Group, Inc. for the Purchase, Configuration, Implementation, Subscription, and Maintenance of Trapeze Enterprise Asset Management System for a Not-to-exceed Amount of \$7,995,520 for a Ten-year Base Term, and Authorizing Exercise of Five One-year Option Terms for an Additional Not-to-exceed Amount of \$2,925,466

Whereas, on August 5, 2022, the San Mateo County Transit District (District) issued Request for Proposals (RFP) 22-S-T-029 for Provision and Implementation of an Enterprise Asset Management (EAM) System (Services); and

Whereas, in response to the RFP, the District received proposals from seven firms, proposing four different EAM systems; and

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

Whereas, the Committee determined that Trapeze Software Group, Inc. of Cedar Rapids, Iowa (Trapeze) possesses the necessary qualifications and requisite experience to successfully perform the Services; and

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

Whereas, staff conducted a price analysis and determined that Trapeze's prices are fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract for the Services to Trapeze for a not-to-exceed amount of \$7,995,520 for a ten-year base term, authorize the General Manager/CEO to authorize a contract with Trapeze in a form acceptable to legal counsel, and authorize the General Manager/CEO or designee to exercise up to five one-year option terms for an additional total not-to-exceed amount of \$2,925,466 in the aggregate for the five option terms, if in the best interest of the District.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Trapeze Software Group, Inc. for the purchase, configuration, implementation, subscription, and maintenance of a new Enterprise Asset Management System, which includes software installation, technical support, staff training, and space to store District data, for a ten-year base term for a total not-to-exceed amount of \$7,995,520; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with Trapeze in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise up to five one-year option terms for an additional not-to-exceed amount of \$2,925,466 in the aggregate for all option terms, if in the best interest of the District.

Regularly passed and adopted this 5th day of June, 2024, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Board of Directors - June 2024

Board Action Requested

Authorize the award of a contract to Trapeze Software Group, Inc. for the purchase of cloud-based Enterprise Asset Management (EAM) system.

What is an Enterprise Asset Management (EAM) system?

- It is a tool for the management and administration of the maintenance of physical assets throughout each asset's lifecycle. Assets include the following: buses, vehicles, parts, buildings, infrastructure, and subsystems
- It is a software platform to plan, optimize, document, and track maintenance activities. It is tailored to priorities, skills, materials, tools, and trends.

EAM System Assessment/Status

CONSULTANT (Jan '21 through May '24)
(Needs Assessment, Report, Develop RFP, Support Negotiation)

2021

2022

2023

2024

2025

2026

PROCUREMENT
(July '22 through May '24)
(RFP, Evaluate, Negotiate)

REQUESTED BOARD ACTION
(June '24)

Why do we need it?

- **Current Spear System (1998) is obsolete and not supported**
- **Cloud platform supports new technology, workflow processes, integration, and cyber security requirements**



Organizational Benefits

- **Single source of data**
- **Security and data protection**
- **Transit Asset Management (TAM)**
 - **Database directly supports the District's TAM Plan and associated asset reporting requirements**
- **State of Good Repair (SOGR)**
 - **Rolling stock and facilities preventive maintenance, preventive maintenance scheduling, infrastructure asset condition tracking, and work-order management**
- **Digitization of SOGR and maintenance documents**

Organizational Benefits (Continued)

- **Maintenance Programs**
 - Provide efficient and effective maintenance services
 - Provide timely and accurate data to existing BI platform
- **Organizational Change Management**
 - Improve workflow process
- **Support of Zero Emissions Fleet Transition**
 - Fleet and infrastructure monitoring
 - Trend and failure analysis

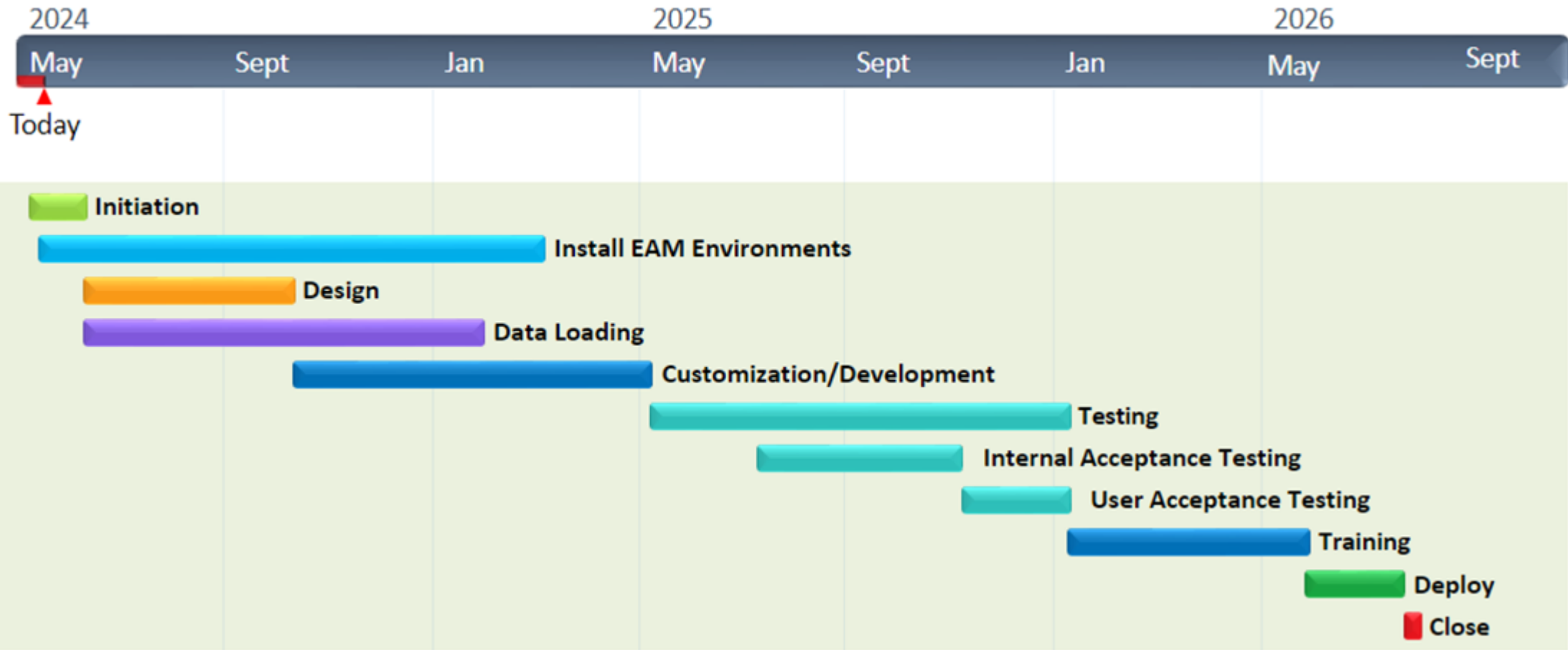
Software Maintenance & Subscriptions

- **Enterprise Asset Management (EAM) Software**
- **ViewPoint**
- **Application Program Interface (API)**
- **Illustrated Parts Catalog (IPC)**
- **Cloud Services**

Project Costs

Implementation Services and Software	\$3,178,984
Expenses, Tax, Fees, Contingency	\$728,375
10-Year O&M Maintenance/Subscriptions	<u>\$4,088,161</u>
10-Year Project Cost	\$7,995,520
Additional Option:	
5-Year O&M Maintenance/Subscriptions	<u>\$2,925,466</u>
15-Year Project Cost	\$10,920,986

Project Timeline – 28 Months



Solicitation Process

- **August 5, 2022: the District issued Request for Proposals (RFP) 22-S-T-029 for an EAM provider and implementor**
- **Seven firms submitted proposal using four different EAM systems**
- **The Selection Committee narrowed the list to two systems: Hexagon and Trapeze (Oct '22 – Mar '23)**
- **After demonstrations and interviews, staff selected the Trapeze EAM system from Trapeze Software Group, Inc. of Cedar Rapids, Iowa (Oct '22 – Mar '23)**
- **Staff determined that Trapeze possesses the depth of experience and qualifications needed to successfully perform the Services (Oct '22 – Mar '23)**

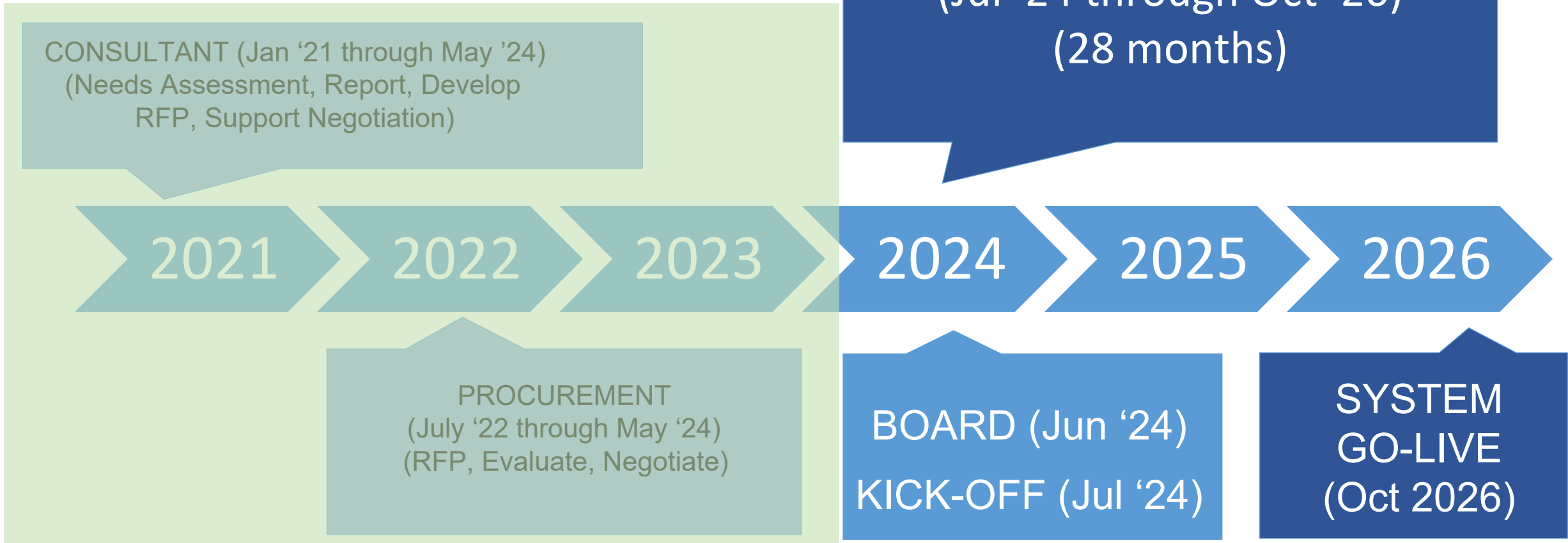
Price Analysis and Negotiations

- **Staff conducted a price analysis and determined that Trapeze's negotiated prices are fair and reasonable.**
- **Negotiations began in March 2023 and were completed in May 2024.**

Proposed Action

- **Staff recommends Board authorize award of a contract to Trapeze Software Group, Inc. of Cedar Rapids, Iowa (Trapeze) for the purchase, configuration, implementation, subscription, and maintenance of an enterprise asset management (EAM) system for a not-to-exceed amount of \$7,995,520 for a ten-year base term.**
- **Authorize the GM/CEO or designee to execute a contract in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.**
- **Authorize the GM/CEO or designee to exercise up to five one-year option terms at an amount not-to-exceed \$2,925,466 in the aggregate for all five option terms, if determined to be in the best interest of the District.**

Next Steps



Questions



**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Annual Audit of Measure W Sales Tax Revenues and Expenditures for the Fiscal Year Ended June 30, 2023**

Action

Staff proposes the Board receive the Annual Audit of Measure W Funds (Measure W Audit) for Fiscal Year 2023 (FY23). The Measure W Audit for FY23 was reviewed by the Citizens' Oversight Committee (COC) on February 14, 2024.

Significance

On July 11, 2018, the San Mateo County Transit District (District) adopted and sought voter approval to implement an ordinance imposing a half-cent retail transactions and use tax to implement the San Mateo County Congestion Relief Plan (Measure W Ordinance). The County's voters approved Measure W on November 6, 2018. The Measure W Ordinance requires the District to have an independent auditor annually review the receipts and expenses of tax proceeds under the Congestion Relief Plan. The COC must then receive and hold a public hearing on the Measure W Audit and issue a report to provide County residents with information regarding how tax proceeds are being spent. The Measure W Audit for FY23 has been completed with an unmodified "clean" audit opinion, meaning that the financial statements are fairly presented, and that there are no audit findings to report.

Budget Impact

There is no impact on the Budget.

Background

The District contracts with an independent auditor, Eide Bailly LLP, to conduct the Measure W Audit 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, issued by the Comptroller General of the United States of America. The Measure W Audit consists of (1) an Independent Auditor's Report, (2) Financial Statements, (3) Notes to Financial Statements, (4) Supplementary Information and (5) the Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards.

The Financial Statements, Notes to Financial Statements and Supplementary Information provide the detail as well as the perspective with which to assess the Measure W Funds' financial condition and project expenses.

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



Financial Statements
Measure W Fund
For the Years Ended June 30, 2023
and June 30, 2022

San Mateo County Transit District

San Mateo County Transit District

Measure W Fund

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June 30, 2023 and 2022

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Independent Auditor's Report

Governing Board and
Citizens Oversight Committee
San Mateo County Transit District
San Carlos, California

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the San Mateo County Transit District's (District) Measure W Fund (Measure W) (Fund), as of and for the years ended June 30, 2023 and June 30, 2022, and the related notes to the 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 financial position of the Measure W of the District, as of June 30, 2023 and June 30, 2022, and the changes in its financial position for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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 opinion.

Emphasis of Matter

As discussed in Note 1, the financial statements of the Measure W are intended to present the financial position and the changes in financial position attributable to the transactions of that Fund. They do not purport to, and do not, present fairly the financial position of the District as of June 30, 2023 and June 30, 2022, and the results of its operations for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is 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.

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 opinion. 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.

