

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

July 10, 2024, 2:00 pm

San Mateo County Transit District

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

Members of the public may attend in-person or participate remotely via Zoom at: <https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3alBrNUxVbGNmQT09> or by entering Webinar ID: **876 0982 4114**, Passcode: **519746** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public 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, July 10, 2024

2:00 pm

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

3. Report from Closed Session at June 5 Board Meeting

3.a. 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

3.b. 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.c. 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 Regular Board of Directors Meeting of June 5, 2024 and the Special Meeting of June 18, 2024 Motion

4.b. Acceptance of Statement of Revenues and Expenses for the Period Ending May 31, 2024 Motion

- 4.c. Authorizing the General Manager/CEO to Execute Two Sublease Agreements with the Alameda-Contra Costa Transit District, in a Form Approved by Legal Counsel, for: (1) Two Bus Bays within the Bus Deck at the Salesforce Transit Center; and (2) Three Bus Parking Spaces at the Bus Layover Facility under the I-80 Freeway in San Francisco Resolution

- 5. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.

- 6. Report of the Chair

- 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
B. Esser (Chair), R. Mueller, P. Ratto
 - 9.a.1. Call to Order

 - 9.a.2. Approval of Minutes of the Community Relations Committee Meeting of June 5, 2024 Motion

 - 9.a.3. Appointment of Member Representing the Community to the Citizens Advisory Committee Motion

 - 9.a.4. Accessible Services Update Informational

 - 9.a.5. Paratransit Coordinating Council Update Informational

 - 9.a.6. Monthly Performance Report | May 2024 Informational

 - 9.a.7. Adjourn

 - 9.b. Finance Committee / Committee of the Whole
M. Chuang (Chair), D. Canepa, J. Powell
 - 9.b.1. Call to Order

 - 9.b.2. Approval of Minutes of the Finance Committee Meeting of June 5, 2024 Motion

- 9.b.3. Approving and Ratifying the District Insurance Program for Fiscal Year 2025 Motion
- 9.b.4. Adjourn
- 9.c. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
D. Canepa (Chair), R. Medina, J. Powell
 - 9.c.1. Call to Order
 - 9.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of June 5, 2024 Motion
 - 9.c.3. Approving a Request for Allocation of Regional Measure 3 Funds for the Dumbarton Busway Feasibility Study Motion
 - 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 June 5, 2024 Motion
 - 9.d.3. State and Federal Legislative Update Informational
 - 9.d.4. Adjourn
- 10. Reconvene Board of Directors Meeting
- 11. Matters for Board Consideration: Community Relations Committee
 - 11.a. Appointment of Member Representing the Community to the Citizens Advisory Committee Motion
 - 11.b. Accessible Services Update Informational
 - 11.c. Paratransit Coordinating Council Update Informational
 - 11.d. Monthly Performance Report | May 2024 Informational

12. Matters for Consideration: Finance Committee

- 12.a. Approving and Ratifying the District Insurance Program for Fiscal Year 2025 Resolution

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

- 13.a. Approving a Request for Allocation of Regional Measure 3 Funds for the Dumbarton Busway Feasibility Study Resolution

14. Matters for Board Consideration: Legislative Committee

- 14.a. State and Federal Legislative Update Informational

15. Communications to the Board of Directors

16. Date/Time of Next Regular Meeting - Wednesday, August 7, 2024, at 2:00 pm

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

17. General Counsel Report

- 17.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)

- 17.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

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

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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
June 5, 2024**

Members Present: D. Canepa (arrived at 2:35 pm), B. Esser, M. Fraser (Chair), J. Gee (Vice
(In Person) Chair), R. Medina, J. Powell, P. Ratto

Members Present: None
(Via Teleconference)

Members Absent: M. Chuang, R. Mueller

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 Peter Ratto lead the Pledge of Allegiance.

2. Roll Call

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

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

Joan Cassman, Legal Counsel, said regarding Item 3.a that labor negotiations were still ongoing and that there were no reportable actions for either of the closed sessions.

4. Consent Calendar

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

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

- 4.c. **Acceptance of Quarterly Fuel Hedge Update**
- 4.d. **Authorization for the Execution of a Master Agreement and Program Supplements with the California Department of Transportation for State-funded Transit Projects – Approved by Resolution No. 2024-15**
- 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 – Approved by Resolution No. 2024-16**
- 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 – Approved by Resolution No. 2024-17**
- 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 – Approved by Resolution No. 2024-18**

Motion/Second: Medina/Esser

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

Noes: None

Absent: Canepa, Chuang, Mueller

5. Public Comment for Items Not on the Agenda

There were no comments.

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

Randol White, Manager, Communications, summarized the proclamation in recognition of LGBTQ Pride Month.

Motion/Second: Gee/Ratto

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

Noes: None

Absent: Canepa, Chuang, Mueller

7. Report of the General Manager/CEO

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

- Senate Bill (SB) 1031, which would put a transportation funding measure on the ballot, is no longer going forward. Because fiscal cliffs for a number of transit agencies are still happening, Senators Wiener and Wahab are regrouping to continue work with MTC (Metropolitan Transportation Commission), along with the transit agencies on the need for funding and how to proceed going forward.

- The Governor’s May Revise Budget does not significantly impact SamTrans. Ms. Chan discussed some of the impacts of the Governor’s budget on the TA and Caltrain.
- On May 31, Republic Urban Properties, the real estate developer of the new headquarters building in Millbrae sold its interest to Swift Real Estate Partners. Swift Real Estate Partners has a good reputation as a project partner. Design work has resumed and the District is still working towards a late 2025 schedule for the new headquarters.
- The District is working with MTC on Regional Measure 3 (RM3) to secure funding for the Dumbarton Corridor. There will be an item on this topic at the July 10 Board meeting.
- Two new bus wraps commemorating Pride Month and Juneteenth were unveiled. Li Kong (Ko), from Creative Services, designed the Pride wrap and Kalief Porter-Brown, a transit instructor, designed the Juneteenth wrap.

Chair Fraser thanked Ms. Chan and staff who worked on SB 1031.

Public Comment:

Adina Levin, Seamless Bay Area and Friends of Caltrain, said she was glad that there was the opportunity to do further work on the issues that had arisen with SB 1031.

8. Board Member Requests/Comments

There were no requests or comments.

9. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:16 pm.

Director David Canepa arrived at 2:35 pm.

10. Reconvene Board of Directors Meeting

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

11. Matters for Board Consideration: Community Relations Committee

Chair Fraser reported on the following items:

- 11.a. Accessible Services Update**
- 11.b. Citizens Advisory Committee Update**
- 11.c. Paratransit Coordinating Council Update**
- 11.d. Quarterly Report | Quarter 3 Fiscal Year 2024**
- 11.e. Monthly Performance Report | April 2024**

12. Matters for Board Consideration: Finance Committee

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

- 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 – Approved by Resolution No. 2024-19**

Motion/Second: Ratto/Medina

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

Noes: None

Abstentions: Powell

Absent: Chuang, Mueller

Chair Fraser reported on the following items:

- 12.b. Annual Audit of Measure W Sales Tax Revenues and Expenditures for the Fiscal Year Ended June 30, 2023**

- 12.c. Quarterly Financial Report and Outlook for Fiscal Years 2024 and 2025**

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

Chair Fraser reported on the following item:

- 13.a. Customer Acquisition and Experience Strategy**

14. Matters for Board Consideration: Legislative Committee

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

- 14.a. State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 1837 (Papan)**

Motion/Second: Gee/Esser

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

Noes: None

Abstentions: Canepa

Absent: Chuang, Mueller

15. Communications to the Board of Directors

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

16. Date/Time of Next Regular Meeting

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

17. General Counsel Report

17.a Declaring the Uncertainty of Compensation of Administrative Employees as of the Pay Period Including July 1, 2024 – Approved by Resolution No. 2024-20

Ms. Cassman reviewed the resolution.

Motion/Second: Ratto/Canepa

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

Noes: None

Absent: Chuang, Mueller

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 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)

17.d. 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

Ms. Cassman announced the closed sessions and said she would provide a report-out at the next regular Board meeting on July 10 as no action was anticipated today.

The Board adjourned to closed session at 4:16 pm.

18. Adjourn

The meeting adjourned at 6:18 pm.

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

1250 San Carlos Avenue, San Carlos, California
Minutes of Board of Directors Special Meeting /
June 18, 2024

Members Present: M. Chuang, B. Esser, M. Fraser (Chair), R. Medina, R. Mueller,
(In Person) P. Ratto

Members Present: None
(Via Teleconference)

Members Absent: D. Canepa, J. Gee (Vice Chair), J. Powell

Staff Present: A. Chan, D. Santoro, D. Olmeda, K. Jordan Steiner, D. Covarrubias,
J. Cassman, S. van Hoften, J. Mello, M. Tolleson, C. Schultz,
L. Millard-Olmeda, N. Kramer, A. Patel, M. Kumar, M. Tseng, J. Brook

1. Call to Order/Pledge of Allegiance

Chair Marina Fraser called the meeting to order at 1:06 pm and led the Pledge of Allegiance.

2. Roll Call

Deputy District Secretary Margaret Tseng confirmed that a quorum of the Board was present.

3. Discuss Purpose of the Workshop

April Chan, General Manager/CEO, provided a brief summary of the Strategic Plan process so far. She said the project team was planning on presenting a draft plan to the Board in the fall for adoption. She said they would also be developing a Measure W expenditure plan.

She introduced the primary consultant on the project: Joshua Schank, Managing Principal, InfraStrategies. Mr. Schank introduced the project team including Millie Tolleson, Director, Planning; Chelsea Schultz, Manager, Strategic Planning; Nate Conable, Principal, Fehr & Peers; and Asiya Patel, Planning Analyst. Mr. Schank reviewed the workshop agenda.

4. District Strategic Plan Work Session and Financial Forecast Update

Strategic Plan Overview

Mr. Schank outlined the broad purpose and scope of the plan, including the timeline and its relation to other work the District is doing.

Recap of November 2023 Board Workshop

Mr. Schank said that the findings from the November 9, 2023 workshop have been incorporated into the draft plan, including the identified strengths, opportunities, weaknesses, and threats.

District Strategic Plan Framework

Mr. Schank outlined the plan framework, including the components of Mission, Vision, Core Values, Goals, Objectives, and Initiatives.

Core Values

- Equity
- Excellence
- Innovation
- Partnership
- Safety
- Sustainability

Director Ray Mueller asked if there are external indicators to show that the plan is addressing the larger community. Mr. Schank said the project team has developed metrics to evaluate progress, and that Goal 6, Collective Efforts, shows how the District interfaces with partnerships and collaborates with agencies outside of SamTrans.

Director Marie Chuang asked if the core values had changed since the earlier workshop. Mr. Schank said that they developed the core values in collaboration with the leadership team while incorporating feedback from employees across all departments. Ms. Schultz confirmed that they had only modified the descriptions of the core values and not the values themselves.

Director Mueller asked if the concept of impact was included in the core values. Mr. Schank said that the concept of impact is reflected within the values of Excellence, Equity, and Sustainability.

Mr. Schank outlined the plan goals.

Goals

1. Better Mobility
2. Outstanding Customer Experience
3. Employer of Choice
4. Leading Responsibly
5. Strong Management
6. Collective Efforts

Director Chuang asked if Goal 3, Employer of Choice, and Goal 5, Strong Management, are correlated. Mr. Schank said that Strong Management is intended to get into the issue of shared services and address how the District ensures that all agencies are sufficiently resourced to deliver the shared services; therefore, the transportation services are delivered by all components of the District. He said that part of what makes the District a good place to work is feeling like you have support and resources to successfully conduct business.

Sticky Note Exercise: Board members were invited to write down their responses to the following questions on sticky notes and place them under their respective categories on posterboards:

- What resonates with you the most about the strategic framework?

- Does this framework address the employee input and industry trends we discussed at the last workshop?
- What would it take to overcome any obstacles you foresee that could hinder implementation?

The Board meeting recessed from 1:40 to 2:00 pm for participants to complete the exercise.

Mr. Schank shared the different themes that emerged from the Board members' responses to the three questions from the exercise.

What Resonates?

Director Peter Ratto: Resonated with the ability to being able to react to environmental issues that occur on a daily basis and still be able to achieve a positive result.

Director Mueller: Resonated with the need to make sure that the scale of the Strategic Plan does not dilute the operation and data collection. He added that when the scale gets large, we should not let it interfere with operations.

Mr. Schank noted comments regarding focusing on employees and customer service experience.

Director Rico Medina: Regarding federal and state budgetary constraints, said that the economic situation is fluid and not predictable.

Reflects Input and Trends

Mr. Schank noted comments that the current framework does reflect employee input and industry trends, and outstanding customer service.

Director Ratto: Compile and sort all input from employees and management and ensure that collected data is preserved.

Director Chuang: Establish consistency and trust. After capturing input and trends, how do we deliver an innovative experience that demonstrates the value of their contributions?

Mr. Schank emphasized the importance of sharing with stakeholders how their input has been incorporated and maintaining ongoing communication.

Overcoming Obstacles

Director Mueller: List foreseeable obstacles and identify external indications to give us time to adapt so that we do not become "dog and squirrel;" i.e., what indicators can we track to anticipate obstacles before they hit, preventing us from getting caught up in the moment?

Mr. Schank noted comments including sales tax revenue goes down, taxes, Measure W, and revenue from state and fed. He asked if there is anything we can do now to put ourselves in a better position in the case of reduced sales tax revenue.

Director Medina: Like most cities, we should try to maintain reserves and make sure contingency operating plans are adequately funded.

Director Mueller: Understanding that if you had to dedicate certain portions of that reserve balance to different pieces of the operation without going past that, where you would consider doing that to keep healthy.

Director Chuang: If the sales tax revenue drops, the Board would have to make difficult decisions regarding the priorities of the project, and the core values should be able to help guide us in doing that.

Ms. Schultz said some of the other work streams that they are doing as part of the larger Strategic Plan project will help to prepare us for some of these different revenue or tax scenarios.

Chair Fraser: Another pandemic or catastrophic earthquake in the Bay Area would change everything.

Director Esser: Proactive approach to regional transit consolidation, although we do not have a sense of what that would look like, that is, would it be functional consolidation with expansion of the shared services model, organizational consolidation, or a macro-level Bay Area consolidation?

Ms. Chan said collaboration is something that all the transit operators are working on; they want to be proactive in terms of how to collaboratively deliver better service.

Director Chuang: Develop consistency, regularity to reflect and improve processes to make sense. We need to follow through and be consistent. The way to build trust is to deliver what you promised. Consolidation is an easy topic for the public to grab onto. SamTrans needs to be proactive in articulating that we have reliable service.

Director Medina said that people need to understand and appreciate what consolidation entails.

Director Ratto: We have a lot of external obstacles. There is an overly simplistic view about the essence of merging, how consolidation would work. A lot of detail goes into mergers, which are far more difficult than most people realize.