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.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Measure W Fund of the District. The Measure W Allocations and Expenses and the Current Year Measure W Projects (supplementary 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 supplementary information are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report dated February 23, 2024, on our consideration of the Measure W'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 Measure W's 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 Measure W's internal control over financial reporting and compliance.



Menlo Park, California
February 23, 2024

San Mateo County Transit District
Measure W Fund
Statement of Net Position
June 30, 2023 and June 30, 2022 (In thousands)

Table #1 : Statement of Net Position

	2023	2022
Assets		
Current Assets		
Cash and cash equivalents	\$ 168,088	\$ 111,902
Accounts receivable	10,046	10,870
Total assets	178,134	122,772
Liabilities		
Current Liabilities		
Accounts payable	1,496	376
Total liabilities	1,496	376
Net Position		
Restricted for Measure W projects	176,638	122,396
Total net position	\$ 176,638	\$ 122,396

San Mateo County Transit District
Measure W Fund

Statement of Revenues, Expenditures, and Changes in Net Position
Years Ended June 30, 2023 and June 30, 2022 (In thousands)

Table #2: Statement of Revenues, Expenditures, and Changes in Net Position

	<u>2023</u>	<u>2022</u>
Revenues		
Measure W sales tax (100%)	\$ 117,413	\$ 112,248
Total operating revenues	<u>117,413</u>	<u>112,248</u>
Expenses		
County Public Transportation Systems (50%)	8,447	10,659
Allocations to Transportation Authority		
Countywide Highway Congestion Relief Improvements (22.5%)	26,418	25,256
Grade Separations (10%)	2,935	2,806
Bicycle and Pedestrian (2.5%)	5,871	5,612
Regional Transit Connections (5%)	11,741	11,225
Allocations to Cities/Counties		
Local Investment Share (10%)	<u>11,741</u>	<u>11,225</u>
Total expenses and allocations	<u>67,153</u>	<u>66,783</u>
Operating income	<u>50,260</u>	<u>45,465</u>
Nonoperating revenues		
Interest income	<u>3,982</u>	<u>4,288</u>
Total nonoperating revenues	<u>3,982</u>	<u>4,288</u>
Change in Net Position	54,242	49,753
Net Position - Beginning	<u>122,396</u>	<u>72,643</u>
Net Position - Ending	<u>\$ 176,638</u>	<u>\$ 122,396</u>

San Mateo County Transit District
Measure W Fund

Statement of Cash Flows

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

Table #3: Statement of Cash Flow

	<u>2023</u>	<u>2022</u>
Cash Flows from Operating Activities		
Cash received from California Department of Tax and Fee Administration	\$ 118,237	\$ 110,843
Payments to vendors for goods and services	(2,918)	(10,196)
Payments to employees	(4,409)	(222)
Capital Transfers to the Transportation Authority	(58,706)	(56,124)
Net Cash Provided by Operating Activities	<u>52,204</u>	<u>44,301</u>
Cash Flows from Investing Activities		
Investment income received	3,982	4,288
Net cash provided by investing activities	<u>3,982</u>	<u>4,288</u>
Net change in cash and cash equivalents	56,186	48,589
Cash and Cash Equivalents, Beginning of Year	<u>111,902</u>	<u>63,313</u>
Cash and Cash Equivalents, End of Year	<u>\$ 168,088</u>	<u>\$ 111,902</u>
Reconciliation of Operating Income to Net Cash Provided by Operating Activities		
Operating income	\$ 50,260	\$ 45,465
Adjustments to reconcile operating income to net cash provided by operating activities		
Accounts receivable	824	(1,405)
Accounts payable and accrued liabilities	1,120	241
Net Cash Provided for Operating Activities	<u>\$ 52,204</u>	<u>\$ 44,301</u>

San Mateo County Transit District
Measure W Fund
Notes to Financial Statements
June 30, 2023

Note 1 - Summary of Significant Accounting Policies

Financial Reporting Entity

Measure W was approved by the voters of San Mateo County in 2018 to enable the San Mateo County Transit District (District) to impose a half-cent transactions and use tax to fund local transportation operations, projects, and improvements. The tax proceeds must be spent in accordance with a Congestion Relief Plan included in the Measure. The District retains control over the 50% share of Measure W revenues specified for countywide public transit. The District has authorized the San Mateo County Transportation Authority to administer the remaining 50% of Measure W revenues specified for Countywide Highway Congestion Relief Improvements, Grade Separations, Bicycle and Pedestrian, Regional Transit Connections, and Local Investment Share.

The financial statements of the fund do not purport to, and do not, present the financial position of the District as of June 30, 2023, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America. The activities of the Fund are reported within the District's enterprise fund. The projects funded by Measure W represent a portion of the activities of the District and, as such, are included in the District's financial statements.

Basis of Accounting

The accompanying financial statements have been prepared on the accrual basis of accounting. Under the accrual basis of accounting, revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows.

Net Position

Net position is reported on the statement of net position as "restricted net position." This category represents net position that may only be used to support activities and costs allowable per the Measure W enabling legislation.

Spending Order

The accounting policy is to first consume the most restricted resources when multiple resources are available for the same purpose.

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.

San Mateo County Transit District
Measure W Fund
Notes to Financial Statements
June 30, 2023

Investments

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.

Transactions and Use Tax (Sales Tax) Revenues

Revenue from sales taxes are recognized in the fiscal year when the underlying exchange occurs and any uncollected amount is reported as a receivable.

Operating and Nonoperating Revenues and Expenses

For purposes of reporting operating and nonoperating revenues and expenses, operating revenues comprise sales tax revenues and operating expenses comprise costs related to Measure W distributions. All other revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Use of Estimates

The preparation of financial statements requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Actual results could differ from those estimates.

Note 2 - Cash and Investments

Policies

All of the Measure W Program's cash and investments are deposited in the District's Treasury pool managed by Public Financial Management and District staff. The pool is unrated. Investments in the pool are made in accordance with the District's investment policy as approved by the Board. Investments are stated at fair value. However, the value of the pool shares in the District's Treasury pool that may be withdrawn is determined on an amortized cost basis, which is different from the fair value of the Measure W Program's position in the pool.

San Mateo County Transit District
Measure W Fund
Notes to Financial Statements
June 30, 2023

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.

Authorized Investment Type	Minimum Credit Rating	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
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	

San Mateo County Transit District
Measure W Fund
Notes to Financial Statements
June 30, 2023

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.

Note 3 - Accounts Receivable

The receivable amounts reported in the financial statements represent sales tax revenues not received by fiscal year end for \$10,046,000 and \$10,870,000, from California Department of Tax and Fee Administration, for fiscal years ended June 30, 2023 and June 30, 2022, respectively.



Supplementary Information
June 30, 2023

San Mateo County Transit District

San Mateo County Transit District
Measure W Allocations and Expenses
Through June 30, 2023

The following table shows the total Measure W allocations and amount reported as expended by the District and the Authority from inception to June 30, 2023.

Table #4: Measure W Allocations and Expenses

(In thousands)

	Inception to Date as of June 30, 2023		
	Measure W Allocations ¹	Measure W Expenses ²	Unexpended Amounts
District			
County Public Transportation Systems	\$ 205,602	\$ 38,267	\$ 167,335
Interest income	9,303	-	9,303
Disbursements to Transportation Authority			
Countywide Highway Congestion Relief Improvements	92,521	2,163	90,358
Local Investment Share	41,120	41,120	-
Grade Separations	10,280	-	10,280
Bicycle and Pedestrian	20,560	2,344	18,217
Regional Transit Connections	41,120	159	40,961
Interest income (loss) ³	(728)	168	(897)
Total - restricted for Measure W	<u>\$ 419,779</u>	<u>\$ 84,222</u>	<u>\$ 335,557</u>

Footnote

¹ Amount reflects cumulative program allocation revenues from inception-to-date.

² Amount reflects cumulative program expenses from inception-to-date.

³ Amount reflects unrealized losses calculated from the fair market value for accounting purposes only.

San Mateo County Transit District
Current Year District's Measure W Projects
For the year ended June 30, 2023

The tables below show the current year Measure W project expenses for the District and the Authority, respectively.

Table #5: Current Year District's Measure W Projects

District's Measure W Operating Projects	Year-to-Date Budget (in thousands)	Year-to-Date Expenses (In thousands)	Core Principle(s)
Fixed Route Services			
School Oriented Service	\$ 4,459	\$ 4,459	1, 2, 6, 8, 10
Paratransit			
Americans with Disabilities Act Operating Subsidy	656	656	2, 4, 5, 6, 7, 10
Planning			
SamTrans Reimagine	1,165	1,165	1, 2
Bus Stop Improvement & Implementation	245	245	2, 5, 6, 7
Measure W Strategic Plan	46	46	2, 5
El Camino Real (ECR) Program Management Support	15	15	2, 6
El Camino Real (ECR) Pinch Point Study	10	10	2, 6
SamTrans FY2023-2028 Short Range Transit Plan (SRTP)	6	6	1, 2, 7, 8
Measure W Administration			
SamTrans Operating Administration	8	8	
Total Operating Expenses	\$ 6,611	\$ 6,611	

District's Measure W Capital Projects	Inception-to-Date Budget (in thousands)	Year-to-Date Expenses (In thousands)	Inception-to-Date Expenses (In thousands)	Core Principle(s)
Emission Zero				
Zero Emission Bus Implementation and Deploy	\$ 10,012	\$ 845	\$ 1,854	2, 3, 5, 7, 8
South Base Switchgear Replace	5,700	454	672	2, 3, 5, 7, 8
Purchase 17 Battery Electric Buses	4,665	112	455	2, 3, 5, 7, 8
Replace (135) 2009 Gillig Buses	1,604	91	92	2, 3, 5, 7, 8
Paratransit				
Replace (10) 2017 Redi-Wheels Minivans	438	262	262	2, 4, 5, 6, 7, 10
Accessibility Improvements				
Updated ADA Transition Plan and Phase 1 Improvements	1,225	72	85	6, 7
Total Capital Expenses	\$ 23,644	\$ 1,835	\$ 3,419	

#	Measure W Core Principles
1	Relieve traffic congestion countywide.
2	Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes.
3	Implement environmentally-friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change.
4	Promote economic vitality, economic development, and the creation of quality jobs.
5	Maximize opportunities to leverage investment and services from public and private partners.
6	Enhance safety and public health.
7	Invest in repair and maintenance of existing and future infrastructure.
8	Facilitate the reduction of vehicle miles traveled, travel times and greenhouse gas emissions.
9	Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel.
10	Incentivize transit, bicycle, pedestrian, carpooling and other shared-ride options over driving alone.
11	Maximize traffic reduction potential associated with the creation of housing in high-quality transit corridors.

San Mateo County Transit District
Current Year Transportation Authority's Measure W Projects
For the year ended June 30, 2023

Table #6: Current Year Transportation Authority's Measure W Projects

Transportation Authority's Measure W Projects Extended in FY 2023	Amount¹ (In thousands)
Countywide Highway Congestion Relief Improvements	
US101/SR92 Interchang Area Improvements	\$ 422
Route 1/Manor Drive Overcross	36
Moss Beach State Route 1 Congestion & Safety Improvements	514
101 University Ave Interchange	37
El Camino Real Bike & Pedestrian Improvement	35
Measure W Highway Congestion Improvement - Indirect Cost Allocation Plan	277
Alternative Congestion Relief (ACR) FY23 & FY24 Cycle	35
Measure W Countywide Alternative Congestion Relief (ACR) - Indirect Cost Allocation Plan	60
Measure W Local Safety Grade Separation - Indirect Cost Allocation Plan	37
Administrative Overhead	16
Local Investment Share	
Local investment share	11,741
Grade Separations	
N/A	-
Bicycle and Pedestrian	
2022 Pedestrian and Bicycle Program Cycle 6	837
Safe Routes to School	275
Measure W Bike/Pedestrian - Indirect Cost Allocation Plan	75
Pedestrian/Bike Cycle 6 - FY 23/24	6
Administrative Overhead	13
Regional Transit Connections	
Measure W Regional Transit Connections (RTC) - Indirect Cost Allocation Plan	150
Administrative Overhead	2
Total	<u>\$ 14,567</u>

¹ Sources can be from various year allocations



Independent Auditor's Report
For the Year ended June 30, 2023

San Mateo County Transit District

**Independent Auditor's Report on Internal Control over Financial Reporting and
on Compliance and Other Matters Based on an Audit of Financial Statements Performed
in Accordance with *Government Auditing Standards***

Governing Board and
Citizens Oversight Committee
San Mateo County Transit District
San Carlos, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the San Mateo County Transit District's (District) Measure W Fund (Measure W) as of and for the year ended June 30, 2023, and the related notes of the financial statements, and have issued our report thereon dated February 23, 2024.

Emphasis of Matter

As discussed in Note 1, the financial statements of the Measure W Fund are intended to present the financial position and the changes in financial position attributable to the transactions of the Fund. They do not purport to, and do not, present fairly the financial position of San Mateo County Transit District as of June 30, 2023 and 2022, and the results of its operations for the years then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the District's Measure W Fund financial statements will not be prevented or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether Measure W's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Menlo Park, California
February 23, 2024

San Mateo County Transit District
Measure W Fund
Schedule of Findings and Questioned Costs
June 30, 2023

None reported.



MEASURE W – SAN MATEO COUNTY

TRANSIT DISTRICT

FISCAL YEAR ENDED JUNE 30, 2023

SCOPE OF THE AUDIT

- AUDIT OF THE ANNUAL FINANCIAL REPORT OF THE FUND
- GOVERNMENT AUDITING STANDARDS
 - REPORT ON INTERNAL CONTROL
 - REPORT ON COMPLIANCE

REQUIRED COMMUNICATIONS

- **SCOPE:** Ensure that the Measure's financial statements are fairly stated which includes the following
 - Confirming sales tax revenue amounts deposited in the fund with the State of California
 - Ensuring the that expenses are fairly stated
 - Test of compliance with the ballot language
- We are required to be independent of the District and Measure W



THANK YOU

**San Mateo County Transit District
Staff Report**

To: SamTrans Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Quarterly Financial Report and Outlook for Fiscal Years 2024 and 2025**

Action

This is an informational item.