Strategic Plan Implementation

Action Plan

Mr. Schank reviewed the development of the Action Plan and provided examples of how its objectives and initiatives will be applied to the goals of the Strategic Plan.

Goal 1: Better Mobility

Objective 1A. Improve and expand existing SamTrans services

Example: Initiative 1A.1. Invest in new or existing service in core corridors by increasing service frequency and implementing transit priority of infrastructure

Director Ratto: This initiative pinpoints service frequency.

Goal 2: Outstanding Customer Experience

Objective 2A. Improve the transit and paratransit rider experience

Example: Initiative 2A.5. Pilot the use of paid ambassadors to improve the customer experience

Director Chuang: How does the ambassador program work? How do you identify that people feel safer when riding with ambassadors onboard? Mr. Schank noted that ambassadors have a direct line to contact security personnel if needed. Ms. Schultz added that ambassadors could help riders with wayfinding, transfers, or paying their fare.

Director Medina: How would success be measured since the bus is different from the train? Mr. Schank said measuring customer experience is critical to the success of the plan.

Director Mueller: Critical for the long-term workforce that part of the metric look at whether operators would be able to drive a vehicle in a self-driving environment in the event of failure of AI (artificial intelligence) driving technology. The ambassador program is an opportunity to retrain the bus operator workforce in this future scenario.

Director Chuang: Asked whether a survey will go out to all customers, which Mr. Schank confirmed is addressed by Goal 3. Ms. Schultz said the next phase of work for the project team included thinking through the progress reporting structure and what types of adjustments could be made to each goal or initiative as we move through implementation.

Goal 3: Employer of Choice

Objective 3D. Provide a safe and modern workplace for all District employees

Example: Initiative 3D.1.

Director Mueller: Need to understand the process to set “to be determined” metrics for some of the complex, large-ticket items for this goal.

Director Chuang: A matrix needs to be created to address time urgency. Ms. Schultz said they are prioritizing work on the items that have no metrics listed.

Director Medina: There is now a timeframe and objective for moving the District headquarters to Millbrae.

Goal 4: Leading Responsibly

Objective 4A. Improve internal processes

Example: Initiative 4A.3. Ensure annual/biannual Operations and Capital budgets reflect funding and staffing needs required to achieve the initiatives outlined in this Strategic Plan

Mr. Schank noted that the budget process must relate to the initiatives that are in the works.

Goal 5: Strong Management

Objective 5A. Improve outcomes for Shared Services

Example: Initiative 5A.1. Develop mutually agreed-upon Shared Services Agreements to improve service delivery and clarify expectations, roles, and responsibilities

Chair Fraser: We need to ensure that these objectives/initiatives are incorporated into our General Manager/CEO's performance goals.

Director Chuang: The matrix outlines the process for delivering shared services. However, staff may have differing interpretations of how to deliver those services. How do you maintain consistency in delivery and expectation? Mr. Schank said the team made sure the initiatives were interpreted the same way by all staff. He said staff changes and new data comes in. Leadership needs to guide. Ms. Schultz said they have a process outlined in the initiatives.

Ms. Chan said the Caltrain leadership team provided input during the initial planning process for the District Strategic Plan.

Director Chuang: If the timing in the framework does not work out, how is that addressed? Mr. Schank said that the plan is a living document. He noted that Initiative 5B.2 outlined that they would come back to review the initiative in Year 5. Ms. Schultz said they could include a section addressing timing in their annual progress reports.

Director Esser: Ms. Chan is listed as being the lead all of the initiatives for Goal 5. It would be helpful to list a second level of support, such as Human Resources or Finance. Mr. Schank and Ms. Schultz confirmed they have a version of the Action Plan that outlines those supporting roles.

Goal 6: Collective Efforts

Objective 6B. Support implementation and policies for transit-supportive land use in SamTrans' service area

Example: Initiative 6B.1. Develop and implement SamTrans Transit-Oriented Development (TOD) Policy

Mr. Schank noted that he was open to responding to any future questions regarding the Action Plan that the directors may have.

Strategic Plan - Next Steps

Mr. Schank provided the next steps for finalizing the Strategic Plan and outlined the Capital Improvement Plan (CIP) and Measure W framework. He said typically the plan should be updated every five years.

The Board meeting recessed from 3:00 to 3:07 pm.

Preview of District Financial Outlook

Ms. Schultz introduced Jon Ravenelle, Senior Consultant, InfraStrategies, who provided a presentation on an overview of the financial modeling process and a baseline District financial outlook. She also introduced Hank Peng, Manager, Financial Planning and Analysis.

Overview of Financial Modeling Process

Mr. Ravenelle discussed the relationship of the Strategic Plan to the financial forecasts, Measure W budget, and the Capital Improvement Plan. He outlined the FAST financial modeling process.

Baseline District Financial Outlook

Mr. Ravenelle discussed the following topics:

- 10-year baseline operating revenue and expenditure projections, and operating outlook
- Major capital projects for Fiscal Year 2024 through Fiscal Year 2033 and preliminary 10-year unconstrained capital outlook

Director Chuang: Does the charging infrastructure mentioned include the zero-emission battery only or does it include the hydrogen infrastructure? Mr. Ravenelle said it includes both the battery electric and hydrogen components.

Financial Outlook - Next Steps

Ms. Schultz summarized the next steps, including:

- Finalize baseline capital scenario with constrained capital project list (now)
- Build the 10-year CIP and Measure W Budget Framework (summer 2024)
- Share draft results of constraining process with Board in upcoming meeting or retreat; discuss potential project tradeoffs based on financial outlook (fall 2024)
- Finalize CIP and Measure W Framework and bring back to Board for adoption (late 2024/early 2025)

Director Chuang: What are the criteria for scenario modeling? Mr. Ravenelle said it is part science, part art. He said that revenues, expenses, and timing are the levers that you can pull; i.e., what is the prioritization of projects based on the Strategic Plan and how do we layer those from a timing perspective into the financial model?

Chair Fraser thanked the consultants and staff for all their contributions to the plan and workshop.

Concluding Remarks

Ms. Chan said staff will be providing an update to the Board on the progress of the Strategic Plan in the fall, likely in September.

5. Adjourn

The meeting adjourned at 3:34 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenses for the Period
Ending May 31, 2024**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenses for the period ending May 31, 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 May 31, 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 May year-to-date actual, the Total Sources of Funds (page 1, line 16) are \$22.2 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 May year-to-date actual, the Total Uses of Funds (page 1, line 36) are \$59.2 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 FY24 Q3 Quarterly Financial Report (QFR) includes the details of the annual forecast.

Budget Impact

There is no budget impact for the month of May 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
MAY 2024

% OF YEAR ELAPSED: 91.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	10,134,106	11,628,361	1,494,255	14.7%	11,506,000	12,500,000	994,000
2 Local TDA and STA Funds	68,431,056	63,128,813	(5,302,243)	(7.7%)	68,867,790	68,867,790	-
3 Pass through to Other Agencies	547,591	-	(547,591)	(100.0%)	-	-	-
4 CARES ACT and CRRSAA and ARPA	11,882,760	-	(11,882,760)	(100.0%)	-	-	-
5 Operating Grants	2,503,036	693,497	(1,809,539)	(72.3%)	4,300,863	4,300,863	-
6 SMCTA Measure A	4,328,944	4,148,000	(180,944)	(4.2%)	4,650,560	4,650,560	-
7 AB434 Funds, TA Funded Shuttle & Other	189,335	-	(189,335)	(100.0%)	-	-	-
8 Subtotal - Operating Revenues	98,016,828	79,598,672	(18,418,156)	(18.8%)	89,325,213	90,319,213	994,000
Other Revenue Sources							
10 District Sales Tax	104,168,920	106,610,069	2,441,148	2.3%	116,264,000	116,500,000	236,000
11 Measure W Sales Tax	52,003,839	53,250,310	1,246,470	2.4%	58,132,000	58,250,000	118,000
12 Investment Income	9,118,668	17,584,351	8,465,683	92.8%	8,098,649	19,066,762	10,968,113
13 Other Interest, Rent & Other Income	11,198,607	32,061,897	20,863,291	186.3%	10,206,685	32,776,445	22,569,760
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	27,763,114	35,328,928	7,565,814	27.3%	55,308,187	55,308,187	-
15 Subtotal - Other Revenues	204,253,148	244,835,554	40,582,406	19.9%	248,009,521	281,901,394	33,891,873
16 Total Sources of Funds	302,269,976	324,434,226	22,164,250	7.3%	337,334,734	372,220,607	34,885,873
USES OF FUNDS							
19 PCJPB, SMCTA & SAMTR Capital W&B	27,763,114	35,328,928	7,565,814	27.3%	55,308,187	55,308,187	-
20 Motor Bus	131,206,277	157,455,331	26,249,054	20.0%	186,352,458	185,519,480	(832,978)
21 A. D. A. Programs	17,663,338	19,927,533	2,264,196	12.8%	22,036,892	22,087,561	50,669
22 Other Multi-Modal Programs	4,659,361	4,905,081	245,720	5.3%	6,489,357	5,737,097	(752,260)
23 Pass through to Other Agencies	547,591	-	(547,591)	(100.0%)	-	-	-
24 Total Operating Expense	181,839,681	217,616,874	35,777,193	19.7%	270,186,894	268,652,326	(1,534,568)
26 Total Operating Surplus / (Deficit)	120,430,295	106,817,352	(13,612,942)	(11.3%)	67,147,840	103,568,281	36,420,441
28 District Sales Tax Capital	5,066,783	12,555,653	7,488,870	147.8%	13,697,076	13,697,076	-
29 Measure W Sales Tax Capital	21,574,656	26,329,024	4,754,369	22.0%	28,722,572	28,722,572	-
30 Reserves for Future Measure W Capital Allocation	-	11,625,817	11,625,817	100.0%	12,682,709	12,682,709	-
31 Reserves for Future Capital Allocation	-	-	-	-	-	-	-
32 Sales Tax Allocation - Capital Program	26,641,439	50,510,494	23,869,055	89.6%	55,102,357	55,102,357	-
34 Total Debt Service	7,240,824	6,751,279	(489,546)	(6.8%)	19,142,898	19,142,898	-
36 Total Uses of Funds	215,721,945	274,878,646	59,156,702	27.4%	344,432,149	342,897,581	(1,534,568)
38 SURPLUS/(DEFICIT)	86,548,031	49,555,580	(36,992,451)	(42.7%)	(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)	86,548,031	49,555,580	(36,992,451)	(42.7%)	-	29,323,026	29,323,026

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2024 MAY 2024							
				% OF YEAR ELAPSED:		91.7%	
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	9,653,118	11,086,659	1,433,541	14.9%	11,000,000	11,994,000	994,000
2							
3 LOCAL (TDA) TRANSIT FUND	48,609,000	49,127,606	518,606	1.1%	53,593,748	53,593,748	-
4							
5 STATE TRANSIT ASSISTANCE	16,372,401	10,437,702	(5,934,699)	(36.2%)	11,386,584	11,386,584	-
6							
7 OPERATING GRANTS	537,550	253,834	(283,716)	(52.8%)	1,587,507	1,587,507	-
8							
9 DISTRICT SALES TAX REVENUE	41,739,157	38,840,935	(2,898,223)	(6.9%)	84,584,063	48,028,553	(36,555,510)
10							
11 MEASURE W SALES TAX	-	4,055,067	4,055,067	100.0%	13,201,881	13,201,881	-
12							
13 INVESTMENT INTEREST INCOME	8,700,140	16,866,776	8,166,635	93.9%	7,431,808	18,399,921	10,968,113
14							
15 OTHER REVENUE SOURCES:							
16 Rental Income	3,321,422	2,847,050	(474,372)	(14.3%)	2,195,931	3,000,000	804,069
17 Advertising Income	1,243,267	975,113	(268,154)	(21.6%)	1,009,299	1,074,182	64,883
18 Other Income	1,030,222	22,964,590	21,934,368	2,129.1%	361,637	23,253,105	22,891,468
19 TOTAL OTHER REVENUES	5,594,910	26,786,753	21,191,843	378.8%	3,566,867	27,327,287	23,760,420
20							
21 TOTAL MOTOR BUS	131,206,277	157,455,331	26,249,054	20.0%	186,352,458	185,519,480	(832,978)
22							
23 AMERICAN DISABILITIES ACT:							
24 Passenger Fares Redi-Wheels	480,988	541,703	60,715	12.6%	506,000	506,000	-
25 Local TDA 4.5 Redi-Wheels	2,558,369	2,585,660	27,291	1.1%	2,820,723	2,820,723	-
26 Local STA - Paratransit	891,286	977,845	86,559	9.7%	1,066,735	1,066,735	-
27 Operating Grants	1,965,486	439,663	(1,525,823)	(77.6%)	2,713,356	2,713,356	-
28 Sales Tax Revenue - ADA	6,066,384	5,132,669	(933,715)	(15.4%)	4,887,839	4,938,508	50,669
29 Measure W Sales Tax - ADA	-	5,132,669	5,132,669	100.0%	3,524,838	3,524,838	-
30 Interest Income - Paratransit Fund	418,527	717,575	299,048	71.5%	666,841	666,841	-
31 SMCTA Measure A Redi-Wheels	4,328,944	4,148,000	(180,944)	(4.2%)	4,650,560	4,650,560	-
32 Measure M Paratransit	953,354	251,749	(701,604)	(73.6%)	1,200,000	1,200,000	-
33 TOTAL ADA PROGRAMS	17,663,338	19,927,533	2,264,196	12.8%	22,036,892	22,087,561	50,669
34							
35 MULTI-MODAL TRANSIT PROGRAMS:							
36							
37 AB434 Funds-SamTrans Shuttle	189,335	-	(189,335)	(100.0%)	-	-	-
38 Employer SamTrans Shuttle Funds	3,985,694	4,104,759	119,065	3.0%	5,257,400	4,066,740	(1,190,660)
39 Dumbarton Rental Income	664,649	918,635	253,987	38.2%	182,418	182,418	-
40 Sales Tax Revenue - Gen. Operating Asst.	(180,317)	(118,313)	62,003	(34.4%)	1,049,539	1,487,939	438,400
41							
42 TOTAL MULTIMODAL	4,659,361	4,905,081	245,720	5.3%	6,489,357	5,737,097	(752,260)
43							
44 TOTAL REVENUES	153,528,976	182,287,946	28,758,970	18.7%	214,878,707	213,344,139	(1,534,568)