Significance

The Board will receive the Quarterly Financial Report, providing

- an update on the financial result for Quarter 3 of Fiscal Year 2024 (FY24Q3)
- FY24 Year End Forecast
- FY25 outlook

Budget Impact

This is an informational item. There is no budget impact.

Background

Fiscal Year 2024, Quarter 3 (FY24Q3)

Year to date as of 3/31/24, Operating sources were \$16.8 (6.6%) favorable (\$270.8M actuals, compared to \$254.0M FY24Q3 YTD budget). Favorable sources are mainly due to one-time payments and investment income which are subject to change.

Compared to the same point in time in FY23, sources are \$16.2M (6.3%) higher, primarily driven by increases in:

- Investment Income \$6.3M (185.1%)
- Other Interest, Rent & Other Income \$21.4M (234.5%)
- Due from PCJPB, SMCTA, & SAMTR Capital W&B \$6.3 (\$27.9%)
- Partially offset by decrease in the Local TDA and STA Funds of \$5.8M (10.0%) and CARES ACT and CRRSAA and ARPA of \$11.9M (100.0%)

Year to date as of 3/31/24, Operating uses were \$26.0M (10.4%) favorable (\$223.9M actuals, compared to \$249.9M FY24Q3 YTD budget).

Compared to the same point in time in FY23, sources are \$46.1M (25.9%) higher, primarily driven by increases in:

- PCJPB, SMCTA & SAMTR Capital W&B \$6.3M (27.9%)
- Motor Bus \$19.0M (17.4%)
- A.D.A. Programs \$1.9M (13.6%)
- Sales Tax Allocation Capital Programs \$19.5M (89.6%)

Capital Projects reached the following milestones in FY24Q3:

- Two hydrogen fuel cell buses have been delivered.
- The North Base interim hydrogen refueler is undergoing additional testing and repair, following the discovery of a minor leak.
- Final design for the South Base Battery Electric Bus Charging Infrastructure project is underway and expected to end in December 2024.

Additional capital projects are expected to require funding as we move toward year end, including the Peoplesoft Upgrade and Headquarters support. Staff plan to bring a Capital Reserve Policy before the Board following completion of the SamTrans CIP.

FY24 Outlook

SamTrans net position is projected to be \$36.4M better than FY24 budget resulting in a \$29.3M surplus (compared to \$7.1M deficit in FY24 budget), mainly driven by vacancy savings, one-time receipt of payments for Caltrain Right of Way, above budget investment income; partially offset by higher than budget claims/reserves, legal services, and ADA costs to meet demand.

OPERATING SOURCES

\$32.4M (11.5%) favorable to budget, driven by increases in:

- Other Income (\$22.2M receipts of payments for Caltrain Right of Way) - one time
- Investment Income (\$9.0M above budget due to higher interest rates) - volatile; can't count on
- Passenger Fares (\$0.5M above budget due to continued strong ridership recovery from COVID)
- Sales Tax (\$0.4M above budget due to stronger than budget inflation and consumer spending, FY24-26 outlook detailed below) – volatile

OPERATING USES

\$4.0M (1.9%) favorable to budget, mostly driven by:

- Labor vacancy saving (\$10.4M est.)

- Consolidation and suspension of several shuttle routes (due to lower demand), partially offset by:
 - Above budget Claims expense due to recent large losses
 - Above budget ADA/Paratransit costs due to strong demands post COVID
 - Above budget Professional Services (due to legal services for new HQ, Caltrain MOU)
 - Note on CalPERS and OPEB: *Per Foster & Foster report 112923 for data as of 063023:*
 - SamTrans CalPERS is funded at 78.0%; OPEB is funded at 82.5%

Net Position: \$29.3M surplus projected at Year End. This one-time surplus may support funding for major initiatives including:

- Zero-emission BEB and FCEB, plus charging infrastructure, if needed
- HQ modernization
- NB B200, sea level rise, SOGR
- IT infrastructure and cybersecurity
- Upon ratification, CBA and associated administrative increases
- Increased energy costs including fuel/electricity/hydrogen based on projected consumption and rates
- Increased cost and use of legal services

SALES TAX OUTLOOK:

Prop A sales tax outlook (via HDL):

- Slight decrease in FY23>FY24 ~\$1.5M (-1.2%)
- Slight increase in FY24>FY25 ~\$1.4M (+1.2%)
- Slight increase in FY25>FY26 ~\$2.3M (+2.0%)

Sales Tax Prop A + Measure W forecasted ~\$175M total for FY24 (\$116.5M Prop A + \$58.2M Measure W):

- Projection reflects cooling inflations amid prospects of slowing economy induced by the Federal Reserve's tightening monetary policy
- Broad consensus for the current economy is that a slowdown is coming, but recession remains unlikely.
- The Federal Reserve is expected to reduce interest rates starting in mid to late 2024, potentially boosting economic activity in the next two years.

Fiscal Year 2025 Outlook

In our first biennial budget, staff is planning amendments for the operating and capital budgets in the first quarter of FY25 (by October 2024).

Operating: Upon ratification of the Collective Bargaining Agreements (CBAs), the FY25 Operating Budget will require an amendment to incorporate the CBA and Administrative increases. Fuel/electricity prices and consumption will be monitored among other major line items to determine if a mid-cycle budget amendment is necessary.

Capital: Thirty-three of sixty-two diesel buses are scheduled for replacement. Staff continue to actively pursue grants to support the implementation of zero emission vehicles and infrastructure and will present a capital budget amendment to the Board. The Capital Reserve Policy is forthcoming, subsequent to the Capital Improvement Plan.

Prepared By: Kate Jordan Steiner Chief Financial Officer (650) 647-3504



Quarterly Financial Report

Item #9.b.5.
6/5/2024



FY24 Operating Budget Amendments

- Amend FY24 Operating Expenditure by \$5,725,000 to cover the Contracted Urban Bus (CUB) Service Contract

FY24 Quarter 3

SamTrans ended FY24Q3 YTD favorable/unfavorable to Operating budget:

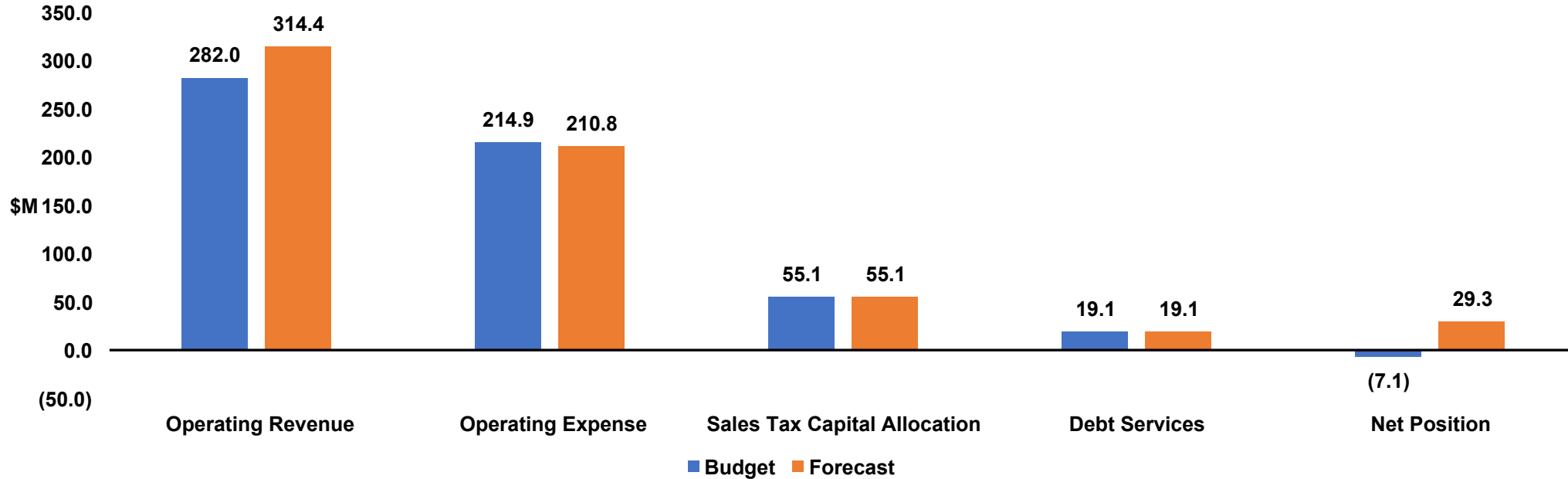
Sources: +\$16.8M (6.6%) favorable (\$270.8M actuals : \$254.0M budget)

Uses: +\$26.0M (10.4%) favorable (\$224.0M actuals : \$250.0M budget)

Capital Investments

- ZEBs – Eight (8) out of Ten (10) Fuel Cell Electric Buses have been delivered, two of which have been accepted
- North Base – Additional site preparation with lighting and signage. Refueler arrived but returned for minor leak repair.

FY24 Year End Forecast: Net Position



- **\$32.4M (11.5%) favorable operating revenue** driven by receipt of payments for Caltrain Right of Way, and higher Investment Income
- **\$4.0M (1.9%) favorable operating expense** reflects vacancy savings in Wages & Benefits, below budget CUB performance incentives and Shuttle services; partially offset by above budget Claims/Reserves, ADA costs, Professional and Legal services
- **\$36.4M** projected better-than-budget net position results in **\$29.3M surplus** due to both favorable operating revenue and expense

Near-Term Outlook

Potential Budget amendments in FY25

- Operating:
 - Labor
 - Fuel: Diesel/ Electricity/ Hydrogen
 - Legal services/ Peoplesoft licensing costs/ cybersecurity
- Capital (may be partially funded by operating):
 - Reserve Policy
 - ZEB infrastructures and vehicles
 - SamTrans HQ modernization
 - North Base building 200 replacement, sea level rise mitigation, SOGR
 - Technology Infrastructure







Agenda

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

San Mateo County Transit District

Wednesday, June 5, 2024 – 3:00 pm

or immediately following the Finance Committee meeting

- | | | |
|--------|---|---------------|
| 9.c.1. | Call to Order | |
| 9.c.2. | Approval of Minutes of the Strategic Planning,
Development, and Sustainability Committee Meeting of
May 1, 2024 | Motion |
| 9.c.3. | Customer Acquisition and Experience Strategy | Informational |
| 9.c.4. | Adjourn | |

Committee Members: David J. Canepa (Chair), Rico E. Medina, Josh Powell

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**

May 1, 2024

Committee Members Present: D. Canepa (Chair), R. Medina, J. Powell

Committee Members Absent: None

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

Other Board Members Absent: None

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

8.b.1. Call to Order

Committee Chair David Canepa called the meeting to order at 2:43 pm.

8.b.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of April 3, 2024

Motion/Second: Esser/Powell

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

Noes: None

Absent: None

8.b.3. Approving the SamTrans Bus Stop Improvement Plan

Daniel Shockley, Planning Administrator, introduced Josh Mello, Executive Officer, Planning and Development, and provided the presentation on the final plan to update the existing bus stops and shelters and install new ones.

Public Comment:

Marlon Jonathan Herrera Sanchez said that for mothers and children to feel safe at bus stops, the District should consider adding a phone that riders can use to call if they feel unsafe. He said route schedules should be distributed to all the churches in the County.

Ken Kershner, advocate with the Bike Coalition in Menlo Park, said careful future design of bus stops can minimize the conflict and safety issues between bikeways and bus stops.

Director Jeff Gee asked what the plan was to maintain the bus stop improvements. Mr. Mello noted the staff recommendation for additional full-time SamTrans staff to maintain the

facilities. Director Gee asked if they had any metrics planned. David Olmeda, Chief Operating Officer, Bus, said depending on need, the Facilities Department has adjusted their approach as to frequency of cleaning, as an example. He said they would be revising budgets going forward and would also fine-tune the metrics. Director Gee said he hoped that partner cities could be involved in the negotiation process so that District does not take on all the liability in the maintenance of the stops.

Director Ray Mueller asked how much the current trash cans are used. Mr. Olmeda said they are typically filled and that emptying them is laborious. He said the District does not have control of the emptying schedule and it is a challenge to maintain that schedule. Director Mueller said he supported retaining the trash cans.

Motion/Second: Esser/Ratto

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

Noes: None

Absent: None

The Committee recessed at 3:00 pm to hear Item 6.c and reconvened at 3:22 pm.

8.b.4. Reimagine SamTrans Implementation Update

Jonathan Steketee, Manager, Operations Planning, introduced Kate Christopherson, Planning Administrator, who provided the presentation on new proposed route changes.

Committee Chair Canepa asked if Route 121 covered both the east and west sides of Daly City. Mr. Steketee said the proposal was to terminate 121 at Daly City BART (Bay Area Rapid Transit) and have another route continue towards Mission Hills Park.

Director Marie Chuang asked where they had directed their outreach, and Mr. Steketee said the cities, on the buses, at the bus stops, and on the website. Committee Chair Canepa requested extending the public comment period beyond the current cutoff date of May 10 in light of the changes. Director Gee suggested staff should work with Committee Chair Canepa and the City of Daly City on allowing more time for input on Route 121, as that is the route that needs more input. It was agreed that, for the rest of the route changes, the District can keep the deadline for comments as is.

Public Comment:

Rick Nahass, Pacifica, said this was the first he had heard of Route 118 and he wanted to take the survey and pass it along to other residents.

Adina Levin thanked staff for the improved frequency and span of service, the improved routes to the community colleges and the potential connections to Caltrain, and the upcoming free transfers.

Marlon Jonathan Herrera Sanchez said the City of Daly City needed cross-city routes.

Jeff Schmidt, Menlo Park, said to consider talking to chairs and vice chairs of sustainability committees and complete streets or planning commissions as part of the outreach strategy to reach those who are passionate about the environment.

8.b.5. Adjourn

The meeting adjourned at 3:49 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.

DRAFT

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Taylor Huckaby, Deputy Chief Communications Officer
Subject: **Customer Acquisition and Experience Strategy**

Action

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

Significance

Staff will provide regular updates to the Board consistent with Customer Acquisition and Experience Strategy milestones and achievements.

Budget Impact

There is no impact to budget. Projects funded through Operating Budget and potential for CIP budget.

Background

This report and accompanying presentation are provided to inform the Board of SamTrans' ongoing customer acquisition and experience efforts including implementation of a preliminary action plan building on prior initiatives. The execution of these strategies will advance coordination with community partners, improve the value proposition for current customers using SamTrans' service, and offer exciting new ways to engage with the agency and fellow riders.

Customer Experience and Retention Strategy

As further outlined in the accompanying presentation, Communications is recommending a combination of near- and mid-term customer strategies to help improve customer acquisition, as well as customer sentiment, satisfaction, experience, and retention. These strategies can be grouped into the following categories:

- **Acquisition & Activation:** Ridership growth through brand campaigns that situate SamTrans competitively and generate atmosphere; this is where SamTrans promotes new service and promotes its bona fides. Drive ridership growth through creative activations of existing assets, delivering earned media and engagement with new communities. Traditional and digital media buys make up the tactical wing of atmospheric campaigns. Ridership growth through promotion of specific fare products to affiliates, i.e., partnerships with organizations that align with target consumer segments. This is the backbone of SamTrans' business-to-business (B2B) marketing strategy.

- **Awareness and Discovery:** Our strategy focuses on enhancing and expanding ways to raise awareness of SamTrans’ services and initiatives. We aim to improve how riders discover, plan journeys, and receive support by addressing modern real-time communication needs, maintaining high-quality, accessible online information, and providing clear and attractive wayfinding and customer service experiences.
- **Rider Experience:** Enhance ridership by making SamTrans competitive, engaging the community, partnering with regional transit agencies, and promoting new services and amenities. Invest in customer relationship management strategies and technologies that enable two-way communications between SamTrans and riders. For outgoing time sensitive communications, SamTrans will explore implementation of best practices and software for push notifications for updates associated with inclement weather, service changes, or similar infrequent updates.
- **Retention and Advocacy:** Ridership retention through the use of improved technology, enhanced experiences, and events in innovative ways to engage with communities more meaningfully. Experience enhancements via building trust and booster rider loyalty via rider rewards programs, rider outreach via focus groups and surveys, and ambassador outreach.

Staff continue to gather data on rider preferences and priorities from a variety of sources. This information will be used to adjust the action plan over time. Staff is data-driven for strategy and uses data and research to determine ROI and ensures an accurate, comprehensive, and actionable understanding of performance and impact. Staff also plan to closely evaluate the impacts of the selected strategies in order to refine them as needed and more effectively deploy limited resources.

Prepared By:	Taylor Huckaby	Deputy Chief Communications	650-508-6256
	Lisa Peabody	Director, Customer Experience	650-647-3027



Customer Acquisition & Experience

Item #9.c.3.
6/5/2024



Overview & Strategy 2024

CX: Our Building Blocks

Existing Customers

CX owns Customer Communications within the **'paid area.'**

We strive to exceed expectations and bring moments of **surprise & delight.**

Rider Input

CX actively engages with riders to **address concerns** and suggestions, all to **enhance the experience.** We analyze customer feedback & data for actionable insights.

Customer Journey

From websites and maps, to payment experiences and mobile apps, we view every touchpoint to **ensure a seamless and frictionless journey** for our passengers.

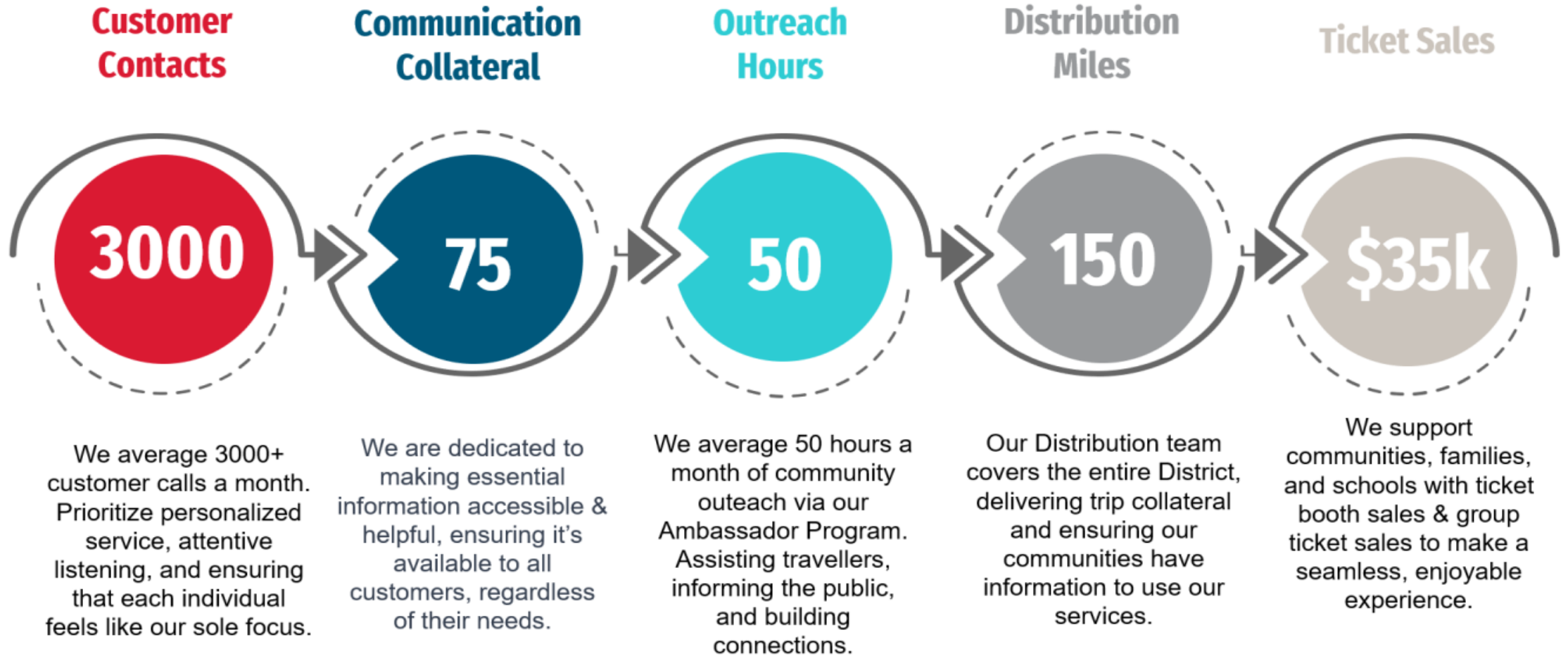
Partnerships

We **partner** with regional transit agencies, advisory boards, and communities to enhance SamTrans, focusing on **customer retention and increased ridership.** Unite the org around the customer.

The Importance of Customer Experience Strategy



Customer Experience: By the Numbers



Customer Sentiment

2021 Triennial Customer Survey showed 79% were satisfied with SamTrans.

Courtesy of Bus Operators and Cleanliness of Bus



Desire for real-time predictions at stops & mobile-friendly alerts



Challenges navigating the SamTrans system



More Frequency for Buses

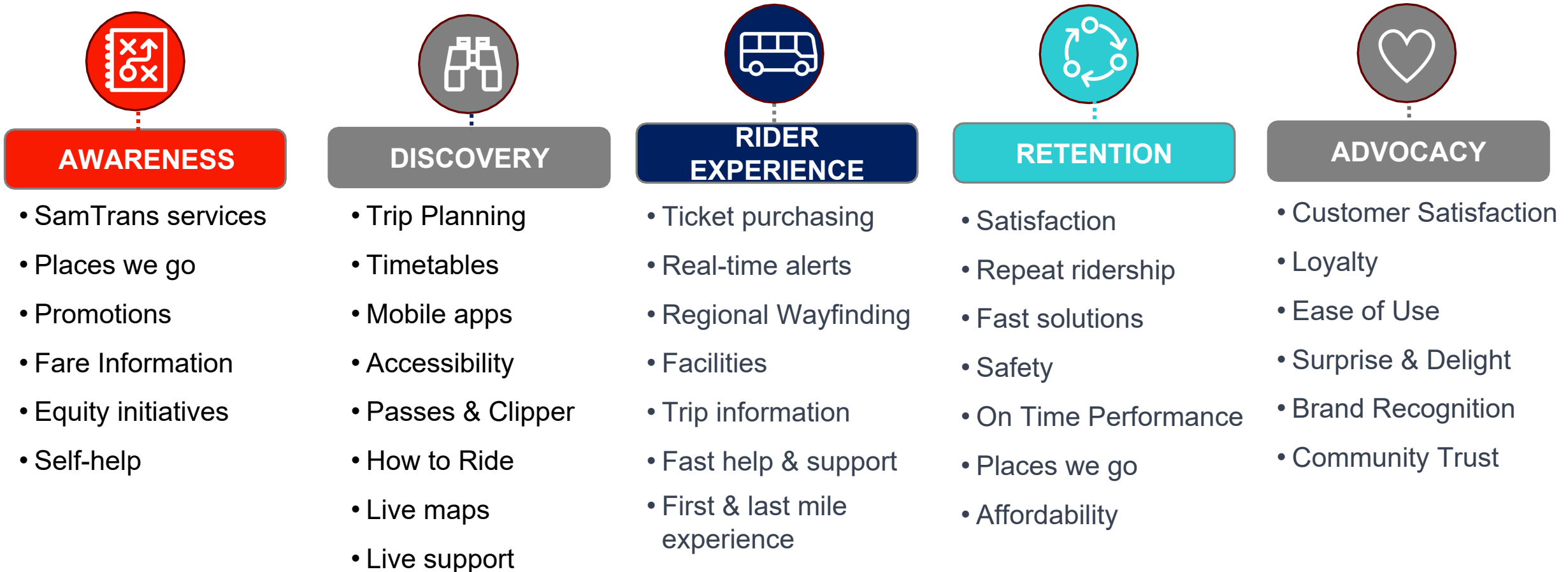




Elevating the Customer Experience

The Customer Journey | CX Perspective

We see the customer journey having 5 main pillars. These pillars are at the heart of our strategy.



Physical Improvements

Experience, Cleanliness & Maintenance

- Bus Stop Improvement Plan: Analysis & Implementation
- RidePlus Rider Experience Survey Pilot
- Employee 'Ride Along' project to assess stop and journey experiences

Signage, Communication, and Outreach

- Improved Wayfinding signage (Regional transit partnership)
- Ambassador multilingual outreach for Reimagine SamTrans campaigns

Potential Pilots* Station Experience

- Beauty in Transit: Community art for colorful commutes*
- Station Community Events*



*Pilot potential still in discovery mode & would need approvals/ budget assessment

Digital Improvements

Customer Planning and Journey

- New SamTrans Real-Time Service Alerts: Text & Email
- Trip Planning: Enhancing digital station maps to display amenities and regional transit connections
- Potential for regional MTC mobile app experience

Customer Service and Self-Help

New Customer Service tool (CRM) to provide live chat and email for Customer Support

- CRM to provide AI based self-help when customers are viewing SamTrans website or mobile app

Community Building and Feedback

- New 'Discord' social platform to engage customers and community
- SamTrans Online Store Support



Customer Experience Metrics

On Time Performance

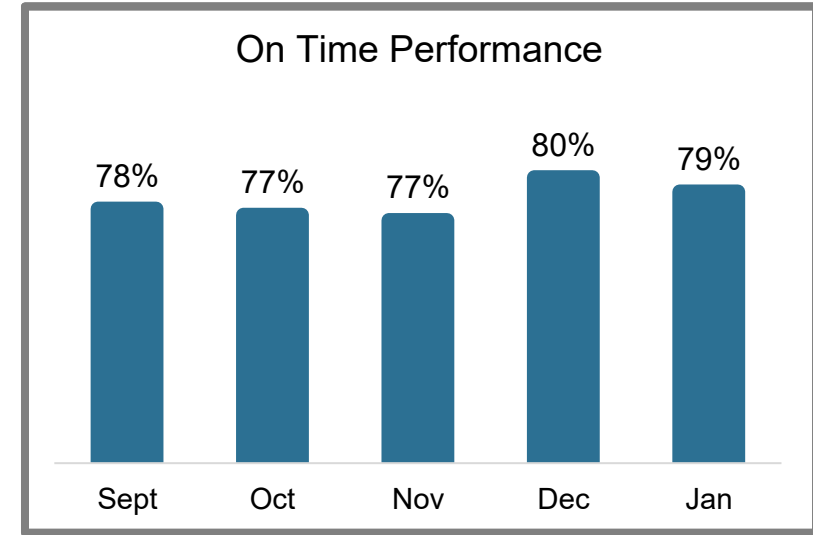
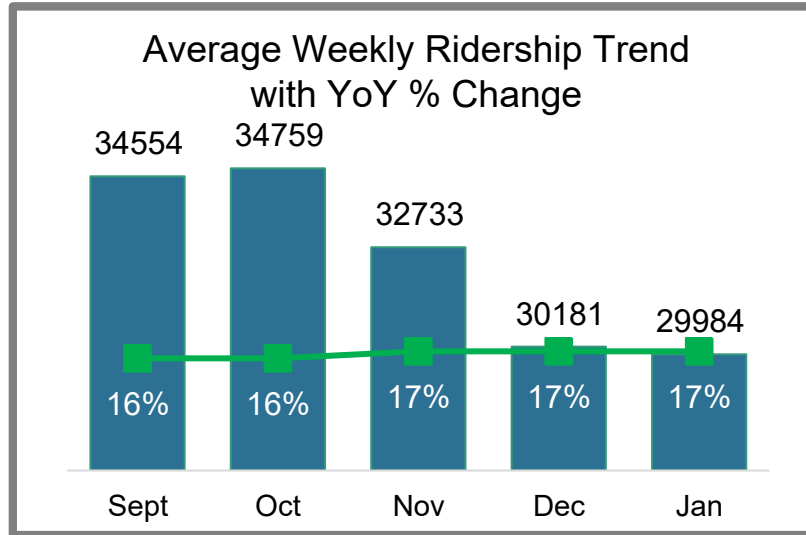
Weekly Ridership

Complaints per 100k boardings

Satisfaction Score

Resolution Time

Ticket Sales



Customer Satisfaction

97.5%

2.2% ▲

Complaints

Complaints per 100k boardings

9%

1.9% ▲

Resolution Time

34 minutes

1.4% ▼

Timeline

- MTC regional wayfinding committee kicks off
- Reimagine SamTrans III planning

Jul-Dec 2023

Jan- Jun 2024

- Ambassador Outreach for Reimagine SamTrans
- Employee ride alongs to assess station & stop experiences
- RidePlus Rider Experience Survey Pilot
- Launch new 'Discord' social platform
- New SamTrans Online Store full launch
- Bus Stop Improvement Plan: Stakeholder Comment
- Bus Stop Improvement Plan: Present to Board for Adoption
- Continuing: MTC regional wayfinding project

- Pilot New SamTrans Service Alerts (Email & Text)
- Bus Stop Improvement Plan: Initiate coordination with jurisdictions on near-term implementation
- Ambassador Outreach for Reimagine SamTrans
- IT implementation of Customer Service Tool (CRM)
- Continuing: MTC regional wayfinding project

July-Dec 2024

Jan-Jun 2025

- Launch live chat and email as customer service channels
- Launch self-help chat (via AI): Assists customers viewing SamTrans website or mobile app
- Launch Customer Satisfaction Survey for customers who contact the CS Team for support
- Bus Stop Improvement Plan: Implementation of Near-Term (CIP)
- Continuing: MTC regional wayfinding project

Marketing | Research | Outreach | Promos

Atmospheric Campaigns: Building the Brand

Activation Marketing: Driving Immediate Action

Affiliate (B2B) Marketing: The Way2Go Pass



Robert Casumbal | Director, Marketing

Vacant | Manager, Ad Revenue & Partnerships [NEW!]