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2024 May 2024							
% OF YEAR ELAPSED: 91.7%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	70,207,691	82,265,368	12,057,677	17.2%	95,894,954	88,895,659	(6,999,295)
2							
3 Services:							
4 Board of Directors	103,501	138,267	34,766	33.6%	142,484	327,567	185,083
5 Contracted Vehicle Maintenance	882,072	610,556	(271,517)	(30.8%)	1,147,256	815,276	(331,980)
6 Property Maintenance	1,708,169	1,999,882	291,713	17.1%	2,732,602	2,388,275	(344,327)
7 Professional Services	4,164,480	4,382,171	217,691	5.2%	6,307,989	6,894,060	586,071
8 Technical Services	8,053,637	8,289,792	236,155	2.9%	13,177,254	12,542,007	(635,247)
9 Other Services	3,206,916	4,048,229	841,313	26.2%	6,454,734	6,402,461	(52,273)
10 Materials & Supply:							
11 Fuel and Electricity*	4,702,632	4,695,733	(6,899)	(0.1%)	5,491,189	6,056,789	565,600
12 Bus Parts and Materials	2,922,561	3,329,172	406,611	13.9%	3,589,147	3,739,605	150,458
13 Uniforms and Driver Expense	358,467	352,430	(6,037)	(1.7%)	916,134	795,084	(121,050)
14 Timetables and Tickets	59,145	52,652	(6,493)	(11.0%)	175,633	156,633	(19,000)
15 Office Supplies / Printing	493,269	587,962	94,693	19.2%	838,428	906,027	67,599
16 Other Materials and Supply	185,732	163,963	(21,769)	(11.7%)	183,800	228,800	45,000
17							
18 Utilities:							
19 Telephone	627,305	717,987	90,682	14.5%	745,200	760,200	15,000
20 Other Utilities	1,358,341	1,796,617	438,276	32.3%	1,842,600	1,789,300	(53,300)
21 Insurance	2,926,560	2,971,198	44,639	1.5%	3,309,439	3,383,044	73,605
22 Claims Reserves and Payments	1,202,945	1,470,289	267,344	22.2%	800,000	1,600,000	800,000
23 Workers Compensation	3,261,543	3,237,178	(24,365)	(0.7%)	3,835,476	3,835,476	-
24 Taxes and License Fees	616,298	711,576	95,278	15.5%	732,339	872,700	140,361
25 Leases and Rentals	72,350	109,395	37,045	51.2%	241,894	241,894	-
26 Promotional and Legal Advertising	736,966	778,200	41,234	5.6%	1,356,384	1,221,299	(135,085)
27 Training and Business Travel	268,352	332,057	63,706	23.7%	977,411	770,371	(207,040)
28 Dues and Membership	132,221	211,349	79,128	59.8%	262,707	293,933	31,226
29 Postage and Other	140,798	132,329	(8,469)	(6.0%)	218,244	222,900	4,656
30							
31 Total District Operated Buses	108,391,950	123,384,352	14,992,402	13.8%	151,373,298	145,139,360	(6,233,938)
32							
CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	17,207,685	21,911,086	4,703,402	27.3%	25,898,300	26,026,708	128,408
35 Coastside Services	1,740,356	1,866,975	126,619	7.3%	2,070,800	2,070,800	-
36 Redi Coast Non-ADA	222,224	287,431	65,207	29.3%	246,380	246,380	-
37 La Honda - Pescadero	39,900	40,425	525	1.3%	52,600	52,600	-
38 SamCoast - Pescadero	167,472	288,002	120,530	72.0%	270,327	405,000	134,673
39 Microtransit	-	2,809,991	2,809,991	100.0%	3,319,877	3,212,200	(107,677)
40 CUB Related Wages & Benefits	522,124	714,023	191,899	36.8%	702,566	629,307	(73,259)
41 CUB Related Other Support	215,506	164,699	(50,808)	(23.6%)	160,360	155,055	(5,305)
42 CUB Insurance	1,397,472	1,443,217	45,745	3.3%	1,657,950	1,647,070	(10,880)
43 CUB Claims Reserves & Payments	1,301,589	4,545,131	3,243,542	249.2%	600,000	5,935,000	5,335,000
44 Total Contracted Bus Service	22,814,328	34,070,979	11,256,651	49.3%	34,979,160	40,380,120	5,400,960
45							
46 TOTAL MOTOR BUS	131,206,277	157,455,331	26,249,054	20.0%	186,352,458	185,519,480	(832,978)

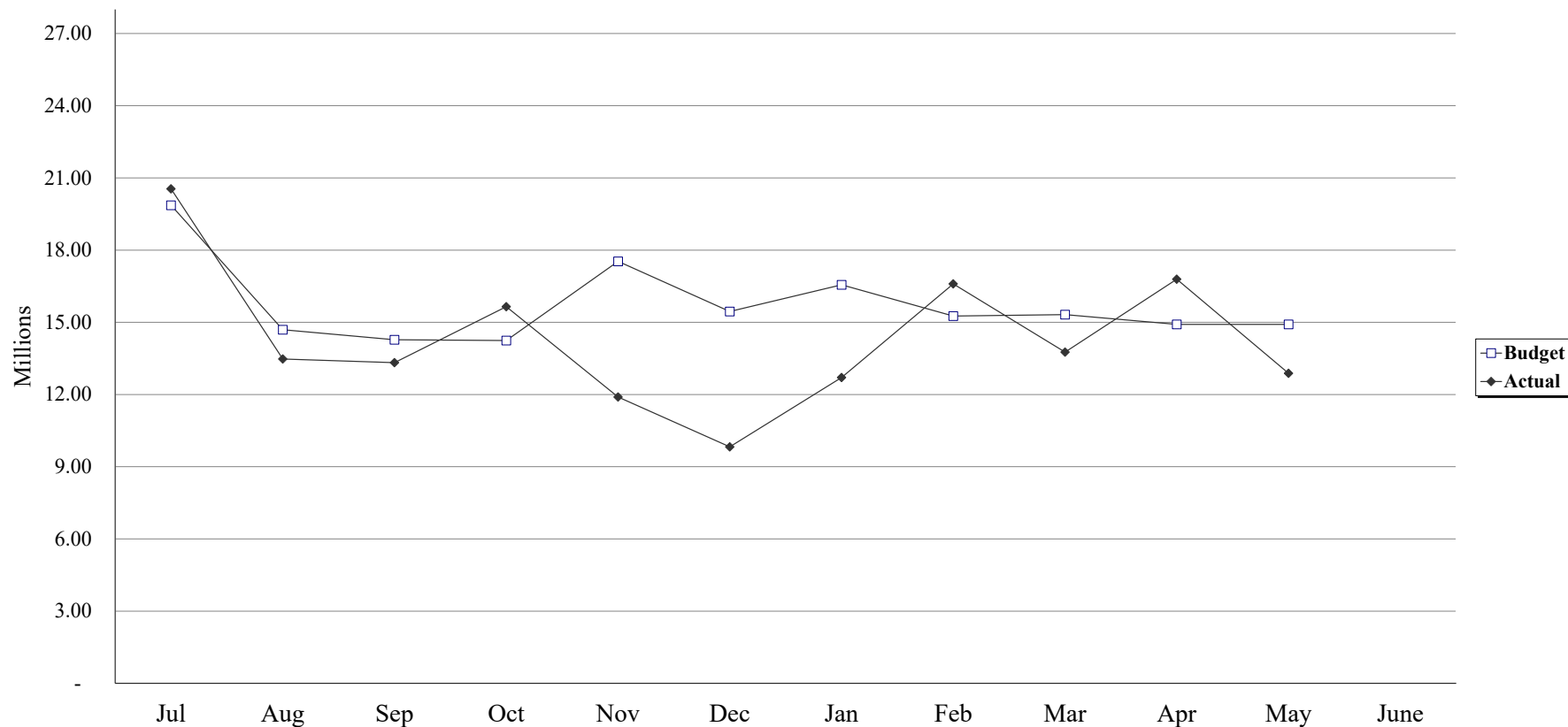
* Fuel and Electricity costs were reduced by a realized gain of \$275,342 from the fuel hedge program.

Statement of Revenues and Expenses							
OPERATING EXPENSES FISCAL YEAR 2024 M ay 2024							
% OF YEAR ELAPSED: 91.7%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAM S							
47 Elderly & Disabled/Redi-Wheels	7,908,480	8,694,838	786,358	9.9%	9,046,551	9,064,672	18,121
48 ADA Sedans / Taxi Service	2,382,957	2,998,223	615,266	25.8%	3,172,907	3,640,000	467,093
49 Coastside ADA	1,848,250	2,455,910	607,660	32.9%	2,281,914	2,680,000	398,086
50 ADA Related Wages & Benefits	2,614,580	2,641,173	26,593	1.0%	3,328,660	2,981,569	(347,091)
51 ADA Related Other Support	1,734,056	1,923,920	189,864	10.9%	2,701,942	2,385,262	(316,680)
52 ADA Insurance	1,174,414	1,213,469	39,055	3.3%	1,304,918	1,331,058	26,140
53 ADA Claims Reserves & Payments	600	-	(600)	(100.0%)	200,000	5,000	(195,000)
54 TOTAL ADA PROGRAM S	17,663,338	19,927,533	2,264,196	12.8%	22,036,892	22,087,561	50,669
55							
MULTI-MODAL TRANSIT PROGRAM S							
57 SamTrans Shuttle Service	4,209,028	4,155,162	(53,865)	(1.3%)	5,782,900	4,622,004	(1,160,896)
58 Shuttle Related Wages & Benefits	231,603	240,680	9,078	3.9%	285,439	255,675	(29,764)
59 Dumbarton M.O.W.	39,190	104,343	65,152	166.2%	182,418	182,418	-
60 Maintenance Multimodal Facilities	179,541	404,896	225,355	125.5%	238,600	677,000	438,400
61 TOTAL MULTI-MODAL PROGRAM S	4,659,361	4,905,081	245,720	5.3%	6,489,357	5,737,097	(752,260)
62							
63 TOTAL OPERATING EXPENSES	153,528,976	182,287,946	28,758,970	18.7%	214,878,707	213,344,139	(1,534,568)

SAN MATEO COUNTY TRANSIT DISTRICT

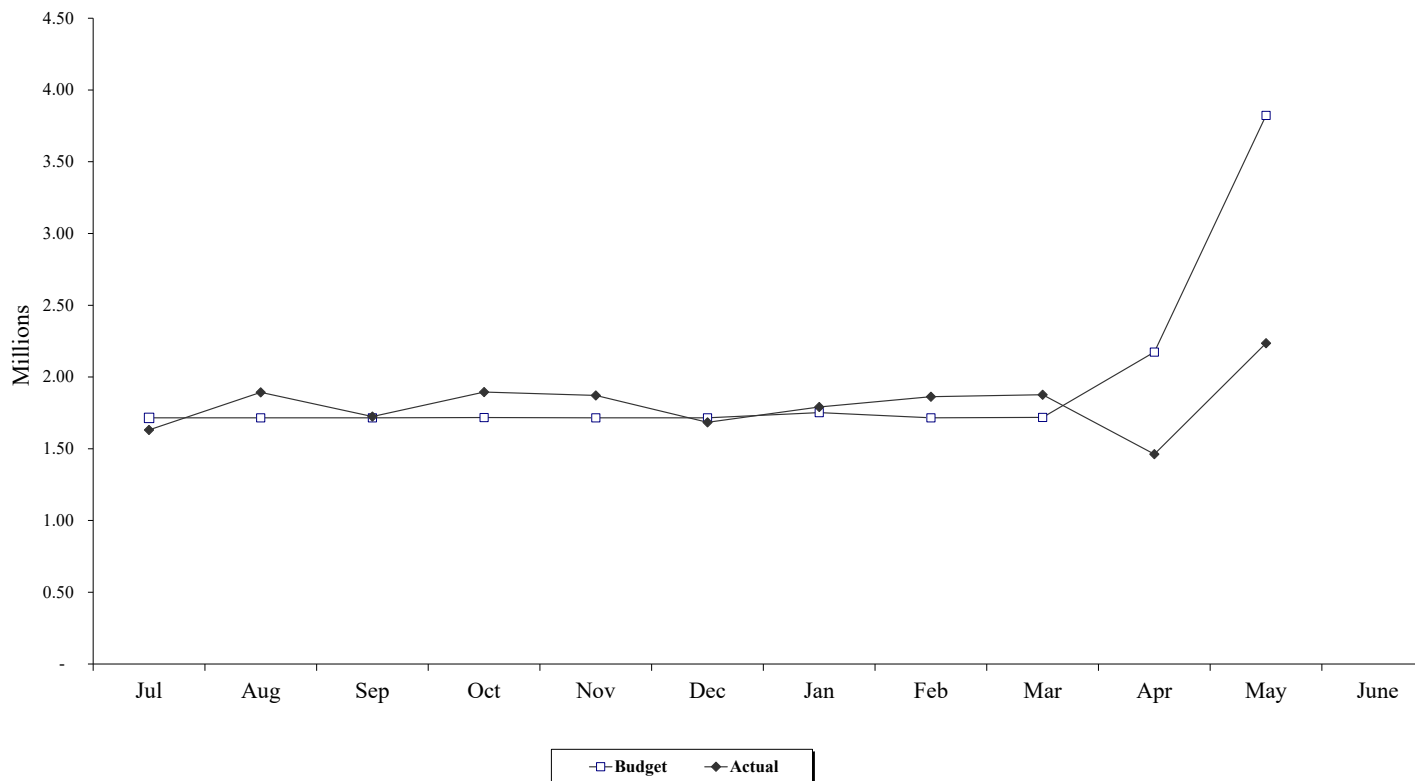
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

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	14,913,062	
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	12,882,250	
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	173,023,406	
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	157,455,331	
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	15,568,075	
Variance %	-3.4%	1.6%	3.0%	0.1%	7.1%	11.8%	13.5%	10.8%	10.8%	8.6%	9.0%	

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

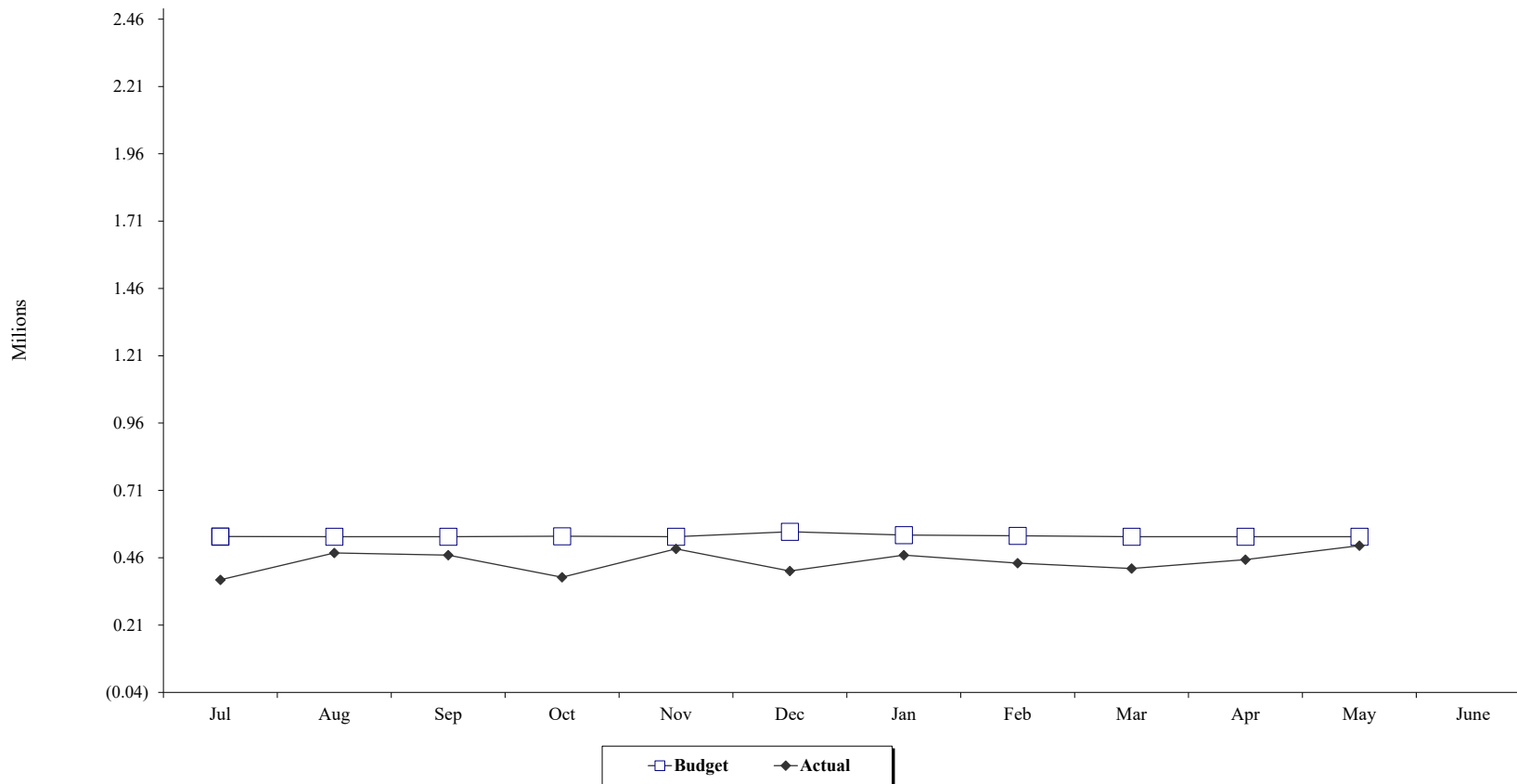


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,715,532	1,715,532	1,715,532	1,718,032	1,715,532	1,715,532	1,752,033	1,715,533	1,718,533	2,173,366	3,822,800	
Actual	1,631,213	1,892,860	1,724,407	1,894,946	1,871,801	1,683,747	1,790,820	1,863,063	1,876,822	1,462,141	2,235,713	
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	21,477,957	
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	19,927,533	
Variance - F(U)	84,319	(93,009)	(101,885)	(278,798)	(435,067)	(403,282)	(442,069)	(589,599)	(747,888)	(36,664)	1,550,424	
Variance %	4.9%	-2.7%	-2.0%	-4.1%	-5.1%	-3.9%	-3.7%	-4.3%	-4.8%	-0.2%	7.2%	

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	538,155	
Actual	378,152	478,023	469,596	387,866	492,831	410,608	469,977	439,899	420,064	453,197	504,868	
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	5,949,605	
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	4,905,082	
Variance - F(U)	160,503	220,635	289,194	441,083	486,407	632,403	706,731	808,188	926,278	1,011,236	1,044,523	
Variance %	29.8%	20.5%	17.9%	20.5%	18.1%	19.5%	18.6%	18.6%	19.0%	18.7%	17.6%	

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF MAY 31, 2024**

	5/31/2024
LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF	
Bank of America (unrestricted: includes Checking)	95,179,530
Bank of America (Restricted: includes grant/endowment funds)	16,950,069
CAMP	185,133,109
LAIF	5,646,036
ICD Investment (Market values)**	1,067,922
 INVESTMENT FUNDS	
Investment Portfolio (Market Values+ Accrued interest)*	207,069,201
MMF - US Bank Custodian Account	16,928,319
 TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT	 15,765,864
 TOTAL	 \$ 543,740,050

* 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.

Base Risk Summary - Fixed Income

SAM Transit District Agg (136232)

05/01/2024 - 05/31/2024

Dated: 06/12/2024

Cash and Fixed Income Summary

Risk Metric	Value
Cash	71,420.23
MMFund	208,156,421.90
Fixed Income	206,997,781.16
Duration	1.050
Convexity	0.032
WAL	1.151
Years to Final Maturity	1.563
Years to Effective Maturity	1.441
Yield	5.225
Book Yield	4.165
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration

Issuer Concentration	% of Base Market Value + Accrued
(SM-CAMP) California Asset Management Program	44.437%
Other	22.159%
United States	13.848%
Federal Home Loan Mortgage Corporation	7.886%
U.S. Bancorp	4.512%
Federal National Mortgage Association	4.326%
Mitsubishi UFJ Financial Group, Inc.	1.472%
(SM - LAIF) State of California	1.360%
---	100.000%

Footnotes: 1,2

Asset Class

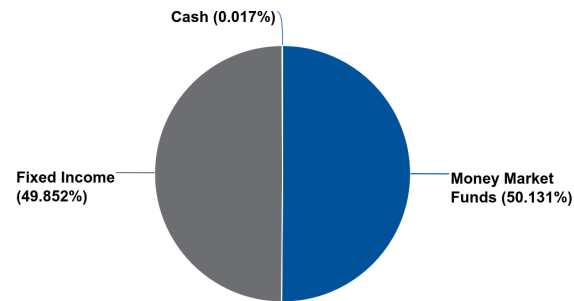


Chart calculated by: Base Market Value + Accrued

Security Type

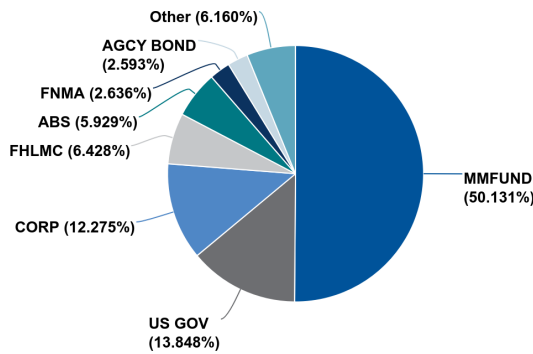


Chart calculated by: Base Market Value + Accrued

Market Sector

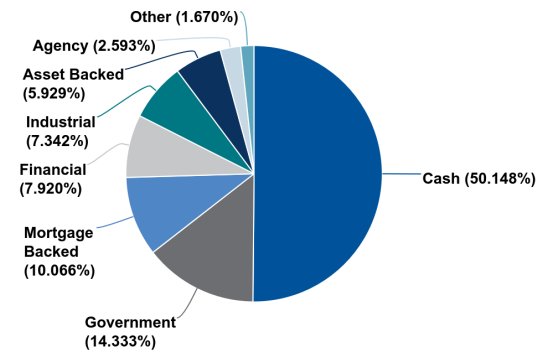


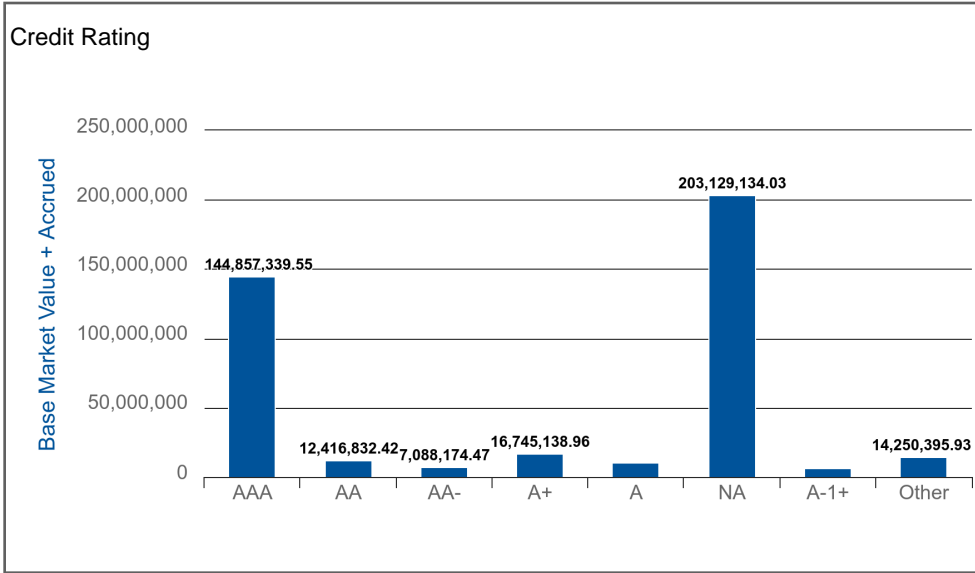
Chart calculated by: Base Market Value + Accrued

Base Risk Summary - Fixed Income

SAM Transit District Agg (136232)

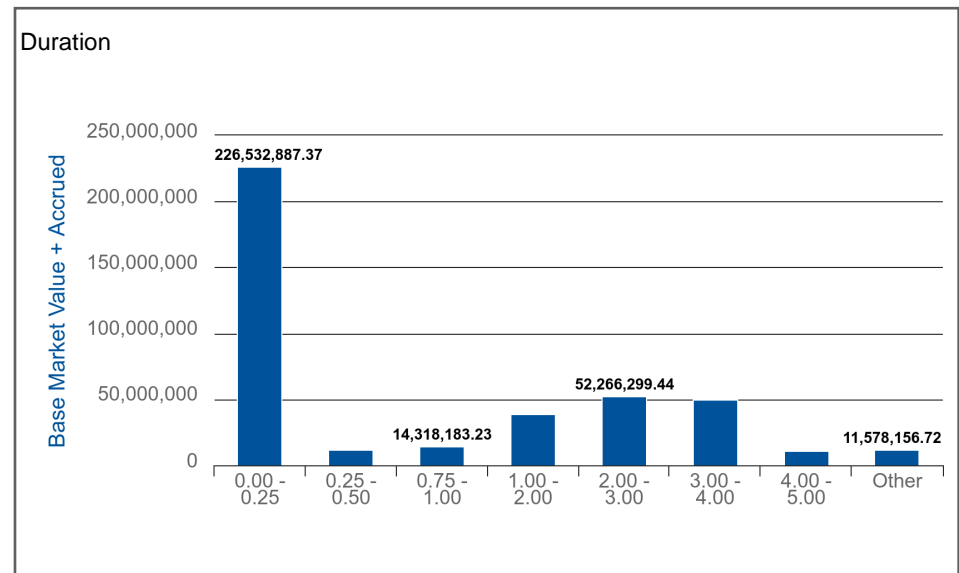
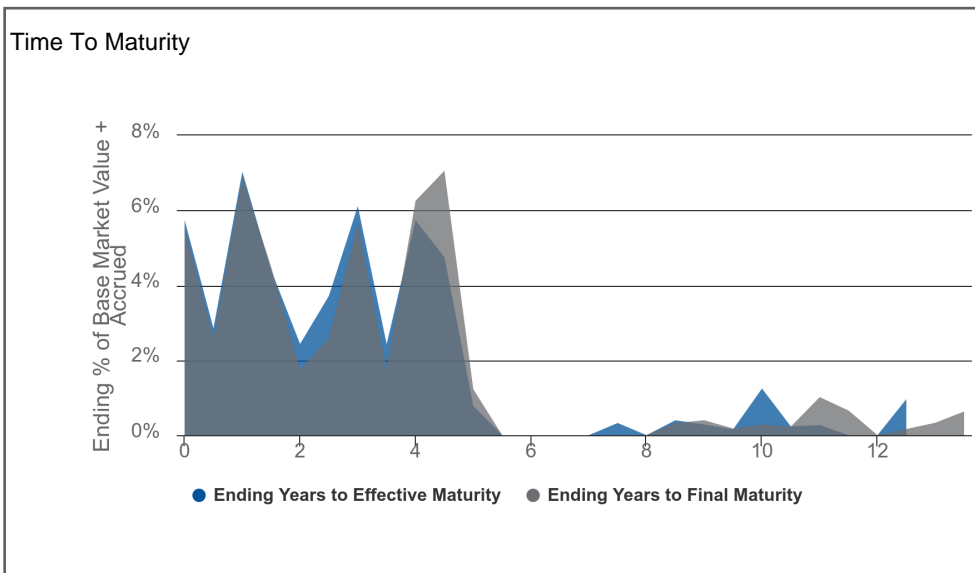
05/01/2024 - 05/31/2024

Dated: 06/12/2024



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	11.083%	5.774%	8.473%	10.066%	0.962%	0.000%	0.000%	0.000%	0.000%
AA	2.040%	1.286%	0.999%	1.000%	0.512%	0.000%	0.000%	0.000%	0.000%
A	2.673%	1.714%	1.334%	0.927%	1.126%	0.000%	0.000%	0.000%	0.000%
BBB	0.278%	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	46.126%	0.486%	1.781%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