Julian Jest | Manager, Market Research

James Namba | Marketing Specialist

Manny Ojeda | Marketing Specialist [NEW!]

Peter Tallo | Market Research Temp [NEW!]



Building the Brand: Atmospheric Campaigns

- Ridership growth through brand campaigns that **situate SamTrans competitively and generate atmosphere**; this is where SamTrans promotes new service and promotes its bona fides.
- This includes recruitment marketing designed to show off who we are, what we stand for, and the **strength of the brand**.
- "Always on" marketing efforts like the "SamTrans Means San Mateo" campaign will **center on the customer** and preemptively answer two key questions: "Where can I go, and is SamTrans for me?"
- Traditional and digital media buys make up **the tactical wing** of atmospheric campaigns.



- *SamTrans means Live Music.*
- *SamTrans means Great Food.*
- *SamTrans means Adventures.*
- *SamTrans means Nightlife.*
- *SamTrans means Family.*
- *SamTrans means Business.*
- *SamTrans means San Mateo.*



Activation Marketing: Driving Immediate Action

- Ridership growth through **creative activations of existing assets**, delivering earned media and engagement with new communities.
- Our most valuable assets for activation marketing **are the buses themselves** – and bus stops.



Affiliate Partnerships: Way2Go

- Ridership growth through promotion of specific fare products to affiliates, i.e., **partnerships with organizations that align with target consumer segments.** This is the backbone of SamTrans' business-to-business (B2B) marketing strategy.
- Manager of Ad Revenue and Partnerships position **expected to be filled** by mid-April, 2024.



SamTrans Priorities	Q1			Q2			Q3			6/5/2024		
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Marketing Campaigns												
HR Recruitment - Mechanic "Gear Up!" (Taylor/Robert)								2/19				
HR Recruitment - Operator "Superhero" (Robert)								2/1				
Route EPX (Robert)								2/11				
Ride Plus - Market Research (Julian)												6/15
Destination "SamTrans Means San Mateo" (Manny, Robert)										4/1		
Clipper START w/ MTC (Lysa, Robert)							1/4					
Ride Plus - Free Promo ends 2/10 (Robert)								2/10				
Ride Plus - Phase 2 - Clipper (Robert)								2/11				
Paratransit Same-Day Service (6-month Pilot) - Market Research						12/1						6/1
"SamTrans, Reimagined" Project Conclusion Campaign (TBD)												
ZEB - FCEB/BEB - new hydrogen/battery (TBD)												
Youth Campaigns												
Summer Youth Pass 2024 (Manny, James, Robert)											5/1	
Youth Unlimited (Lisa Chan, Robert)												
Youth Outreach (Lisa Chan, Manny)												
Contract Services												
Bus Mechanic Bus Wrap - Lamar Wrap (Cheri, Carl)											5/1	
Juneteenth (Cheri, Carl)											5/30	
Art Takes A Bus Ride AdCard/Wrap (Cheri, Classic Graphics)											5/30	
Pride Parades - HMB, SF - Lamar Wrap (Carl)												6/1
Bus Operator/Mechanic of the Year AdCard (Cheri)												6/1
30/35/40 Year Awardees AdCard (Cheri)												
Día de los Muertos - Lamar Wrap (Carl, Cheri)												
Holiday Bus Wrap - Classic Graphics (Cheri)												
Lunar New Year - Lamar Wrap (Carl, Cheri)								2/2				
Online Store (Robert, Carl)							12/15					
Misc. Notices/Ads/Invoices (James)												

FY24

PREP

LAUNCH

FLIGHT

Marketing & Promotions: Beyond FY24

- Recruitment Promos & Bus Wraps (2024-2025)
- Youth Campaigns (Fall 2024)
 - Summer Youth Pass
 - Back to School
 - Youth Unlimited Pass
- SamTrans: Reimagined (Fall 2024)
- Holiday Bus Wrap (Winter 2024)
- NEW! Black History Month Bus Wrap (Spring 2025)



Data: Marketing Budget and ROI

- Marketing adheres to the ROPES development pathway: **R**esearch, **O**bjectives, **P**rogramming, **E**valuation, and **S**tewardship.
- For evaluation, we:
 - Determine ROI using the standard formula, and
 - Evaluate campaign effectiveness using regression analysis where possible.
- Ensures an accurate, comprehensive, and actionable understanding of campaign performance and impact.
- This approach will facilitate data-driven decision-making and enable the District to optimize marketing efforts.





Questions?



BOARD OF DIRECTORS 2024

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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

Legislative Committee Committee of the Whole

San Mateo County Transit District

Wednesday, June 5, 2024 – 3:15 pm

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

- | | | |
|--------|--|--------|
| 9.d.1. | Call to Order | |
| 9.d.2. | Approval of Minutes of the Legislative Committee Meeting of May 1, 2024 | Motion |
| 9.d.3. | State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 1837 (Papan) | Motion |
| 9.d.4. | Adjourn | |

Committee Members: Peter Ratto (Chair), Jeff Gee, 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**

May 1, 2024

Committee Members Present: P. Ratto (Chair), J. Gee, R. Medina

Committee Members Absent: None

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

Other Board Members Absent: None

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

8.c.1. Call to Order

Committee Chair Peter Ratto called the meeting to order at 3:49 pm.

8.c.2. Approval of Minutes of the Legislative Committee Meeting of April 3, 2024

Motion/Second: Medina/Esser

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

Noes: None

Absent: None

8.c.3. State and Federal Legislative Update

Jessica Epstein, Director, Government and Community Affairs, provided the presentation on Senate Bill (SB) 1031, primarily focused on what the legislative changes had been since the bill was first introduced. She also explained the return to source formula, and how much San Mateo County could receive. Director Ray Mueller asked about the return to source at 95 percent. Ms. Epstein said she was told 99 percent, so she said she will research and clarify that number.

Committee Member Jeff Gee left the meeting at 4:13 pm.

Regarding the consolidation language that is contained in the bill, Chair Marina Fraser said she would not consider consolidation without a study. Ms. Epstein explained that the study would only occur if a revenue measure is passed.

Public Comment:

Allison Chang, San Carlos, said she supported well-funded public services, including public transit, and was in support of SB 1031.

Geoff Smith said he was a lifelong transit user and expressed his support of the bill to make transit more seamless.

Marlon Jonathan Herrera Sanchez said he did not support the bill and did not want the County to lose control of its transportation funding.

Roland said he supported the London model of transit agency coordination. He said that the District should consider going back to the three prior regional measures and return the revenues back to the respective counties.

Adina Levin said it was valuable to have the various transit agencies in the County working together to support one another.

Anthony Montes, Silicon Valley Bicycle Coalition, said it was important to invest in our public transportation systems.

Ken Kershner, Menlo Park, said the research on ridership shows it is clearly a function of convenience, short headways, and tight connections, and said SB 1031 would provide critical funding to improve more frequent service.

Aidan Jones, San Francisco, said he relies on public transit to access the northern Peninsula and beyond. He said if SB 1031 does not pass, Bay Area transit riders may experience service cuts, less reliable service, and poor connections.

Chair Fraser expressed appreciation for the public comments and noted that the Board received over 100 letters and over half of them came from residents of San Francisco.

Ms. Epstein provided a summary of federal and state legislation. On the federal side, she noted that staff had submitted earmarks for the Bus Stop Improvement Plan and that Chair Fraser; April Chan, General Manager/CEO; and staff had met with the Congressional delegation offices to advocate for that project.

At the state level, she said they are currently projecting a \$38 billion budget deficit. She noted that there was a new package signed by the Governor, but that no impact is predicted for transit funding.

8.c.4. Adjourn

The meeting adjourned at 4:52 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: Legislative Committee
Through: April Chan, General Manager/CEO
From: Jessica Epstein, Director, Government and Community Affairs
Subject: **State and Federal Legislative Update and Approval of Legislative Proposal:
Support Assembly Bill (AB) 1837 (Papan)**

Action

Staff proposes the Committee recommend the Board receive the attached Federal and State Legislative Updates and approve the recommended San Mateo County Transit District (District) positions on the piece of legislation designated for action on the attached State Legislative Matrix.

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

SamTrans Federal Report May 2024

Congressional Update

Rep. Mullin Submits \$2 Million Earmark for SamTrans

- On May 17, Rep. Kevin Mullin (D-CA) announced he had submitted a \$2.089 million community project funding request for SamTrans's Bus Stop Amenity Improvements project. The funding will support the SamTrans Bus Stop Improvement Plan (BSIP), which will install over 170 new shelters, 75 new bus bulbs or boarding islands, and nearly 200 digital real-time information signs at over 220 bus stops.
- With earmark submissions sent to the House Appropriations Committee, it will likely be weeks before a draft Transportation-HUD bill with included earmarks is released. On the Senate side, California Senators have yet to announce their earmark submissions to their respective Appropriations Committee.

House Speaker Johnson Survives Ouster Attempt

- A May 8, 2024, vote to remove House Speaker Mike Johnson (R-LA) failed. The vote was forced by Rep. Marjorie Taylor Greene (R-GA) to remove him from his leadership post. The 359-43 vote to save Johnson's speakership was supported by 196 Republicans and 163 Democrats, underscoring the weakness of conservative opposition to the Louisiana Republican's leadership, but also shows his precarious position if he loses support from Democrats in the future.
- Some Democrats criticized the outcome, calling it a missed opportunity to hold Speaker Johnson accountable for "divisive leadership."
- This power struggle also highlights potential future challenges for Speaker Johnson within the Republican party.

Congress Begins FY25 Appropriations Work

- Congress faces the impending task of funding the government beyond September 30, 2024, with this being the last major item on their agenda before Election Day on November 5, 2024. Disagreements over spending levels, particularly regarding defense and nondefense programs, are expected to complicate the funding process, with Republicans advocating for more defense spending and Democrats insisting on matching increases for nondefense programs.

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564
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- The debate over spending is further complicated by campaign season distractions, leadership changes within the House Appropriations Committee, and the late enactment of FY24 bills. Late last week, House Appropriations Chair Tom Cole [announced](#) the House's tentative FY25 markup schedule.
- Despite hopes to start drafting funding bills soon, the process may be slow and dysfunctional, likely leading to the need for a continuing resolution to extend funding temporarily past the November elections.

More than 120 House Members Send Bipartisan Letter Urging for Full CIG Funding

- On April 30, 128 House members sent a bipartisan letter – led by Congressman Robert Garcia (D-CA) – to leadership of the House Appropriations Subcommittee on Transportation, Housing, and Urban Development to advocate for full funding for Federal Transit Administration (FTA)'s Capital Investment Grants (CIG) program, including New Starts, Small Starts, and Core Capacity projects.
- The letter specifically calls for CIG funding at the fully authorized amount of \$3 billion. Combined with the advance appropriations provided by the Infrastructure and Investment Jobs Act (IIJA), this appropriation would fully fund CIG at \$4.6 billion. Full funding will continue to support local public transit projects in the CIG program pipeline.

Administration Update

FTA Requests Input on CIG

- FTA has opened a comment portal on proposed policy changes to the CIG Program. The revisions are intended to amend FTA's CIG Policy Guidance last published in January 2023 and are a comprehensive update of the CIG Policy Guidance.
- The comment portal can be found [here](#), and all input must be submitted by June 4, 2024. FTA hopes to finalize the policy guidance by the end of the calendar year and, thus, is not expected to extend the comment window.

DOT Announces \$100 Million in Available Funding to Advance Smart Mobility and Efficient Transportation Systems

- On May 13, the Department of Transportation (DOT) announced \$100 million in available funding through the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program. This is the third round of funding through this program.
- The SMART Grants Program is intended to support communities carrying out transportation projects in at least one of the following technology areas:
 - Coordinated automation

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- Connected vehicles
 - Sensors
 - Systems Integration
 - Delivery/Logistics
 - Innovative aviation
 - Smart grid
 - Traffic signals
- This funding opportunity is accepting applications for Stage 1 Planning and Prototyping Grants. Later this year, Stage 1 recipients from previous rounds will be eligible to apply for State 2 implementation grant opportunities. All applications are due by Friday, July 12, 2024. Additional information about the program can be found [here](#).

Round-Up of Open Grant Opportunities

- [Consolidated Rail Infrastructure and Safety Improvements Grant Program](#). \$2.3 billion available. All applications due May 28, 2024.
- [Active Transportation Infrastructure Investment Program](#). \$44 million available. All applications due June 17, 2024.
- [Fiscal Year 2024 Transit Security Grant Program](#). \$83 million available. All applications due June 24, 2024.
- [SMART Grants](#). \$100 million available. All applications due July 12, 2024.



May 17, 2024

TO: Board of Directors
San Mateo County Transit District

FM: Matt Robinson, Michael Pimentel & Alchemy Graham
Shaw Yoder Antwih Schmelzer & Lange

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

General Update

The Legislature has been busy hearing bills in policy committees since returning from Spring Recess on April 1. Policy committees had until April 26 to hear bills with fiscal impacts and move them to the Appropriations Committees, where a total of 1,009 bills between the Senate and Assembly Appropriations Committee were placed on the suspense file. The suspense file hearings took place on May 16; the Senate had 341 measures on suspense, with 254 (75%) passing to the Senate Floor, and the Assembly had 668 measures on suspense, with 435 (65%) passing to the Assembly Floor. Bills must now move out of the first house by May 24 to meet the House of Origin legislative deadline. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

State Budget Update

On May 10, Governor Newsom released his [May Revision](#) to the proposed Fiscal Year (FY) 2024-25 budget released in January. The “May Revise,” as it is commonly referred, updates the state’s revenue projections for the upcoming fiscal year based on the latest economic forecasts available to California Department of Finance. As expected, the May Revise estimates that the budget deficit has grown – by approximately \$7 billion relative to budget deficit estimate released in January of \$38 billion, placing the state at an estimated \$45 billion deficit for FY 2024-25. This budget deficit estimate drops to \$27 billion when the cost savings generated by the Early Action Budget Agreement are factored in.

Importantly, the May Revise maintains the state’s commitment to provide the \$5.1 billion for public transit capital projects and operations outlined in the Budget Act of 2023 (AB 102 / SB 125) but maintains this commitment by proposing a series of significant fund shifts and delays. Specifically, the May Revise makes the following changes to the public transit capital and operations:

- **Maintains the \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP)** by shifting **\$839 million** from General Fund dollars to Greenhouse Gas Reduction Fund dollars. The May Revise also maintains the change implemented in the Early Action Budget Agreement that extends the appropriation timeline for this funding from two years (FY 2023-24 and FY 2024-25) to three years (FY 2023-24 through FY 2025-26).

- **Maintains the \$1.1 billion for the formula-based Zero-Emission Transit Capital Program** by delaying the appropriation of **\$680 million** of this funding to out years, as follows:
 - **\$220 million** scheduled for appropriation in FY 2023-24 is delayed to FY 2024-25;
 - **\$230 million** scheduled for appropriation in FY 2025-26 is delayed to FY 2027-28; and
 - **\$230 million** scheduled for appropriation in FY 2026-27 is delayed to FY 2027-28.

Additionally, the May Revision makes the following changes to various other transportation investments approved in previous Budget Acts:

- **Cuts \$148 million in unawarded funds from the TIRCP Cycle 6.**
- **Cuts an additional \$400 million from the Active Transportation Program** beyond the \$200 million cut included in the Governor’s January Budget for a total reduction of \$600 million.
 - The May Revision specifically reduces \$300 million from the Program in FY 2025-26 and \$99 million in FY 2026-27, with Cycle 7 backfilling funding for Cycle 6.
- **Cuts \$330 million in awarded, but not yet appropriated funds for various grade separation projects.** This cut will negatively impact Caltrain and the TA, as they were awarded \$70 million from this program for the Burlingame grade separation project.

The May Revision does not mention, or propose new action on, the \$2.4 billion in FY 2023-24 funding for the formula-based TIRCP and ZETCP that is currently frozen by the Newsom Administration. As we previously reported, this funding was scheduled to be released to regional entities for suballocation to transit agencies by April 30, 2024. Therefore, the spending freeze remains in place pending budget discussions between the Newsom Administration and Legislature.

CalSTA’s Transit Transformation Task Force Holds Third Meeting

On April 15, the California State Transportation Agency convened the third meeting of the Transit Transformation Task Force at the Caltrans District 11 Headquarters in San Diego.

The meeting was organized around reviewing and discussing the initial work of the Task Force’s Technical Working Group relative to identifying the components of “transit availability,” establishing target metrics for these components, and identifying the factors that determine if transit is an attractive choice. In short, the Technical Working Group identified “connections to destinations,” “distance to a transit stop,” “span of service,” and “understanding of transit” as the primary components of transit availability (while stipulating to the importance of other characteristics of features); presented community-specific, but fiscally unconstrained, metrics for each; and identified “reliability,” “speed,” “safety,” “experience,” and “affordability” as the factors that determine if transit is an attractive choice.

The feedback from the Task Force elevated the following points and themes:

- Demography and the characteristics of the built environment, including accessibility, must be factored into how community-specific metrics are defined;
- Efforts to increase transit ridership should not focus solely on “supply side” solutions (as the state has organized the Task Force’s discussions to-date) and must consider “demand side” solutions;
- Task Force’s work to define metrics should integrate data already developed by Metropolitan Planning Organizations, and Regional Transportation Planning Agencies and included in Sustainable Community Strategies Plans;
- Safety is the top factor determining if transit is an attractive choice;
- Exercise of establishing community-specific metrics and identifying the factors that determine if transit is an attractive choice must be grounded in fiscal constraints and political realities; and,

- Discussion on transit transformation should start with discussion on addressing barriers / challenges to providing or improving public transit services, many of which are created by policies and procedures established by the state and municipalities.

The next Task Force meeting will take place on June 17 in San Francisco. The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials will be available on [CalSTA's website](#).

Bills with Recommended Actions

AB 1837 (Papan) Bay Area Regional Network Management Council – RECOMMEND SUPPORT

This bill would create the Regional Network Management Council and would require the Metropolitan Transportation Commission to facilitate the creation of the Council. The Council would be created as an 11-member council to represent the interests of its stakeholders, provide leadership and critical input on regional transit policies, and provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in San Francisco Bay Area transit.

Bills with Positions

SB 1031 (Wiener and Wahab) Bay Area Transportation Regional Measure/Transit Consolidation – OPPOSE UNLESS AMENDED

This bill is the vehicle of the authorization legislation for the Bay Area regional transportation funding measure and includes requirements for a transit consolidation study. SB 1031 includes various revenue mechanisms (sales tax, employer tax, vehicle fees, property related fees) and identifies the funding priorities for the revenue generated from the measure, focusing on transit operations and transformation, safe streets and pothole repair, connectivity/mobility improvements, and climate resilience.

SB 1031 also includes provisions for transit governance and targets for transit operations (common fare payments/structures, acceptance of a regional transit pass, a common fare transfer policy, etc.), many of which stem from recent Seamless Bay Area efforts. The bill would establish clear control for MTC over both historical transit formula funding (STA), as well new measure money, and condition access to those funds on adherence to the abovementioned governance structure and operational targets. The bill also includes a maintenance of effort provision to access regional measure funds.

On the morning of May 17, substantive SB 1031 amendments went into print as the bill passed off the Senate Appropriations Suspense File. Those amendments are listed below:

1. Requires MTC to develop an expenditure plan with impacted counties and have the plan approved by transportation agencies in a majority of counties impacted by the measure and a majority of the population of the impacted counties.
2. The amendments require, after the first five years, that the return to source go from 70 percent to 90 percent.
3. Prohibits the placement of a ballot measure in Marin or Sonoma counties until November 2028 and if these counties do place a measure on the ballot and have not passed the SMART tax measure, that a minimum amount of revenues equal to the existing SMART tax go to SMART.
4. Requires MTC, on or before April 1, 2025, to amend or update its regional transportation plan to include the extension of rail transit service operated by the Sonoma-Marín Area Rail Transit District within the transportation network identified in the sustainable communities strategy and within the financial element.

Bills of Interest

SB 898 (Skinner) UV Filtration in Vehicle Windows – WATCH

This bill would require, by model year 2032, all new truck trailers, motor trucks, and buses manufactured or sold in California to have their front driver window filtered to block at least 98% of ultraviolet (UV) radiation, unless otherwise exempted by the bill.

SB 960 (Wiener) Complete Streets/Transit Priority Projects on the State Highway System – WATCH

On complete streets, this bill would require all transportation projects funded or overseen by Caltrans to provide complete streets facilities unless exempt pursuant to the bill. It would also require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan objective targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans' performance report to include a description of complete streets facilities on each project. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities consistent with SHOPP asset management plan and Caltrans' most recent policy.

This bill passed off the Senate Appropriations Committee with amendments that narrow the mandate for transit priority and complete streets facilities on SHOPP projects. Specifically, the amendments limit the scope of the bill to only apply to state highways or other facilities that are not closed to use by pedestrians, bicyclists, other nonmotorized users, or persons operating motor-driven cycles or boards.

Grants for Zero-Emission Buses and Infrastructure

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$76 million –

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

Current Guidelines: Found [here](#).

Status: [Funding cycle remains 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 (EnergIIZE): Transit ZEV Charging/Fueling Infrastructure Funding Lane (Up to \$15 million total) – The EnergIIZE Transit Set-Aside Funding Lane will provide up to \$15 million available in incentives for medium- and heavy-duty electric and hydrogen fuel cell transit zero-emission vehicle infrastructure projects. It covers 75-90% of eligible infrastructure equipment and software costs up to \$2 million (standard) or \$2.8 million (equity criteria). The Transit Set-Aside pairs transit ZEV charging/fueling infrastructure funding from the California Energy Commission (CEC), with transit ZEV funding from the California Air Resources Board (CARB).

Current Guidelines: Fact sheet found [here](#).

Status: [Funding cycle opens on April 30](#)

San Mateo County Transit District State Legislative Matrix 5/17/2024

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

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 761 Friedman D</p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Existing law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Existing law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 817 Pacheco D</p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Existing law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met (nonemergency provisions). Existing law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to specific means by which the public may remotely hear and visually observe the meeting. This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 914 Friedman D</p> <p>Electrical infrastructure: California Environmental Quality Act: review time period.</p>	<p>This bill is dead.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 1516 Kalra D</p> <p>Labor and Workforce Development Agency: working group: minimum wage.</p>	<p>This bill is in the Senate Labor, Public Employment, and Retirement Committee.</p>	<p>Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment. Existing law establishes the Division of Labor Standards Enforcement under the direction of the Labor Commissioner within the Department of Industrial Relations, and requires the division to ascertain the wages paid to all employees in this state, to ascertain the hours and conditions of labor and employment in the various occupations, trades, and industries in which employees are employed in this state, and to investigate the health, safety, and welfare of those employees. This bill would require the Labor and Workforce Development Agency to convene a working group to study and evaluate topics related to the minimum wage in California. The bill would require the working group to submit to the Legislature, on or before July 1, 2025, a report that outlines recommendations for raising the minimum wage for all workers in California.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 1837 Papan D</p> <p>San Francisco Bay area: public transit: Regional Network Management Council.</p>	<p>This bill was ordered to the Consent Calendar on the Assembly Floor.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Existing law requires the commission to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction, as specified. This bill would create the Regional Network Management Council as an 11-member council to represent the interests of its stakeholders, to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. The bill would require the commission to facilitate the creation of the council. By requiring the commission to facilitate the creation of the council, and requiring certain employees of specified local agencies to serve on the council, the bill would impose a state-mandated local program.</p>	<p>Recommend Support</p>
<p>AB 1870 Ortega D</p> <p>Notice to employees: legal services.</p>	<p>This bill is in the Senate Labor, Public Employment, and Retirement Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Existing law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee's ability to consult a licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
AB 1879 Gipson D Electronic signatures.	This bill is in the Senate Judiciary Committee.	Existing law authorizes, in any written communication with a public entity, the use of a digital signature, which is defined, in part, as a type of electronic signature, as defined. Under existing law, a digital signature has the same force and effect as the use of a manual signature if it complies with specified requirements and the public entity elects to use a digital signature. Existing law requires, at the option of the parties, the use or acceptance of a digital signature. This bill would require, at the option of the parties, the use or acceptance of an electronic signature, including a digital signature, unless otherwise provided. Under the bill, a digital signature would also have the same force and effect as the use of a manual signature if it complies with the above-referenced requirements and the public entity's use of a digital signature is mandated. The bill would also make nonsubstantive changes to these provisions. This bill contains other related provisions and other existing laws.	Watch
AB 1890 Patterson, Joe R Public works: prevailing wage.	This bill is in the Senate Labor, Public Employment, and Retirement Committee.	Existing law defines the term "public works" for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Existing law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000. By creating new notification requirements for public agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1904 Ward D Transit buses: yield right-of-way sign.	This bill is in the Senate Transportation Committee.	Existing law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Existing law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. The bill would also authorize the yield right-of-way sign to be a static decal, and would only impose the above-described design and illumination requirements on a sign that is a flashing light-emitting diode (LED) sign.	Watch