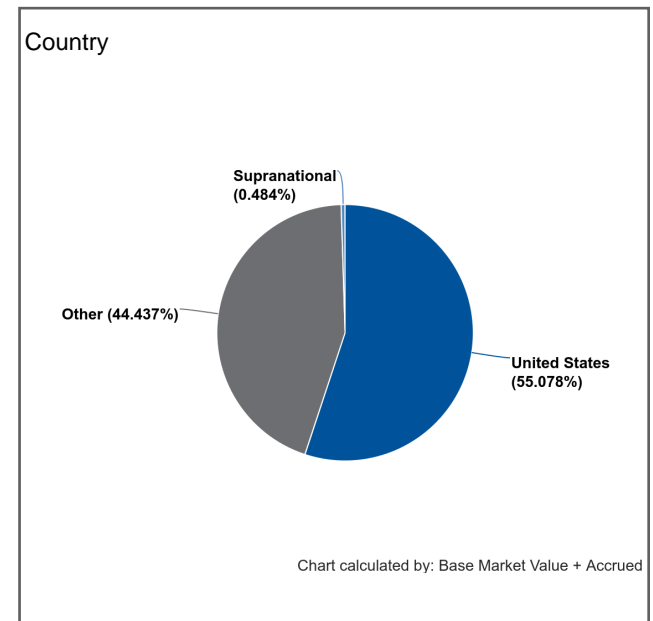
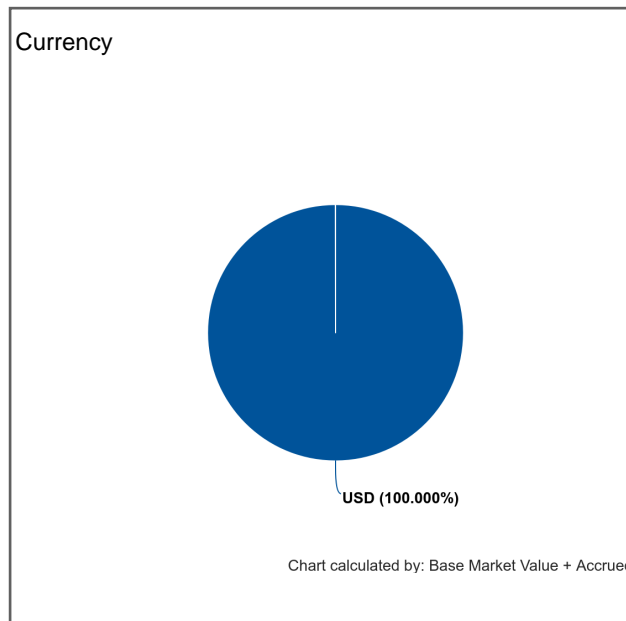
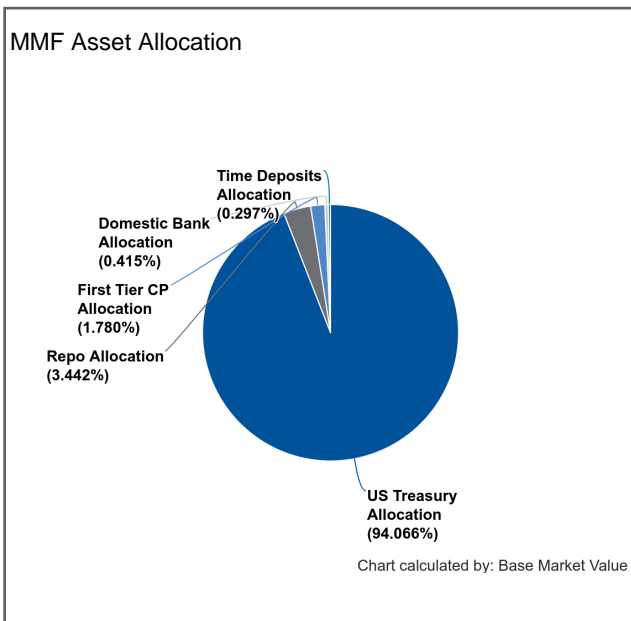
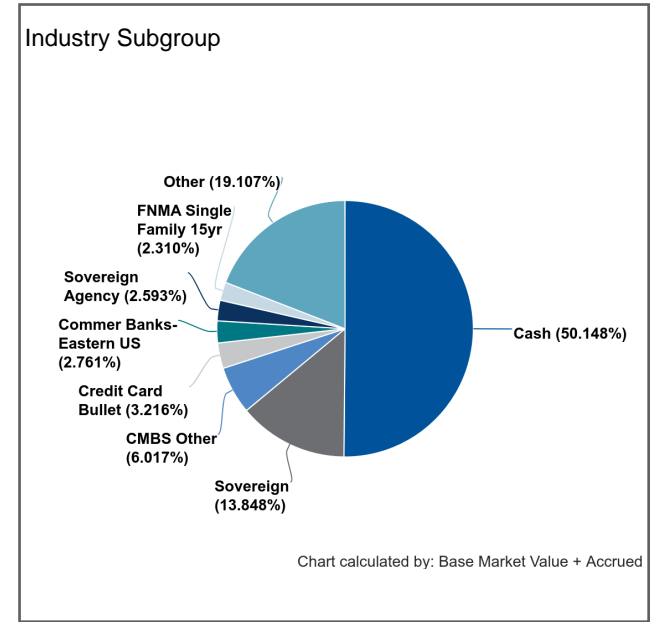
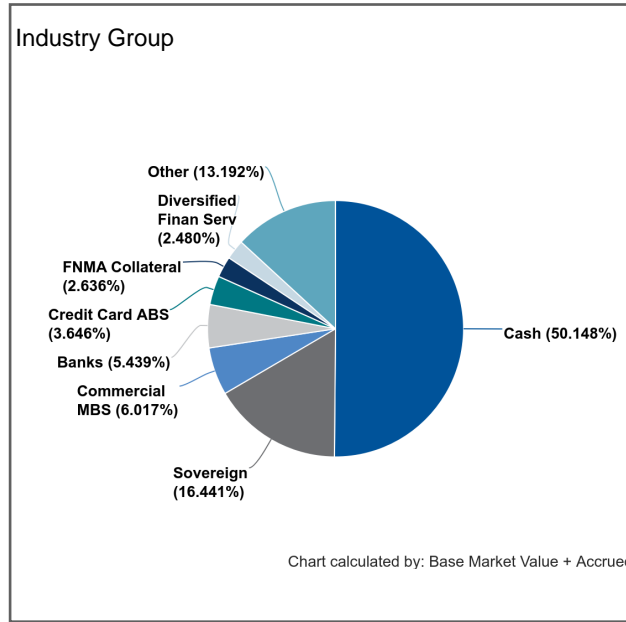
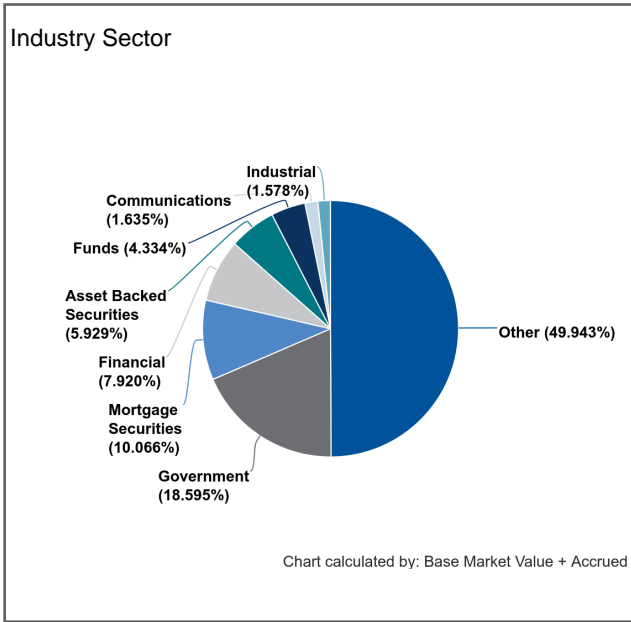


Base Risk Summary - Fixed Income

SAM Transit District Agg (136232)

05/01/2024 - 05/31/2024

Dated: 06/12/2024



1: * Grouped by: Issuer Concentration. 2: * Groups Sorted by: % of Base Market Value + Accrued.

CLEARWATER

ANALYTICS

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 05/31/2024
 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	37,964.06	---	05/31/2024	37,964.06	0.00	37,964.06	37,964.06
CASH			37,964.06	---		37,964.06	0.00	37,964.06	37,964.06

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	9,087,013.66	---	05/31/2024	9,087,013.66	0.00	9,087,013.66	9,087,013.66
MMFUND			9,087,013.66	---		9,087,013.66	0.00	9,087,013.66	9,087,013.66

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	9,124,977.72	---	05/31/2024	9,124,977.72	0.00	9,124,977.72	9,124,977.72

- * 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: 05/31/2024
 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	676,124.00	677,595.82
ABS	02582JKH2	AMXCA 2024-1 A	1,610,000.00	04/23/2024	04/16/2029	1,609,669.95	3,742.36	1,617,647.50	1,621,389.86
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	1,298.62	605,290.80	606,589.42
ABS	05522RDH8	BACCT 2023-2 A	640,000.00	12/14/2023	11/16/2026	639,914.05	1,416.53	637,702.40	639,118.93
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,466,002.50	1,466,363.06
ABS	14041NFY2	COMET 2021-3 A	1,145,000.00	11/30/2021	11/15/2024	1,144,842.22	529.24	1,121,710.70	1,122,239.94
ABS	14044CAC6	COPAR 2021-1 A3	227,754.81	10/27/2021	09/15/2026	227,750.50	77.94	221,717.03	221,794.97
ABS	14316NAC3	CARMX 2021-1 A3	27,819.41	01/27/2021	12/15/2025	27,813.92	4.20	27,594.36	27,598.56
ABS	14318MAD1	CARMX 2022-3 A3	1,198,300.02	07/20/2022	04/15/2027	1,198,271.74	2,114.33	1,183,069.63	1,185,183.96
ABS	161571HT4	CHAIT 2023-1 A	1,450,000.00	09/15/2023	09/15/2028	1,449,598.06	3,325.33	1,447,622.00	1,450,947.33
ABS	161571HV9	CHAIT 241 A	1,565,000.00	01/31/2024	01/16/2029	1,564,761.65	3,199.56	1,545,046.25	1,548,245.81
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/15/2024	889,809.45	229.42	877,041.60	877,271.02
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	2,749.84	1,247,005.65	1,249,755.49
ABS	31680EAD3	FITAT 2023-1 A3	1,265,000.00	08/23/2023	08/15/2028	1,264,921.57	3,109.09	1,267,150.50	1,270,259.59
ABS	344928AD8	FORDO 2023-A A3	470,000.00	03/31/2023	02/15/2028	469,950.98	971.33	465,027.40	465,998.73
ABS	362554AC1	GMCAR 2021-4 A3	189,527.62	10/21/2021	09/16/2026	189,522.79	53.70	184,743.95	184,797.64
ABS	380140AC7	GMCAR 2021-3 A3	207,135.16	07/21/2021	06/16/2026	207,122.36	41.43	203,259.66	203,301.09
ABS	437918AC9	HAROT 2024-1 A3	1,065,000.00	02/21/2024	08/15/2028	1,064,953.67	2,466.07	1,063,764.60	1,066,230.67
ABS	438123AC5	HAROT 2023-4 A3	310,000.00	11/08/2023	06/21/2028	309,945.41	488.25	312,380.80	312,869.05
ABS	43815GAC3	HAROT 2021-4 A3	205,348.24	11/24/2021	01/21/2026	205,304.96	50.20	200,898.35	200,948.54
ABS	44933LAC7	HART 2021-A A3	24,484.94	04/28/2021	09/15/2025	24,482.36	4.14	24,387.74	24,391.87
ABS	44935FAD6	HART 2021-C A3	151,865.64	11/17/2021	05/15/2026	151,831.74	49.95	149,009.05	149,059.00
ABS	50117TAC5	KCOT 2021-1 A3	75,400.23	04/14/2021	08/15/2025	75,384.80	20.78	74,706.55	74,727.32
ABS	65479UAD0	NART-24A-A3	1,470,000.00	05/22/2024	12/15/2028	1,469,862.70	2,124.15	1,470,441.00	1,472,565.15
ABS	65480BAC1	NAROT 2021-A A3	339,664.33	06/23/2021	10/15/2025	339,658.59	49.82	335,486.46	335,536.28
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	600,910.20	601,584.94
ABS	92868KAC7	VALET 2021-1 A3	286,372.48	12/13/2021	06/22/2026	286,361.25	89.25	280,069.42	280,158.67
ABS	92970QAA3	WFCIT 2024-1 A	1,800,000.00	03/01/2024	02/15/2029	1,799,511.48	3,952.00	1,792,602.00	1,796,554.00
ABS	98163KAC6	WOART 2021-D A3	260,623.98	11/03/2021	10/15/2026	260,588.48	93.82	254,731.27	254,825.09
ABS	---	---	21,499,296.87	---	---	21,496,294.33	34,758.48	21,353,143.34	21,387,901.82

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	652.78	960,470.00	961,122.78
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	498.44	519,893.00	520,391.44
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	677.08	960,470.00	961,147.08
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	2,277.78	953,590.00	955,867.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,300.00	1,227,564.00	1,228,864.00
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	400.00	1,125,708.00	1,126,108.00
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,166.67	1,517,328.00	1,519,494.67
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	920.83	1,223,118.00	1,224,038.83
AGCY BOND	---	---	8,950,000.00	---	---	8,916,999.00	8,893.58	8,488,141.00	8,497,034.58

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	32,705.47	---	05/31/2024	32,705.47	0.00	32,705.47	32,705.47
CASH			32,705.47	---		32,705.47	0.00	32,705.47	32,705.47

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	83,616.44	2,511,925.00	2,595,541.44
CD			2,500,000.00			2,500,000.00	83,616.44	2,511,925.00	2,595,541.44

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	17,687.64	1,208,768.75	1,226,456.39
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	3,520.00	863,086.40	866,606.40
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	9,240.00	898,164.00	907,404.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	625.00	961,600.00	962,225.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	437.50	673,120.00	673,557.50
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	625.00	961,600.00	962,225.00
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	15,491.67	1,293,812.00	1,309,303.67
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	7,500.00	895,212.00	902,712.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	738.02	321,967.75	322,705.77
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	3,217.01	782,119.00	785,336.01
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	10,333.33	786,280.00	796,613.33
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	6,529.05	1,050,533.00	1,057,062.05
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	19,218.75	2,503,575.00	2,522,793.75
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	13,110.00	2,526,741.00	2,539,851.00
CORP	09290DAA9	BLACKROCK FUNDING INC	175,000.00	03/14/2024	03/14/2029	174,683.25	1,759.24	173,391.75	175,150.99
CORP	09290DAA9	BLACKROCK FUNDING INC	1,675,000.00	03/14/2024	03/14/2029	1,675,820.75	16,838.40	1,659,606.75	1,676,445.15
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	9,116.25	1,242,432.00	1,251,548.25
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	777.00	868,878.00	869,655.00
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	1,121.25	383,011.20	384,132.45
CORP	17275RBR2	CISCO SYSTEMS INC	1,485,000.00	02/26/2024	02/26/2029	1,484,480.25	19,005.94	1,480,426.20	1,499,432.14
CORP	17325FBB3	CITIBANK NA	2,600,000.00	10/04/2023	09/29/2028	2,587,104.00	25,984.54	2,667,236.00	2,693,220.54
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000.00	07/25/2023	07/14/2028	1,309,932.00	24,488.75	1,297,907.00	1,322,395.75
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	4,294.79	941,060.50	945,355.29
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	5,299.88	894,177.00	899,476.88
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	13,763.75	898,218.00	911,981.75
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	483.00	136,805.20	137,288.20
CORP	459200K59	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	17,911.11	1,280,500.00	1,298,411.11
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	6,630.00	442,399.50	449,029.50
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	2,389.60	580,000.00	582,389.60
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	5,244.06	733,102.50	738,346.56
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	405.44	201,496.55	201,901.99
CORP	58933YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	811.13	501,872.65	502,683.78
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	22,641.16	1,285,505.00	1,308,146.16
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	2,315.63	380,624.40	382,940.03
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	3,499.83	215,347.00	218,846.83
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	987.78	629,119.90	630,107.68
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	11,177.01	2,272,472.30	2,283,649.31
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	2,231.00	388,856.00	391,087.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	1,768.00	223,221.60	224,989.60
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	575,000.00	01/05/2024	01/05/2029	574,241.00	10,843.54	565,495.25	576,338.79
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	775,000.00	01/05/2024	01/05/2029	773,938.25	14,615.21	762,189.25	776,804.46
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	3,529.69	1,232,447.65	1,235,977.34
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	530.71	277,370.80	277,901.51
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	14,520.00	1,790,550.00	1,805,070.00

CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	587.78	1,065,199.00	1,065,786.78
CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	4,634.50	902,713.80	907,348.30
CORP	---	---	45,225,000.00	---	---	45,598,725.80	358,478.94	44,100,211.65	44,458,690.59

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	5,322,348.00	5,322,348.00
CP	---	---	5,400,000.00	---	---	5,194,854.00	0.00	5,322,348.00	5,322,348.00

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	757,472.63	06/25/2021	06/01/2035	816,176.76	2,209.30	715,614.69	717,823.99
FHLMC	3133L7LB1	FH RC1222	848,883.10	10/19/2021	12/01/2034	912,549.33	2,475.91	803,578.21	806,054.12
FHLMC	3133L9AJ2	FH RC2709	923,330.04	10/18/2022	09/01/2037	906,594.68	3,462.49	903,487.67	906,950.16
FHLMC	3137BGK24	FHMS K-043 A2	635,136.13	03/25/2020	12/25/2024	666,595.21	1,620.66	625,983.81	627,604.47
FHLMC	3137H4RZ5	FHMS K-J36 A1	23,610.84	12/16/2021	12/25/2026	23,610.75	25.54	22,771.71	22,797.25
FHLMC	3137H8B42	FHMS K-J40 A1	816,802.32	07/14/2022	06/25/2028	816,792.51	2,314.27	780,993.70	783,307.98
FHLMC	3137H8H79	FHMS K-J41 A1	1,685,571.05	08/04/2022	01/25/2029	1,685,550.82	4,406.36	1,581,841.01	1,586,247.37
FHLMC	3137H92N8	FHMS K-J42 A1	987,253.50	09/15/2022	07/25/2029	987,215.98	3,210.22	946,983.43	950,193.65
FHLMC	3137H9MM8	FHMS K-J43 A1	1,716,997.34	12/15/2022	12/25/2028	1,716,968.15	1,252.55	1,682,125.12	1,683,377.67
FHLMC	3137H9QT9	FHMS K-J44 A1	1,777,736.54	02/23/2023	01/25/2029	1,777,681.43	6,752.44	1,742,288.47	1,749,040.91
FHLMC	3137HA4K9	FHMS K-J45 A1	1,792,144.82	05/25/2023	11/25/2028	1,792,141.23	6,653.34	1,753,685.39	1,760,338.73
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000.00	07/20/2023	06/25/2028	1,817,978.40	7,228.50	1,787,652.00	1,794,880.50
FHLMC	3137HAD45	FHMS K-J46 A1	1,441,838.75	07/27/2023	06/25/2028	1,441,802.70	5,739.72	1,422,330.67	1,428,070.39
FHLMC	3137HAGY6	FHMS K-752 A1	829,213.95	08/24/2023	01/25/2029	804,719.80	2,960.29	811,692.66	814,652.95
FHLMC	3137HAMH6	FHMS K-506 A2	1,800,000.00	09/14/2023	08/25/2028	1,773,372.60	6,975.00	1,775,268.00	1,782,243.00
FHLMC	3137HAM52	FHMS K-507 A2	1,800,000.00	09/28/2023	09/25/2028	1,778,484.60	7,200.00	1,785,402.00	1,792,602.00
FHLMC	3137HAQ74	FHMS K-508 A2	1,800,000.00	10/19/2023	08/25/2028	1,760,515.20	7,110.00	1,780,614.00	1,787,724.00
FHLMC	3137HAST4	FHMS K-509 A2	1,350,000.00	10/31/2023	09/25/2028	1,306,957.95	5,456.25	1,341,751.50	1,347,207.75
FHLMC	3137HB3D4	FHMS K-510 A2	655,000.00	11/21/2023	10/25/2028	653,106.40	2,766.83	656,257.60	659,024.43
FHLMC	---	---	23,440,990.99	---	---	23,438,814.51	79,819.66	22,920,321.65	23,000,141.31

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	787,612.18	12/29/2020	09/25/2033	798,749.50	656.34	735,275.35	735,931.69
FHLMC CMO	3137F7DH5	FHR 5048 B	529,043.03	11/30/2020	05/25/2033	535,738.73	440.87	473,922.04	474,362.91
FHLMC CMO	3137HB3G7	FHMS K-511 A2	1,000,000.00	12/07/2023	10/25/2028	997,127.00	4,050.00	994,870.00	998,920.00
FHLMC CMO	---	---	2,316,655.21	---	---	2,331,615.24	5,147.21	2,204,067.39	2,209,214.60

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	867,041.12	05/18/2021	03/01/2035	929,088.75	2,167.60	805,472.53	807,640.14
FNMA	3140Q9FM0	FN CA1971	982,257.68	01/18/2022	06/01/2033	1,036,435.33	2,864.92	932,928.70	935,793.62
FNMA	3140QGKN6	FN CA8400	844,666.63	03/22/2021	12/01/2035	924,118.09	2,463.61	805,262.93	807,726.54
FNMA	3140X92C8	FN FM6170	622,201.07	06/25/2021	07/01/2035	674,310.41	2,074.00	600,573.36	602,647.37
FNMA	3140X9K46	FN FM5714	561,867.25	03/25/2021	11/01/2035	612,084.13	1,872.89	542,966.04	544,838.93
FNMA	3140XALC4	FN FM6622	1,047,094.38	03/29/2021	02/01/2036	1,101,085.19	2,181.45	942,437.30	944,618.75
FNMA	3140XC4K1	FN FM8925	1,017,416.05	11/16/2021	08/01/2034	1,103,260.53	3,391.39	990,332.43	993,723.82

FNMA	3140XHQQ3	FN FS2262	1,408,970.05	06/30/2022	06/01/2037	1,426,802.33	4,696.57	1,366,447.34	1,371,143.90
FNMA	3140XJHF3	FN FS2929	1,392,601.86	10/18/2022	09/01/2037	1,351,041.40	4,642.01	1,340,922.41	1,345,564.41
FNMA	3140XJJ87	FN FS2986	1,222,536.28	10/21/2022	10/01/2032	1,186,242.23	4,075.12	1,179,319.62	1,183,394.74
FNMA	---	---	9,966,652.38	---	---	10,344,468.40	30,429.55	9,506,662.66	9,537,092.21

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	1,485,792.78	03/31/2023	04/25/2035	1,514,405.90	6,190.80	1,471,261.73	1,477,452.53
FNMA CMO			1,485,792.78			1,514,405.90	6,190.80	1,471,261.73	1,477,452.53

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	7,630,332.72	---	05/31/2024	7,630,332.72	0.00	7,630,332.72	7,630,332.72
MMFUND			7,630,332.72	---	---	7,630,332.72	0.00	7,630,332.72	7,630,332.72

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	308.88	404,320.40	404,629.28
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,610.77	228,755.70	230,366.47
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,834.58	334,358.50	336,193.08
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	3,407.08	620,951.50	624,358.58
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,310.42	238,827.50	240,137.92
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,417.17	522,725.50	524,142.67
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,275.00	744,157.50	745,432.50
MUNI	60412AK85	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	850.50	384,794.55	385,645.05
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,439.63	309,355.20	310,794.83
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	2,938.67	1,544,160.00	1,547,098.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,345.50	570,520.75	571,866.25
MUNI	---	---	6,120,000.00	---	---	6,123,878.00	17,738.19	5,902,927.10	5,920,665.29

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	1,800,000.00	07/19/2022	06/15/2027	1,799,064.00	25,937.50	1,719,072.00	1,745,009.50
SUPRANATIONAL			1,800,000.00			1,799,064.00	25,937.50	1,719,072.00	1,745,009.50

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	461.96	468,400.00	468,861.96
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	1,847.83	1,873,600.00	1,875,447.83
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	1,432.07	1,452,040.00	1,453,472.07
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	5,464.29	648,368.50	653,832.79
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,782.97	448,870.50	452,653.47
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	42,032.97	4,987,450.00	5,029,482.97
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	12,399.73	1,471,297.75	1,483,697.48
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	11,348.90	1,346,611.50	1,357,960.40
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	6,252.40	832,906.50	839,158.90

US GOV	91282ZW3	UNITED STATES TREASURY	2,400,000.00	12/24/2020	06/30/2025	2,391,187.50	2,521.98	2,278,560.00	2,281,081.98
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	551.68	325,678.50	326,230.18
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,891.48	1,116,612.00	1,118,503.48
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	11,348.90	6,699,672.00	6,711,020.90
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	10,521.74	4,170,892.00	4,181,413.74
US GOV	91282CFB2	UNITED STATES TREASURY	4,950,000.00	05/05/2023	07/31/2027	4,782,744.14	45,624.31	4,675,423.50	4,721,047.81
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	17,512.36	1,794,607.00	1,812,119.36
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000.00	07/07/2023	07/31/2027	1,437,669.92	14,055.98	1,440,408.25	1,454,464.23
US GOV	91282CFB2	UNITED STATES TREASURY	1,600,000.00	09/15/2023	07/31/2027	1,498,750.00	14,747.25	1,511,248.00	1,525,995.25
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000.00	12/05/2023	11/30/2027	3,058,949.22	328.21	3,026,251.00	3,026,579.21
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000.00	01/05/2024	11/30/2027	3,088,132.81	328.21	3,026,251.00	3,026,579.21
US GOV	91282CGP0	UNITED STATES TREASURY	1,500,000.00	02/06/2024	02/29/2028	1,506,269.53	15,163.04	1,469,595.00	1,484,758.04
US GOV	91282CGP0	UNITED STATES TREASURY	2,100,000.00	04/05/2024	02/29/2028	2,066,613.28	21,228.26	2,057,433.00	2,078,661.26
US GOV	91282CGP0	UNITED STATES TREASURY	2,700,000.00	05/06/2024	02/29/2028	2,626,593.75	27,293.48	2,645,271.00	2,672,564.48

US GOV	---		51,850,000.00	---		50,809,195.34	268,139.99	49,767,447.00	50,035,586.99
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YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,395,000.00	06/09/2022	06/09/2025	1,395,000.00	23,327.50	1,368,397.35	1,391,724.85
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	23,321.53	1,210,400.00	1,233,721.53
YANKEE	---		2,645,000.00	---		2,633,825.00	46,649.03	2,578,797.35	2,625,446.38

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---		190,862,426.41	---	06/10/2027	190,365,177.70	965,799.37	185,509,364.05	186,475,163.42

* Grouped by: Security Type

* Groups Sorted by: Security Type

* Weighted by: Base Market Value + Accrued

* Holdings Displayed by: Lot

CLEARWATER

ANALYTICS

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 05/31/2024
 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	02582JZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2028	104,990.69	227.27	104,401.50	104,628.77
ABS	02582JKH2	AMXCA 2024-1 A	245,000.00	04/23/2024	04/16/2029	244,949.78	569.49	246,163.75	246,733.24
ABS	05522RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	202.24	94,266.60	94,468.84
ABS	05522RDH8	BACCT 2023-2 A	100,000.00	12/14/2023	11/16/2026	99,986.57	221.33	99,641.00	99,862.33
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	253,444.50	253,506.83
ABS	14041NFX2	COMET 2021-3 A	215,000.00	11/30/2021	11/15/2024	214,970.37	99.38	210,626.90	210,726.28
ABS	14044CAC6	COPAR 2021-1 A3	39,609.53	10/27/2021	09/15/2026	39,608.78	13.56	38,559.48	38,573.04
ABS	14316NAC3	CARMX 2021-1 A3	4,909.31	01/27/2021	12/15/2025	4,908.34	0.74	4,869.59	4,870.33
ABS	14318MAD1	CARMX 2022-3 A3	189,974.39	07/20/2022	04/15/2027	189,969.91	335.20	187,559.82	187,895.02
ABS	161571HT4	CHAIT 2023-1 A	220,000.00	09/15/2023	09/15/2028	219,939.02	504.53	219,639.20	220,143.73
ABS	161571HV9	CHAIT 241 A	240,000.00	01/31/2024	01/16/2029	239,963.45	490.67	236,940.00	237,430.67
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/15/2024	154,966.81	39.96	152,743.20	152,783.16
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	416.31	188,789.70	189,206.01
ABS	31680EAD3	FITAT 2023-1 A3	195,000.00	08/23/2023	08/15/2028	194,987.91	479.27	195,331.50	195,810.77
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	02/15/2028	69,992.70	144.67	69,259.40	69,404.07
ABS	362554AC1	GMCAR 2021-4 A3	31,998.17	10/21/2021	09/16/2026	31,997.35	9.07	31,190.54	31,199.60
ABS	380140AC7	GMCAR 2021-3 A3	35,654.41	07/21/2021	06/16/2026	35,652.21	7.13	34,987.32	34,994.45
ABS	437918AC9	HAROT 2024-1 A3	165,000.00	02/21/2024	08/15/2028	164,992.82	382.07	164,808.60	165,190.67
ABS	438123AC5	HAROT 2023-4 A3	45,000.00	11/08/2023	06/21/2028	44,992.08	70.88	45,345.60	45,416.48
ABS	43815GAC3	HAROT 2021-4 A3	37,944.78	11/24/2021	01/21/2026	37,936.78	9.28	37,122.52	37,131.80
ABS	44933LAC7	HART 2021-A A3	4,750.81	04/28/2021	09/15/2025	4,750.31	0.80	4,731.95	4,732.75
ABS	44935FAD6	HART 2021-C A3	25,667.43	11/17/2021	05/15/2026	25,661.70	8.44	25,184.63	25,193.07
ABS	65479UAD0	NART-24A-A3	215,000.00	05/22/2024	12/15/2028	214,979.92	310.68	215,064.50	215,375.18
ABS	92868KAC7	VALET 2021-1 A3	48,077.13	12/13/2021	06/22/2026	48,075.25	14.98	47,018.95	47,033.94
ABS	92970QAA3	WFCT 2024-1 A	275,000.00	03/01/2024	02/15/2029	274,925.36	603.78	273,869.75	274,473.53
ABS	98163KAC6	WOART 2021-D A3	44,213.00	11/03/2021	10/15/2026	44,206.97	15.92	43,213.34	43,229.26
ABS	---	---	3,247,798.97	---	---	3,247,347.58	5,239.95	3,224,773.84	3,230,013.79

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	179.51	264,129.25	264,308.76
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	104.22	108,704.90	108,809.12
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	186.20	264,129.25	264,315.45
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	626.39	262,237.25	262,863.64
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	275.00	259,677.00	259,952.00
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	91.67	257,974.75	258,066.42
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	473.96	331,915.50	332,389.46
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	389.58	517,473.00	517,862.58
AGCY BOND	---	---	2,390,000.00	---	---	2,381,485.25	2,326.53	2,266,240.90	2,268,567.43