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 1953 Villapudua D</p> <p>Vehicles: weight limits.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing state and federal laws set specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Existing federal law prohibits the maximum gross vehicle weight of a vehicle operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power from exceeding 82,000 pounds. Existing state law, to the extent expressly authorized by federal law, authorizes a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This bill would clarify that the power unit of a near-zero emission or zero-emission vehicle, as defined, is authorized to exceed the allowable gross weight limits by up to 2,000 pounds, but no more than 2,000 pounds when the vehicle contains more than one power unit. This bill would also clarify that the maximum gross vehicle weight for a near-zero-emission vehicle or a zero-emission vehicle is 82,000 pounds.</p>	<p>Watch</p>
<p>AB 1958 Berman D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Existing law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation or project management issues.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 2090 Irwin D</p> <p>Office of Farm to Fork: food deserts: transportation.</p>	<p>This bill was held in Assembly Appropriations.</p>	<p>Existing law creates the Office of Farm to Fork within the Department of Food and Agriculture, and requires the office, to the extent that resources are available, to work with various entities to increase the amount of agricultural products available to underserved communities and schools in the state. Existing law requires the office, among other things, to identify distribution barriers that affect limited food access and work to overcome those barriers through various actions and to coordinate with school districts and representatives to, among other things, increase the? nutritional profile of foods provided in schools. This bill would require the office to also work with transportation agencies to increase the amount of agricultural products available to underserved communities and schools in the state, and to prioritize the department’s efforts in food deserts, as defined, throughout the state, especially cities and counties that are most impacted by food insecurity, as defined. The bill would require the office to work to overcome those identified distribution barriers by also facilitating partnerships between statewide, regional, and local transportation agencies to address inadequate public transportation lines in urban and rural communities, with the aim of connecting all communities to adequate and nutritional food access, as provided. The bill would require the office to coordinate with school districts and representatives to assess access to school breakfast and lunch programs during scheduled academic calendar breaks and school closures.</p>	<p>Watch</p>
<p>AB 2192 Carrillo, Juan D</p> <p>Public agencies: cost accounting standards.</p>	<p>This bill is in Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law, the Uniform Public Construction Cost Accounting Act, authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. The act defines “public project” to include, among other things, construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility. This bill would define “public project” to additionally include installations involving any publicly owned, leased, or operated facility. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2233 Schiavo D</p> <p>Building standards: toilet compartments.</p>	<p>This bill was held in Assembly Appropriations.</p>	<p>Existing law, the California Building Standards Law, establishes the California Building Standards Commission within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code. Existing law also establishes that in the Department of General Services, there is a State Architect, appointed by the Governor, as specified, who is required to report directly to the Director of General Services. This bill would require the Division of the State Architect, as part of the next intervening edition of the California Building Standards Code adopted after January 1, 2025, to propose for adoption building standards that increase the total minimum number of ambulatory accessible toilet compartments to 5% of the total number of toilet compartments, with at least one ambulatory accessible toilet compartment. The bill would require that these standards be in addition to wheelchair accessible toilet compartment standards. The bill would also require the Division of the State Architect to consider additional changes to ambulatory accessible toilet compartment standards to improve accessibility.</p>	<p>Watch</p>
<p>AB 2286 Aguiar-Curry D</p> <p>Vehicles: autonomous vehicles.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would require a manufacturer of an autonomous vehicle to report to the department a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing or deployment permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. The bill would require a manufacturer of an autonomous vehicle to annually submit to the department specified information regarding the deactivation of the autonomous mode for its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that were operating under a testing or deployment permit that authorized the vehicle to operate on public roads. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2302 Addis D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill is in Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. The bill, for the purpose of counting meetings attended by teleconference, would define a “meeting” as any number of meetings of the legislative body of a local agency that begin on the same calendar day. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2421 Low D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the San Francisco Bay Area Rapid Transit District, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would also prohibit a local public agency employer, a state employer, a public school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation.</p>	<p>Watch</p>
<p>AB 2455 Gabriel D</p> <p>Whistleblower protection: state and local government procedures.</p>	<p>This bill is in Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Existing law authorizes the county auditor to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper activity, as defined, existing law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. This bill would expand the above-described duties and authorizations to the auditor's or controller's designee, as specified. The bill would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity, as defined, and expand its scope to include activity by a local agency, employee, or contractor or subcontractor. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2553 Friedman D</p> <p>Housing development: major transit stops: vehicular traffic impact fees.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>Existing law, the California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2561 McKinnor D</p> <p>Local public employees: vacant positions.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act prohibits a public agency from, among other things, imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with specified employee rights guaranteed by the act. This bill would require each public agency with bargaining unit vacancy rates exceeding 10% for more than 90 days within the past 180 days to meet and confer with a representative of the recognized employee organization to produce, publish, and implement a plan consisting of specified components to fill all vacant positions within the subsequent 180 days. The bill would require the public agency to present this plan during a public hearing to the governing legislative body and to publish the plan on its internet website for public review for at least one year. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include findings that changes proposed by this bill address a matter of statewide concern.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2661 Soria D</p> <p>Electricity: Westlands Water District.</p>	<p>This bill is on the Assembly Floor.</p>	<p>The California Water District Law provides for the establishment of water districts and authorizes a district to construct, maintain, and operate plants for the generation of hydroelectric energy and transmission lines for the conveyance of the hydroelectric energy. Existing law merged the former West Plains Water Storage District into the Westlands Water District, and provides for the operation of the Westlands Water District. This bill would authorize the Westlands Water District to provide, generate, and deliver solar photovoltaic or hydroelectric electricity and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for generating and delivering that electricity. The bill would require the district to use the electricity for the district’s own purposes, and the bill would authorize the district to sell surplus electricity to a public or private entity engaged in the distribution or sale of electricity. The bill would also authorize the district to construct, operate, and maintain energy storage systems and electric transmission lines, and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for the operation of the energy storage system and electric transmission lines, within the boundaries of the district, as specified. The bill would require the district to report the amount of income, and the purposes for expenditure of that income, from these electricity facilities in a specified report. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 2669 Ting D</p> <p>Toll bridges: tolls.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2712 Friedman D</p> <p>Preferential parking privileges: transit-oriented development.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways during all or certain hours of the day. Existing law authorizes the ordinance or resolution to include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued permits that exempt them from the prohibition or restriction of the ordinance or resolution. Existing law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city’s, county’s, or city and county’s ability to meet its share of the regional housing need for low- and very low income households. This bill would, for purposes of its provisions, define “development project” to mean a residential, commercial, or other development project exempt from minimum automobile parking requirements, or subject to parking minimum reductions based on any other applicable law, located within the boundaries of the City of Los Angeles. This bill, for a development project that is located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents, vendors, or visitors of the development project that grants preferential parking privileges. However, the bill would also authorize a local authority to issue permits to residents of the development project that is within the boundaries of a preferential parking area if the issuing the permit does not cause overcrowding in the preferential parking area for existing residents. The bill would also provide that none of the above-described provisions prohibit local authorities from issuing permits to residents of developments projects that occupy deed-restricted units intended for specified households. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 2715 Boerner D Ralph M. Brown Act: closed sessions.	This bill is in Senate Rules Committee, pending referral to policy committee.	Existing law, the Ralph M. Brown Act, generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Existing law authorizes a legislative body to hold a closed session with specified individuals on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a legislative body to hold a closed session with other law enforcement or security personnel and to hold a closed session on a threat to critical infrastructure controls or critical infrastructure information, as defined, relating to cybersecurity. This bill contains other related provisions and other existing laws.	Watch
AB 2719 Wilson D Vehicles: commercial vehicle inspections.	This bill is dead.	Existing law requires the driver of a commercial vehicle to stop and submit to a vehicle and driver inspection, as described, wherever the California Highway Patrol (CHP) is conducting commercial vehicle inspections and signs are displayed requiring the stop. Under existing law, a failure to stop as required is punishable as a misdemeanor. This bill would authorize a public transit agency, as defined, to request the CHP to conduct an annual inspection and certification of its fleet. The bill would authorize the Commissioner of the CHP to issue stickers or other devices as evidence of certification. The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection.	Watch
AB 2751 Haney D Employer communications during nonworking hours.	This bill was held in Assembly Appropriations.	Existing law, including statutory provisions and orders of the Industrial Welfare Commission, as enforced by the Division of Labor Standards Enforcement, regulates the wages, hours, and working conditions of employees. Existing law makes it a crime for an employer to require or cause any employee to work for longer hours than those fixed or under conditions of labor prohibited by an order of the commission or to violate or refuse or neglect to comply with specified statutes on wages, hours, and working conditions or any order or ruling of the commission. This bill would require a public or private employer to establish a workplace policy that provides employees the right to disconnect from communications from the employer during nonworking hours, except as specified. The bill would define the “right to disconnect” to mean that, except for an emergency or for scheduling, as defined, an employee has the right to ignore communications from the employer during nonworking hours. The bill would require nonworking hours to be established by written agreement between an employer and employee. The bill would authorize an employee to file a complaint of a pattern of violation of the bill’s provisions with the Labor Commissioner, punishable by a specified civil penalty.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 2781 Irwin D</p> <p>Public contracting: state grants: prohibition.</p>	<p>This bill was held in Assembly Appropriations.</p>	<p>Existing law governs the bidding and awarding of public contracts by public entities, as defined, and imposes additional requirements on state agencies when awarding contracts. This bill would require a state agency, as defined, to include, when awarding a contract for grant administration services, as defined, in the terms of the contract a provision that sets forth standards for resolving actual or perceived conflicts of interest for the contractor.</p>	<p>Watch</p>
<p>AB 2813 Aguiar-Curry D</p> <p>Government Investment Act.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. The Legislature adopted Assembly Constitutional Amendment 1 (ACA 1) at the 2023–24 Regular Session of the Legislature, which, if approved by the voters, would amend and add provisions of the California Constitution to (1) create an additional exception to the 1% limit on the ad valorem tax rate on real property by authorizing a local jurisdiction to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction; and (2) authorize a local jurisdiction to impose, extend, or increase a sales and use tax to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction. This bill, for purposes of ACA 1, would define “affordable housing” to include rental housing, ownership housing, interim housing, and affordable housing programs such as downpayment assistance, first-time homebuyer programs, and owner-occupied affordable housing rehabilitation programs. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness or ACA 1 special taxes to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety buildings, facilities, and equipment. This bill would specify that a parcel tax imposed pursuant to ACA 1 may include an exemption for persons who are 65 years of age or older, older whose annual income does not exceed 250% of the 2012 federal poverty guidelines, persons receiving Supplemental Security Income for a disability, or persons receiving Social Security Disability Insurance Benefits and whose yearly income does not exceed specified amounts. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2854 Irwin D</p> <p>Bradley-Burns Uniform Local Sales and Use Tax Law.</p>	<p>This bill is on the Assembly Floor.</p>	<p>The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law. Existing law, on or after January 1, 2016, prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to any person, as defined, for any purpose, if the agreement results in a reduction in the amount of Bradley-Burns local tax revenues that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency, with specified exceptions. This bill would require a local agency, as defined, to annually provide specified information relating to each agreement resulting in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to the California Department of Tax and Fee Administration. The bill would additionally require the local agency to publish that information on its internet website. The bill would impose monetary penalties on any local agency that fails to provide information to the department or fails to publish information to its internet website. website, as prescribed. By expanding the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2892 Low D</p> <p>Vehicles: financial responsibility: self-insurance.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law requires all drivers and all owners of a motor vehicle to be able to establish financial responsibility, including, among other methods, as a self-insurer, as specified. Existing law authorizes the Department of Motor Vehicles, upon application, to issue a certificate of self-insurance to an applicant who has, among other requirements, more than 25 motor vehicles registered in their name. Existing law authorizes the director of the department to adopt and enforce rules and regulations as may be necessary to carry out the provisions of the Vehicle Code relating to the department. Existing regulations provide for the requirements to qualify as a self-insurer, including that the applicant provide an audited financial statement of the applicant's net worth, as specified, that the audited financial statements cover a 3-year period immediately preceding the date of application, and that the audited financial statements include an opinion of the applicant's net worth and reflect a net worth of not less than \$2,200,000 on the date of application. This bill would place in the Vehicle Code specified requirements to qualify as a self-insurer, including an option for an applicant to provide a cash deposit or surety bond in specified amounts. The bill would require the applicant to maintain an insurance policy with certain entities, including a company licensed to provide insurance in California and nonadmitted insurers, as specified.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 3177 Carrillo, Wendy D</p> <p>Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Existing law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within 1/2 mile of a transit station. Existing law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within 1/2 mile of a transit priority area for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define “transit priority area” as an area within 1/2 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3186 Petrie-Norris D</p> <p>Public works: prevailing wages: access to records.</p>	<p>This bill passed through Assembly Appropriations and is headed to the Assembly Floor.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a willful violation of this requirement. Existing law defines “public works,” for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Existing law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual’s name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual’s full social security number, as specified. This bill would require each contractor and subcontractor performing work on any public works project and any covered entity, as defined for these purposes as a corporation, limited liability company, partnership, joint venture, or other legal entity, that develops or undertakes such project, to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to contractors, subcontractors, and covered entities that are developing, undertaking, or performing work on a development project for which contractors are required to maintain and verify payroll records, as specified. The bill would subject a contractor, subcontractor, or covered entity, for failing to comply with the provisions of this act, to a penalty by the commissioner, as specified, and would deposit the penalties into a specified fund. This bill would require the Director of Industrial Relations to adopt rules to govern the release of those records, as specified. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 532 Wiener D</p> <p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</p>	<p>This bill is in Assembly Appropriations.</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified. This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 898 Skinner D</p> <p>Vehicle equipment: windows.</p>	<p>This bill is on the Assembly's Desk.</p>	<p>Existing law provides for various safety standards requiring motor vehicles to be equipped with certain devices, including brakes, headlamps, and safety belts. A violation of the Vehicle Code is punishable as an infraction. This bill would, by the 2032 model year, require every new truck tractor, motortruck, and bus manufactured or sold in the state to have the front driver window filtered so that no more than 2% of ultraviolet A radiation and no more than 2% of ultraviolet B radiation of the incident solar radiation is allowed into the vehicle, as specified. The bill would prohibit the material used to limit these radiations from interfering with wireless service or GPS, as defined. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 904 Dodd D</p> <p>Sonoma-Marín Area Rail Transit District.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under existing law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Existing law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>SB 915 Cortese D</p> <p>Local government: autonomous vehicles.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law authorizes an autonomous vehicle, as defined, to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if certain requirements are met, including that the vehicle is being operated solely by employees, contractors, or other persons designated by the manufacturer. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles containing certain certifications regarding safety and other technological requirements and the department approves that application pursuant to adopted regulations. Existing law, commencing January 1, 2030, and to the extent authorized by federal law, prohibits the operation of certain new autonomous vehicles that are not zero-emission vehicles, as defined. Existing law provides for the local regulation of certain types of transportation services, including taxicab companies. Existing law requires each city or county in which a taxicab company is substantially located to adopt an ordinance or resolution in regard to taxicab transportation service, that includes provisions for a permitting program for taxicab drivers. Under existing law, it is unlawful to operate a taxicab company without a valid permit to operate issued by each city or county in which the taxicab company is substantially located. This bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization by the Department of Motor Vehicles, the Public Utilities Commission, or any other applicable state agency to operate, to protect the public health, safety, and welfare by enacting an ordinance in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that enacts an ordinance to include certain provisions within that ordinance. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program that includes, among other things, the establishment of reasonable vehicle caps and hours of service restrictions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>SB 955 Seyarto R</p> <p>Office of Planning and Research: Infrastructure Gap-Fund Program.</p>	<p>This bill was held in Senate Appropriations.</p>	<p>Existing law establishes the Office of Planning and Research in the Governor’s office for the purpose of serving the Governor and the Governor’s cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Existing law authorizes a local agency to finance infrastructure projects through various means, including by establishing an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project’s total cost, subject to specified requirements, including, among other things, that the office is prohibited from awarding a grant to a local agency unless the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project’s total cost. The bill would require the office to develop guidelines to implement the program that establish the criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative January 1, 2027.</p>	<p>Watch</p>
<p>SB 960 Wiener D</p> <p>Transportation: planning: complete streets facilities: transit priority projects.</p>	<p>This bill passed through Senate Appropriations and is headed to the Senate Floor.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would require all transportation projects funded or overseen by the department to provide complete streets facilities, except as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>SB 993 Becker D</p> <p>Clean energy development incentive rate tariff.</p>	<p>This bill was held in Senate Appropriations.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would require the commission, on or before July 1, 2026, in a new or existing proceeding, to evaluate and, if just and reasonable, establish a clean energy development incentive rate time-of-use tariff to encourage the development of new commercial or industrial electrical loads that contribute to the state’s efforts to reduce the emissions of greenhouse gases. The bill would require the tariff to offer lower rates for customers and to meet specified requirements, including, among other things, that the program only be open to new electrical customers that did not establish service before January 1, 2025, or to existing electrical customers that are expected to increase their total annual electrical demand by more than 50% after beginning service under the tariff. The bill would require that the tariff only be open to customers producing hydrogen using an electrolysis of water or using electricity to provide industrial process heat. The bill would require the tariff to be available to bundled customers of electrical corporations until the tariff meets a statewide limitation of 5,000 megawatts of customer participation. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1031 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would authorize the commission to raise and allocate new revenue and incur and issue bonds and other indebtedness, as specified. In this regard, the bill would authorize the commission, until January 1, 2041, to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area, in accordance with applicable constitutional requirements. The bill would prohibit a tax or surcharge described above from being imposed for a period of time of more than 30 years. The bill would require the parcel tax to be collected by counties and the other 3 taxes to be collected by specified state agencies, and would require the net revenues from those taxes to be remitted to the commission, as prescribed. The bill would require the revenue generated pursuant to these provisions to be used for transportation improvements in the San Francisco Bay area, including for various transit purposes, and would require the commission to distribute those revenues in accordance with specified requirements. This bill contains other related provisions and other existing laws.</p>	<p>Oppose Unless Amended</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
SB 1134 Caballero D Surplus land.	This bill is on the Senate Floor.	Existing law provides for the disposal of land owned by a local agency that is surplus and is not necessary for the agency’s use. The local agency is required to declare the land either “surplus land” or “exempt surplus land,” as prescribed. Existing law sets forth procedures for the disposal of surplus land and provides that these procedures do not apply to exempt surplus land. Existing law, for prescribed surplus land parcels developed with residential units, requires minimum percentages of residential units developed on the parcel to be sold or rented at affordable housing cost or affordable rent. This bill, with regard to surplus land, would require each parcel of land to be considered a distinct unit of surplus land, with the exception of contiguous parcels that are disposed of simultaneously to the same receiving entity or any entity working in concert with another receiving entity, which parcels the bill would require to be treated as a single unit of land.	Watch