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	750.70	---	05/31/2024	750.70	0.00	750.70	750.70
CASH	---	---	750.70	---	---	750.70	0.00	750.70	750.70

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	1,781.89	401,564.00	403,345.89
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	13,378.63	401,908.00	415,286.63
CD	---	---	800,000.00	---	---	800,000.00	15,160.52	803,472.00	818,632.52

CORP (CORPORATE 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	2,599.00	177,615.00	180,214.00
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	520.00	127,501.40	128,021.40
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,566.67	249,490.00	252,056.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	171.88	264,440.00	264,611.88
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	2,383.33	199,048.00	201,431.33
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,083.33	248,670.00	250,753.33
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	124.90	54,486.85	54,611.75
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	567.71	138,021.00	138,588.71
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	1,187.10	191,006.00	192,193.10
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	3,025.17	394,081.25	397,106.42
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	1,942.22	374,332.00	376,274.22
CORP	09290DAA9	BLACKROCK FUNDING INC	25,000.00	03/14/2024	03/14/2029	24,954.75	251.32	24,770.25	25,021.57
CORP	09290DAA9	BLACKROCK FUNDING INC	250,000.00	03/14/2024	03/14/2029	250,122.50	2,513.19	247,702.50	250,215.69
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,350.56	184,064.00	185,414.56
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	172.50	58,924.80	59,097.30
CORP	17275RBR2	CISCO SYSTEMS INC	215,000.00	02/26/2024	02/26/2029	214,924.75	2,751.70	214,337.80	217,089.50
CORP	17325FBB3	CITIBANK NA	400,000.00	10/04/2023	09/29/2028	398,016.00	3,997.62	410,344.00	414,341.62
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,000.00	07/25/2023	07/14/2028	201,528.00	3,767.50	199,678.00	203,445.50
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,220.63	267,459.30	268,679.93
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,823.26	249,505.00	253,328.26
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	69.00	19,543.60	19,612.60
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	2,755.56	197,000.00	199,755.56
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	844.60	205,000.00	205,844.60
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	699.21	97,747.00	98,446.21
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	59.33	29,487.30	29,546.63
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	126.00	77,960.80	78,086.80
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	3,483.26	197,770.00	201,253.26
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	356.25	58,557.60	58,913.85
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	556.79	34,259.75	34,816.54
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	163.33	104,027.70	104,191.03
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	1,750.91	355,988.15	357,739.06
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	334.65	58,328.40	58,663.05
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	257.83	32,553.15	32,810.98
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	115,000.00	01/05/2024	01/05/2029	114,842.45	2,168.71	113,099.05	115,267.76
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	85,000.00	01/05/2024	01/05/2029	84,887.80	1,602.96	83,594.95	85,197.91
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	562.50	196,406.00	196,968.50
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	102.22	185,252.00	185,354.22
CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	697.67	135,892.40	136,590.07
CORP	---	---	6,620,000.00	---	---	6,619,453.80	53,610.36	6,457,945.00	6,511,555.36

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	788,496.00	788,496.00
CP	---	---	800,000.00	---	---	769,608.00	0.00	788,496.00	788,496.00

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	140,598.17	06/25/2021	06/01/2035	151,494.52	410.08	132,828.71	133,238.79
FHLMC	3133L7LB1	FH RC1222	152,798.96	10/19/2021	12/01/2034	164,258.88	445.66	144,644.08	145,089.74
FHLMC	3133L9AJ2	FH RC2709	149,714.43	10/18/2022	09/01/2037	147,000.85	561.43	146,497.06	147,058.49
FHLMC	3137BGK24	FHMS K-043 A2	170,998.19	03/25/2020	12/25/2024	179,467.94	436.33	168,534.10	168,970.43
FHLMC	3137H4RZ5	FHMS K-J36 A1	3,756.27	12/16/2021	12/25/2026	3,756.26	4.06	3,622.77	3,626.84
FHLMC	3137H8B42	FHMS K-J40 A1	136,133.72	07/14/2022	06/25/2028	136,132.09	385.71	130,165.62	130,551.33
FHLMC	3137H8H79	FHMS K-J41 A1	280,928.51	08/04/2022	01/25/2029	280,925.14	734.39	263,640.17	264,374.56
FHLMC	3137H92N8	FHMS K-J42 A1	165,286.78	09/15/2022	07/25/2029	165,280.50	537.46	158,544.74	159,082.19
FHLMC	3137H9MM8	FHMS K-J43 A1	262,319.04	12/15/2022	12/25/2028	262,314.57	191.36	256,991.34	257,182.70
FHLMC	3137H9QT9	FHMS K-J44 A1	271,598.64	02/23/2023	01/25/2029	271,590.23	1,031.62	266,182.96	267,214.58
FHLMC	3137HA4K9	FHMS K-J45 A1	273,799.90	05/25/2023	11/25/2028	273,799.36	1,016.48	267,924.16	268,940.64
FHLMC	3137HACX2	FHMS K-505 A2	275,000.00	07/20/2023	06/25/2028	277,746.70	1,104.35	273,113.50	274,217.85
FHLMC	3137HAD45	FHMS K-J46 A1	223,733.60	07/27/2023	06/25/2028	223,728.01	890.65	220,706.48	221,597.13
FHLMC	3137HAGY6	FHMS K-752 A1	128,330.73	08/24/2023	01/25/2029	124,539.97	458.14	125,619.10	126,077.24
FHLMC	3137HAMH6	FHMS K-506 A2	275,000.00	09/14/2023	08/25/2028	270,931.93	1,065.63	271,221.50	272,287.13
FHLMC	3137HAM52	FHMS K-507 A2	275,000.00	09/28/2023	09/25/2028	271,712.93	1,100.00	272,769.75	273,869.75
FHLMC	3137HAQ74	FHMS K-508 A2	275,000.00	10/19/2023	08/25/2028	268,967.60	1,086.25	272,038.25	273,124.50
FHLMC	3137HAST4	FHMS K-509 A2	205,000.00	10/31/2023	09/25/2028	198,463.98	828.54	203,747.45	204,575.99
FHLMC	3137HB3D4	FHMS K-510 A2	100,000.00	11/21/2023	10/25/2028	99,710.90	422.42	100,192.00	100,614.42
FHLMC	---	---	3,764,996.93	---	---	3,771,822.35	12,710.57	3,678,983.75	3,691,694.31

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	111,912.95	11/30/2020	05/25/2033	113,329.35	93.26	100,252.74	100,346.00
FHLMC CMO	3137HB3G7	FHMS K-511 A2	150,000.00	12/07/2023	10/25/2028	149,569.05	607.50	149,230.50	149,838.00
FHLMC CMO	---	---	261,912.95	---	---	262,898.40	700.76	249,483.24	250,184.00

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	153,007.26	05/18/2021	03/01/2035	163,956.84	382.52	142,142.21	142,524.73
FNMA	3140Q9FM0	FN CA1971	147,338.65	01/18/2022	06/01/2033	155,465.30	429.74	139,939.30	140,369.04
FNMA	3140QGKN6	FN CA8400	165,326.45	03/22/2021	12/01/2035	180,877.48	482.20	157,613.97	158,096.18
FNMA	3140X92C8	FN FM6170	116,662.70	06/25/2021	07/01/2035	126,433.20	388.88	112,607.51	112,996.38
FNMA	3140X9K46	FN FM5714	100,333.44	03/25/2021	11/01/2035	109,300.74	334.44	96,958.22	97,292.67
FNMA	3140XALC4	FN FM6622	196,330.20	03/29/2021	02/01/2036	206,453.47	409.02	176,706.99	177,116.02
FNMA	3140XC4K1	FN FM8925	190,765.51	11/16/2021	08/01/2034	206,861.35	635.89	185,687.33	186,323.22
FNMA	3140XJHF3	FN FS2929	232,100.31	10/18/2022	09/01/2037	225,173.57	773.67	223,487.07	224,260.74
FNMA	3140XJH87	FN FS2986	173,092.09	10/21/2022	10/01/2032	167,953.42	576.97	166,973.28	167,550.26
FNMA	---	---	1,474,956.61	---	---	1,542,475.36	4,413.33	1,402,115.89	1,406,529.22

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	225,522.12	03/31/2023	04/25/2035	229,865.18	939.68	223,316.51	224,256.19
FNMA CMO	---	---	225,522.12	---	---	229,865.18	939.68	223,316.51	224,256.19

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	210,972.54	---	05/31/2024	210,972.54	0.00	210,972.54	210,972.54

MMFUND	210,972.54	---	210,972.54	0.00	210,972.54	210,972.54
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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	75,000.00	07/29/2021	11/01/2025	75,000.00	53.88	70,521.00	70,574.88
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	420.20	59,675.40	60,095.60
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	288.29	52,542.05	52,830.34
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	393.13	71,648.25	72,041.38
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	681.42	124,190.30	124,871.72
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	296.32	109,297.15	109,593.47
MUNI	60412AK85	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	178.50	80,759.35	80,937.85
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	239.94	51,559.20	51,799.14
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	505.08	265,402.50	265,907.58
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	292.50	124,026.25	124,318.75
MUNI	---	---	1,050,000.00	---	---	1,050,886.10	3,349.25	1,009,621.45	1,012,970.70

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000.00	07/19/2022	06/15/2027	274,857.00	3,962.67	262,636.00	266,598.67
SUPRANATIONAL			275,000.00			274,857.00	3,962.67	262,636.00	266,598.67

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	138.59	140,520.00	140,658.59
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	92.39	93,680.00	93,772.39
US GOV	912828XX3	UNITED STATES TREASURY	625,000.00	11/06/2019	06/30/2024	637,646.49	5,254.12	623,431.25	628,685.37
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,782.97	448,870.50	452,653.47
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	1,050.82	124,686.25	125,737.07
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	3,572.80	423,933.25	427,506.05
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,471.15	174,560.75	176,031.90
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,838.94	244,972.50	246,811.44
US GOV	91282CBC4	UNITED STATES TREASURY	50,000.00	10/06/2021	12/31/2025	49,101.56	78.81	46,525.50	46,604.31
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	827.52	488,517.75	489,345.27
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	228.26	323,872.50	324,100.76
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	942.65	411,696.00	412,638.65
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	314.22	137,232.00	137,546.22
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	1,554.35	616,154.50	617,708.85
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	8,064.90	826,463.75	834,528.65
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	2,765.11	283,359.00	286,124.11
US GOV	91282CFB2	UNITED STATES TREASURY	225,000.00	07/07/2023	07/31/2027	212,115.23	2,073.83	212,519.25	214,593.08
US GOV	91282CFB2	UNITED STATES TREASURY	250,000.00	09/15/2023	07/31/2027	234,179.69	2,304.26	236,132.50	238,436.76
US GOV	91282CFZ9	UNITED STATES TREASURY	325,000.00	12/05/2023	11/30/2027	320,696.29	34.41	317,268.25	317,302.66
US GOV	91282CFZ9	UNITED STATES TREASURY	450,000.00	01/05/2024	11/30/2027	448,277.34	47.64	439,294.50	439,342.14
US GOV	91282CGP0	UNITED STATES TREASURY	225,000.00	02/06/2024	02/29/2028	225,940.43	2,274.46	220,439.25	222,713.71
US GOV	91282CGP0	UNITED STATES TREASURY	175,000.00	04/05/2024	02/29/2028	172,217.77	1,769.02	171,452.75	173,221.77
US GOV	91282CGP0	UNITED STATES TREASURY	425,000.00	05/06/2024	02/29/2028	413,445.31	4,296.20	416,385.25	420,681.45
US GOV	---	---	7,725,000.00	---	---	7,580,055.66	44,777.43	7,421,967.25	7,466,744.68

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	4,180.56	245,232.50	249,413.06

YANKEE	250,000.00	250,000.00	4,180.56	245,232.50	249,413.06
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Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	29,096,910.82	---	05/27/2027	28,992,477.93	151,371.60	28,246,007.57	28,397,379.17

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

CLEARWATER
ANALYTICS.