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
SB 1206 Becker D GO-Biz: next generation batteries.	This bill was held in Senate Appropriations.	<p>Existing law establishes the Governor’s Office of Business and Economic Development (GO-Biz), which serves the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law authorizes GO-Biz, until July 1, 2025, to undertake measures that are necessary or useful to prepare and submit an application to receive funding from the regional clean hydrogen hubs program established by the Secretary of the United States Department of Energy or to otherwise participate in the regional clean hydrogen hubs program. Existing law requires grants made from any funding received from the regional clean hydrogen hubs program to be used as specified. The California Renewables Portfolio Standard Program requires the Public Utilities Commission to establish a renewables portfolio standard, as defined, requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatt-hours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would, until January 1, 2030, authorize GO-Biz to undertake measures that are necessary or useful to prepare and submit an application to receive funding from next generation battery hub programs, as defined. The bill would require that grants made from any funding received from next generation battery hub programs under its provisions support projects in California that advance progress toward resource adequacy goals and the targets of the scoping plan and the California Renewables Portfolio Standard Program. The bill would also require that grants made from any funding received from next generation battery hub programs under its provisions prioritize projects that meet any of the specified conditions, including that the project help reduce costs and increase access to batteries. Prior to the submission of any applications to receive funding from next generation battery hub programs, the bill would require a partnership entered into pursuant to the above-described provisions to adopt a community benefits plan that includes specified elements. The bill would require GO-Biz to submit a report to the relevant budget and policy committees of the Legislature on or before January 1, 2026, and annually thereafter, regarding the status of any partnership entered into pursuant to the above-described provisions.</p>	Watch

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>SB 1321 Wahab D</p> <p>Employment Training Panel: employment training program: projects and proposals.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law establishes the Employment Training Panel within the Employment Development Department and sets forth its powers and duties with respect to certain employment training programs. Existing law declares the intent of the Legislature that the purpose of provisions relating to the panel is to establish an employment training program to promote a healthy labor market in a growing, competitive economy and to fund only projects that meet specified criteria, including promoting the retention and expansion of the state’s manufacturing workforce. Existing law requires the panel, in funding projects that meet the above-described criteria, to give funding priority to projects that meet specified goals, including promoting the retention and expansion of the state’s manufacturing workforce. This bill would also include in the above-described project criteria, among other things, assisting existing apprentice, certification, or other training programs in updating training to reflect new technologies or methods, or to address gaps in existing training. The bill would also include in the above-described goals, among other things, meeting the standards established by the Division of Apprenticeship Standards for high-quality training programs. The bill would authorize projects developed pursuant to the above-described provisions to use program funding, upon appropriation by the Legislature, to provide training through apprenticeship programs approved by the Division of Apprenticeship Standards and training at joint-labor management training centers. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1325 Durazo D</p> <p>Public contracts: best value procurement: goods.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law imposes requirements on, and authorizes procedures for, public contracting for equipment and services, among other things, by local and state agencies. Existing law authorizes certain procurements to be facilitated through a lowest responsible bidder requirement. This bill would authorize a public entity, as defined, to award contracts through a best value procurement method, as described, for the purchase of goods with a base value of \$250,000 or more. The bill would require the public entity to adopt and publish procedures and guidelines for evaluating the qualifications of the bidders to ensure the best value selections are conducted in a fair and impartial manner, as described. The bill would authorize the procedures and guidelines to include the adoption of a high road jobs plan policy that evaluates bidders’ high road jobs plan commitments as part of the overall score for the public contract, as specified. This bill would require the solicitation document to include certain information and would direct the public entity to use a scoring method based on price and the factors described in the solicitation document, as specified. The bill would require the public entity to let any contract for these projects to the selected bidder that represents the best value or reject all bids. The bill would also authorize a public entity to award all contracts for the purchase of municipal fleets by using a best value procurement method, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>SB 1387 Newman D</p> <p>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements, including that the vehicle has a gross vehicle weight rating that exceeds 8,500 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual. If the voucher is provided to an individual to acquire a vehicle for personal and commercial use, the bill would require that individual to attest under penalty of perjury that the vehicle will primarily be used in furtherance of a valid commercial or business purpose, including, but not limited to, hauling or towing. The bill would authorize the state board to adopt regulations to implement these requirements. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1420 Caballero D</p> <p>Hydrogen.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law requires the State Air Resources Board to adopt hydrogen fuel regulations that ensure state funding for the production and use of hydrogen fuel contributes to the reduction of the emissions of greenhouse gases, criteria air pollutants, and toxic air contaminants, and ensure the production and direct use of hydrogen fuel in motor vehicles also contributes to a reduced dependence on petroleum, as provided. This bill would require the state board to adopt regulations requiring that no less than 33.3% of the retail hydrogen produced for, or dispensed by, fueling stations that receive state funds is made by a qualified clean hydrogen project, as defined. The bill would also require that no less than 60% of the retail hydrogen produced or dispensed in California for use in transportation is made by a qualified clean hydrogen project by December 31, 2045. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1434 Durazo D</p> <p>Unemployment insurance: benefit and contribution changes.</p>	<p>This bill is in the Senate Labor, Public Employment, and Retirement Committee.</p>	<p>Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law excludes from the definition of “wages,” for purposes of the unemployment insurance law, remuneration in excess of \$7,000 paid to an individual by an employer during any calendar year, with respect to employment. This bill would change the amount of remuneration that is excluded from the definition of “wages,” to \$____ on and after January 1, 2025, but before January 1, 2027, and to \$____ on and after January 1, 2027. The bill would require an annual cost of living increase to the \$____ amount on and after January 1, 2028, and each January 1 thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/17/2024

Bill ID/Topic	Location	Summary	Position
<p>SB 1509 Stern D</p> <p>Negligent Operator Treatment (NOT) in California Act.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law prescribes various speed limits for the operation of vehicles, and generally prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed that endangers the safety of persons or property. Existing law requires that specified convictions, violations, and traffic-related incidents count as points against a driver’s record for purposes of suspension or revocation of the privilege to drive, and generally provides that traffic convictions involving the safe operation of a motor vehicle result in one violation point. This bill, the Negligent Operator Treatment (NOT) in California Act, would specify that a conviction of driving a vehicle at a speed that exceeds the posted speed limit by 26 miles per hour or more on a highway with a posted speed limit for passenger vehicles of 55 miles per hour or less shall be given a value of 2 points.</p>	<p>Watch</p>



Recent SB 1031 Meetings/Hearings

- MTC Legislation Committee – May 10
- Senate Appropriations Committee – May 13
- MTC (Full Commission) Meeting – May 22
- Senate Floor – May 24

Next steps

- MTC Legislation Committee – June 14
- MTC Special Meeting – date TBD
- Assembly Transportation / Revenue & Tax Committees – date TBD

Consolidation/Coordination

New:

- Consolidation and enhanced coordination on equal footing; defined separately:
 - “Consolidation means a reform to transit agencies that include one or more of the following...” Combining staff, combining office functions, replacing multiple governing boards with one, creating an umbrella structure under which all transit agencies operate as distinct agencies
 - “Enhanced coordination means increasing coordination across two or more transit agencies to improve service, efficiency, safety, or other benefits...” Includes colocation of facilities, collaboration on grants, planning, training, and initiatives in the 2021 Bay Area Transit Transformations Action Plan
- Study must identify opportunities for the consolidation or enhanced coordination, or both, of two or more agencies

No change:

- Study must be done by January 1, 2026
- No funding identified

New: Timing of Election Marin & Sonoma

- Marin and Sonoma Counties excluded from ballot measure until 2028
 - SMART quarter sales tax expires in 2029; likely to seek renewal 2026
- The ballot measure could:
 - Go in 2026 without Marin and Sonoma
 - Go in 2028 with or without Marin and Sonoma
- If the SMART renewal measure fails in 2026 and Marin and Sonoma participate in a regional measure in 2028, SMART operating and capital expenses are backfilled
- MTC also required to add SMART to Cloverdale to the regional transportation plan (Plan Bay Area 2050) by April 1, 2025

New: Expenditure Plan Requirement

- Expenditure plan must be developed in consultation with Transportation Authorities and have:
 - Support from a majority of county Transportation Authorities (or Congestion Management Agency if no TA exists)
 - Representing at least a majority of the population where the measure appears on the ballot
- An expenditure plan could be adopted without San Mateo's vote if other Bay Area counties help to exceed the 50% threshold
- Unclear how expenditure plan interacts with funding distribution/return to source

New: Increased Return-to-Source

- The return-to-source minimums are adjusted from 70% in Years 1-5 to 90% starting in Year 6:
 - Years 1 – 5 is still 70%
 - Fiscal cliff issues unlikely to be resolved with universal 90% return to source starting in Year 6
- Commission shall prepare and adopt a revised return-to-source calculation at least every two years to ensure the allocation of funds are distributed correctly
- Funds for “Connectivity” (15%) category now distributed directly to TAs

No Changes

- Accountability:
 - No accountability/limits on funding distribution to agencies facing a fiscal cliff
- Highway Funding:
 - Unclear if capacity increasing can be funded, project must be “climate neutral”
- Revenue:
 - Goal is to raise \$1.5B annually but sales tax limited to \$1B (1/2 of 1%)
- Timing:
 - Tax limited to 30 years; MTC ability to place on ballot expires 1/1/2041
- MTC Authority:
 - Codification of MTC authority with previously introduced guardrails



Item #9.d.3.
6/5/2024

Thank You



Please email ensteinj@samtrans.com with any questions

Resolution No. 2024-

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

* * *

**Declaring the Uncertainty of Compensation of Administrative Employees as of the Pay Period
Including July 1, 2024**

Whereas, upon the recommendation of the General Manager/CEO, the Board of Directors (Board) finds and determines that an adjustment in compensation of San Mateo County Transit District (District) administrative employees who are not represented by recognized employee organizations is in order; and

Whereas, the District currently is engaged in negotiations with recognized employee organizations and the Board is not prepared to adjust compensation of the District's unrepresented administrative employees while such negotiations are ongoing.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District that, as of July 1, 2024, the compensation of unrepresented administrative employees of the San Mateo County Transit District is declared to be uncertain and undetermined.

Be it Further Resolved that the General Manager/CEO is requested to recommend to the Board, no later than during the regular meeting of the Board scheduled for August 7, 2024, the adoption of compensation-related actions for the District's unrepresented administrative employees, with the understanding that resulting compensation adjustments may be applied effective as of the pay period including July 1, 2024 in consideration of services to be provided by such employees during the period of compensation uncertainty.

Regularly passed and adopted this 5th day of June, 2024 by the following vote:

Ayes:

Noes:

Absent:

Attest:

Chair, San Mateo County Transit District

District Secretary