Report: GAAP Base Trading Activity
Account: SAM Transit District Agg (136232)
Date: 05/01/2024 - 05/31/2024
Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Original Units	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
023135BW5	AMAZON.COM INC	(1,315,000.00)	(1,315,000.00)	0.450	Maturity	05/12/2024	05/12/2024	05/12/2024	(1,315,000.00)	0.00	1,315,000.00
023135BW5	AMAZON.COM INC	(245,000.00)	(245,000.00)	0.450	Maturity	05/12/2024	05/12/2024	05/12/2024	(245,000.00)	0.00	245,000.00
14044CAC6	COPAR 2021-1 A3	0.00	(20,322.34)	0.770	Principal Paydown	05/15/2024	05/15/2024	09/15/2026	(20,322.34)	(0.00)	20,322.34
14044CAC6	COPAR 2021-1 A3	0.00	(3,534.32)	0.770	Principal Paydown	05/15/2024	05/15/2024	09/15/2026	(3,534.32)	(0.00)	3,534.32
14316HAC6	CARMX 2020-4 A3	0.00	(13,332.28)	0.500	Principal Paydown	05/15/2024	05/15/2024	08/15/2025	(13,332.28)	0.00	13,332.28
14316HAC6	CARMX 2020-4 A3	0.00	(3,137.01)	0.500	Principal Paydown	05/15/2024	05/15/2024	08/15/2025	(3,136.98)	(0.03)	3,136.98
14316NAC3	CARMX 2021-1 A3	0.00	(7,757.31)	0.340	Principal Paydown	05/15/2024	05/15/2024	12/15/2025	(7,757.31)	(0.00)	7,757.31
14316NAC3	CARMX 2021-1 A3	0.00	(1,368.94)	0.340	Principal Paydown	05/15/2024	05/15/2024	12/15/2025	(1,368.94)	0.00	1,368.94
14318MAD1	CARMX 2022-3 A3	0.00	(31,699.98)	3.970	Principal Paydown	05/15/2024	05/15/2024	04/15/2027	(31,699.98)	0.00	31,699.98
14318MAD1	CARMX 2022-3 A3	0.00	(5,025.61)	3.970	Principal Paydown	05/15/2024	05/15/2024	04/15/2027	(5,025.61)	0.00	5,025.61
3132CWMM3	FH SB0364	0.00	(7,393.57)	3.500	Principal Paydown	05/01/2024	05/01/2024	06/01/2035	(7,393.57)	0.00	7,393.57
3132CWMM3	FH SB0364	0.00	(1,372.36)	3.500	Principal Paydown	05/01/2024	05/01/2024	06/01/2035	(1,372.36)	0.00	1,372.36
3133L7LB1	FH RC1222	0.00	(7,182.15)	3.500	Principal Paydown	05/01/2024	05/01/2024	12/01/2034	(7,182.15)	0.00	7,182.15
3133L7LB1	FH RC1222	0.00	(1,292.79)	3.500	Principal Paydown	05/01/2024	05/01/2024	12/01/2034	(1,292.79)	0.00	1,292.79
3133L9AJ2	FH RC2709	0.00	(8,592.12)	4.500	Principal Paydown	05/01/2024	05/01/2024	09/01/2037	(8,592.12)	(0.00)	8,592.12
3133L9AJ2	FH RC2709	0.00	(1,393.18)	4.500	Principal Paydown	05/01/2024	05/01/2024	09/01/2037	(1,393.18)	0.00	1,393.18
3133Q5GZ3	FHS 370 A3	0.00	(18,047.93)	1.000	Principal Paydown	05/01/2024	05/01/2024	09/25/2033	(18,047.93)	0.00	18,047.93
3137BGK24	FHMS K-043 A2	0.00	(1,134.70)	3.062	Principal Paydown	05/01/2024	05/01/2024	12/25/2024	(1,134.70)	0.00	1,134.70
3137BGK24	FHMS K-043 A2	0.00	(305.50)	3.062	Principal Paydown	05/01/2024	05/01/2024	12/25/2024	(305.50)	0.00	305.50
3137F7DH5	FHR 5048 B	0.00	(13,407.33)	1.000	Principal Paydown	05/01/2024	05/01/2024	05/25/2033	(13,407.33)	0.00	13,407.33
3137F7DH5	FHR 5048 B	0.00	(2,836.17)	1.000	Principal Paydown	05/01/2024	05/01/2024	05/25/2033	(2,836.17)	0.00	2,836.17
3137H4RZ5	FHMS K-J36 A1	0.00	(25,309.42)	1.298	Principal Paydown	05/01/2024	05/01/2024	12/25/2026	(25,309.42)	0.00	25,309.42
3137H4RZ5	FHMS K-J36 A1	0.00	(4,026.50)	1.298	Principal Paydown	05/01/2024	05/01/2024	12/25/2026	(4,026.50)	0.00	4,026.50
3137H8B42	FHMS K-J40 A1	0.00	(1,609.71)	3.400	Principal Paydown	05/25/2024	05/25/2024	06/25/2028	(1,609.71)	0.00	1,609.71
3137H8B42	FHMS K-J40 A1	0.00	(268.28)	3.400	Principal Paydown	05/25/2024	05/25/2024	06/25/2028	(268.28)	(0.00)	268.28
3137H8H79	FHMS K-J41 A1	0.00	(1,336.59)	3.137	Principal Paydown	05/01/2024	05/01/2024	01/25/2029	(1,336.59)	0.00	1,336.59
3137H8H79	FHMS K-J41 A1	0.00	(222.77)	3.137	Principal Paydown	05/01/2024	05/01/2024	01/25/2029	(222.77)	0.01	222.77
3137H92N8	FHMS K-J42 A1	0.00	(1,383.95)	3.902	Principal Paydown	05/01/2024	05/01/2024	07/25/2029	(1,383.95)	0.00	1,383.95
3137H92N8	FHMS K-J42 A1	0.00	(231.70)	3.902	Principal Paydown	05/01/2024	05/01/2024	07/25/2029	(231.70)	(0.00)	231.70
3137H9MM8	FHMS K-J43 A1	0.00	(1,404.54)	4.377	Principal Paydown	05/25/2024	05/25/2024	12/25/2028	(1,404.54)	0.00	1,404.54
3137H9MM8	FHMS K-J43 A1	0.00	(214.58)	4.377	Principal Paydown	05/25/2024	05/25/2024	12/25/2028	(214.58)	(0.00)	214.58
3137H9QT9	FHMS K-J44 A1	0.00	(2,133.79)	4.558	Principal Paydown	05/01/2024	05/01/2024	01/25/2029	(2,133.79)	(0.00)	2,133.79
3137H9QT9	FHMS K-J44 A1	0.00	(326.00)	4.558	Principal Paydown	05/01/2024	05/01/2024	01/25/2029	(326.00)	0.00	326.00
3137HA4K9	FHMS K-J45 A1	0.00	(986.18)	4.455	Principal Paydown	05/01/2024	05/01/2024	11/25/2028	(986.18)	(0.00)	986.18
3137HA4K9	FHMS K-J45 A1	0.00	(150.67)	4.455	Principal Paydown	05/01/2024	05/01/2024	11/25/2028	(150.67)	0.00	150.67
3137HAD45	FHMS K-J46 A1	0.00	(925.48)	4.777	Principal Paydown	05/01/2024	05/01/2024	06/25/2028	(925.48)	0.00	925.48
3137HAD45	FHMS K-J46 A1	0.00	(143.61)	4.777	Principal Paydown	05/01/2024	05/01/2024	06/25/2028	(143.61)	0.00	143.61
3137HAGY6	FHMS K-752 A1	0.00	(1,239.43)	4.284	Principal Paydown	05/01/2024	05/01/2024	01/25/2029	(1,239.43)	0.00	1,239.43
3137HAGY6	FHMS K-752 A1	0.00	(191.82)	4.284	Principal Paydown	05/01/2024	05/01/2024	01/25/2029	(191.82)	0.00	191.82
31394CP22	FNR 2005-33 QE	0.00	(44,656.81)	5.000	Principal Paydown	05/01/2024	05/01/2024	04/25/2035	(44,656.81)	0.00	44,656.81
31394CP22	FNR 2005-33 QE	0.00	(6,778.27)	5.000	Principal Paydown	05/01/2024	05/01/2024	04/25/2035	(6,778.27)	0.00	6,778.27
3140K7XA6	FN BP0672	0.00	(8,575.24)	3.000	Principal Paydown	05/01/2024	05/01/2024	03/01/2035	(8,575.24)	(0.00)	8,575.24
3140K7XA6	FN BP0672	0.00	(1,513.28)	3.000	Principal Paydown	05/01/2024	05/01/2024	03/01/2035	(1,513.28)	0.00	1,513.28
3140Q9FM0	FN CA1971	0.00	(38,462.40)	3.500	Principal Paydown	05/01/2024	05/01/2024	06/01/2033	(38,462.40)	0.00	38,462.40
3140Q9FM0	FN CA1971	0.00	(5,769.36)	3.500	Principal Paydown	05/01/2024	05/01/2024	06/01/2033	(5,769.36)	0.00	5,769.36
3140QGKN6	FN CA8400	0.00	(34,838.61)	3.500	Principal Paydown	05/01/2024	05/01/2024	12/01/2035	(34,838.61)	0.00	34,838.61
3140QGKN6	FN CA8400	0.00	(6,818.96)	3.500	Principal Paydown	05/01/2024	05/01/2024	12/01/2035	(6,818.96)	0.01	6,818.96
3140X2C8	FN FM6170	0.00	(6,705.68)	4.000	Principal Paydown	05/01/2024	05/01/2024	07/01/2035	(6,705.68)	0.00	6,705.68
3140X2C8	FN FM6170	0.00	(1,257.32)	4.000	Principal Paydown	05/01/2024	05/01/2024	07/01/2035	(1,257.32)	0.01	1,257.32
3140X9K46	FN FM5714	0.00	(8,450.82)	4.000	Principal Paydown	05/01/2024	05/01/2024	11/01/2035	(8,450.82)	0.00	8,450.82
3140X9K46	FN FM5714	0.00	(1,509.08)	4.000	Principal Paydown	05/01/2024	05/01/2024	11/01/2035	(1,509.08)	0.01	1,509.08
3140XALC4	FN FM6622	0.00	(7,602.45)	2.500	Principal Paydown	05/01/2024	05/01/2024	07/02/2036	(7,602.45)	0.00	7,602.45
3140XALC4	FN FM6622	0.00	(1,425.46)	2.500	Principal Paydown	05/01/2024	05/01/2024	02/01/2036	(1,425.46)	0.00	1,425.46
3140XC4K1	FN FM8925	0.00	(11,066.43)	4.000	Principal Paydown	05/01/2024	05/01/2024	08/01/2034	(11,066.43)	(0.00)	11,066.43
3140XC4K1	FN FM8925	0.00	(2,074.96)	4.000	Principal Paydown	05/01/2024	05/01/2024	08/01/2034	(2,074.96)	0.00	2,074.96
3140XHQQ3	FN FS2262	0.00	(15,707.48)	4.000	Principal Paydown	05/01/2024	05/01/2024	06/01/2037	(15,707.48)	(0.00)	15,707.48
3140XJHF3	FN FS2929	0.00	(15,989.00)	4.000	Principal Paydown	05/01/2024	05/01/2024	09/01/2037	(15,989.00)	(0.00)	15,989.00

Item #4.b.
7/10/2024

3140XJHF3	FN FS2929	0.00	(2,664.83)	4.000	Principal Paydown	05/01/2024	05/01/2024	09/01/2037	(2,664.83)	(0.00)	2,664.83
3140XJ87	FN FS2986	0.00	(25,791.43)	4.000	Principal Paydown	05/01/2024	05/01/2024	10/01/2032	(25,791.43)	(0.00)	25,791.43
3140XJ87	FN FS2986	0.00	(3,651.67)	4.000	Principal Paydown	05/01/2024	05/01/2024	10/01/2032	(3,651.67)	0.01	3,651.67
31846V534	FIRST AMER:US TRS MM Y	36,458.32	36,458.32	4.910	Buy	05/02/2024	05/02/2024	05/31/2024	36,458.32	0.00	(36,458.32)
31846V534	FIRST AMER:US TRS MM Y	2,377,110.96	2,377,110.96	4.910	Buy	---	---	05/31/2024	2,377,110.96	0.00	(2,377,110.96)
31846V534	FIRST AMER:US TRS MM Y	(4,116,119.49)	(4,116,119.49)	4.910	Sell	---	---	05/31/2024	(4,116,119.49)	0.00	4,116,119.49
31846V534	FIRST AMER:US TRS MM Y	400,462.93	400,462.93	4.910	Buy	---	---	05/31/2024	400,462.93	0.00	(400,462.93)
31846V534	FIRST AMER:US TRS MM Y	(330,973.80)	(330,973.80)	4.910	Sell	---	---	05/31/2024	(330,973.80)	0.00	330,973.80
362554AC1	GMCAR 2021-4 A3	0.00	(17,673.18)	0.680	Principal Paydown	05/16/2024	05/16/2024	09/16/2026	(17,673.18)	0.00	17,673.18
362554AC1	GMCAR 2021-4 A3	0.00	(2,983.78)	0.680	Principal Paydown	05/16/2024	05/16/2024	09/16/2026	(2,983.78)	(0.00)	2,983.78
380140AC7	GMCAR 2021-3 A3	0.00	(25,215.67)	0.480	Principal Paydown	05/16/2024	05/16/2024	06/16/2026	(25,215.67)	(0.00)	25,215.67
380140AC7	GMCAR 2021-3 A3	0.00	(4,340.40)	0.480	Principal Paydown	05/16/2024	05/16/2024	06/16/2026	(4,340.40)	(0.00)	4,340.40
43815GAC3	HAROT 2021-4 A3	0.00	(22,070.81)	0.880	Principal Paydown	05/21/2024	05/21/2024	01/21/2026	(22,070.81)	(0.00)	22,070.81
43815GAC3	HAROT 2021-4 A3	0.00	(4,078.30)	0.880	Principal Paydown	05/21/2024	05/21/2024	01/21/2026	(4,078.30)	(0.00)	4,078.30
44933LAC7	HART 2021-A A3	0.00	(13,768.49)	0.380	Principal Paydown	05/15/2024	05/15/2024	09/15/2025	(13,768.49)	0.00	13,768.49
44933LAC7	HART 2021-A A3	0.00	(2,671.50)	0.380	Principal Paydown	05/15/2024	05/15/2024	09/15/2025	(2,671.50)	0.00	2,671.50
44935FAD6	HART 2021-C A3	0.00	(17,834.89)	0.740	Principal Paydown	05/15/2024	05/15/2024	05/15/2026	(17,834.89)	0.00	17,834.89
44935FAD6	HART 2021-C A3	0.00	(3,014.35)	0.740	Principal Paydown	05/15/2024	05/15/2024	05/15/2026	(3,014.35)	0.00	3,014.35
50117TAC5	KCOT 2021-1 A3	0.00	(19,290.11)	0.620	Principal Paydown	05/15/2024	05/15/2024	08/15/2025	(19,290.11)	(0.00)	19,290.11
54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	(550,000.00)	(550,000.00)	0.773	Call Redemption	05/16/2024	06/05/2024	08/01/2025	(527,340.00)	(22,660.00)	528,004.40
54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	(115,000.00)	(115,000.00)	0.773	Call Redemption	05/16/2024	06/05/2024	08/01/2025	(110,262.00)	(4,738.00)	110,568.19
60412AK85	MINNESOTA ST	405,000.00	405,000.00	0.630	Exchange In	08/11/2020	08/25/2020	08/01/2025	383,988.60	0.00	0.00
60412AK85	MINNESOTA ST	85,000.00	85,000.00	0.630	Exchange In	08/11/2020	08/25/2020	08/01/2025	80,590.20	0.00	0.00
60412AVJ9	MINNESOTA ST	(405,000.00)	(405,000.00)	0.630	Exchange Out	05/09/2024	05/09/2024	08/01/2025	(383,988.60)	0.00	384,683.18
60412AVJ9	MINNESOTA ST	(85,000.00)	(85,000.00)	0.630	Exchange Out	05/09/2024	05/09/2024	08/01/2025	(80,590.20)	0.00	80,735.98
65479UAD0	NART-24A-A3	1,470,000.00	1,470,000.00	5.780	Buy	05/14/2024	05/22/2024	12/15/2028	1,469,862.70	0.00	(1,469,862.70)
65479UAD0	NART-24A-A3	215,000.00	215,000.00	5.780	Buy	05/14/2024	05/22/2024	12/15/2028	214,979.92	0.00	(214,979.92)
65480BAC1	NAROT 2021-A A3	0.00	(62,839.35)	0.330	Principal Paydown	05/15/2024	05/15/2024	10/15/2025	(62,839.35)	(0.00)	62,839.35
90262Y869	UBS SL PRIME PREF	4,660.57	4,660.57	5.300	Buy	05/01/2024	05/01/2024	05/31/2024	4,660.57	0.00	(4,660.57)
912828XX3	UNITED STATES TREASURY	(300,000.00)	(300,000.00)	2.000	Sell	05/01/2024	05/06/2024	06/30/2024	(298,453.13)	(1,750.59)	300,546.54
91282CGP0	UNITED STATES TREASURY	2,700,000.00	2,700,000.00	4.000	Buy	05/01/2024	05/06/2024	02/29/2028	2,626,593.75	0.00	(2,646,256.79)
91282CGP0	UNITED STATES TREASURY	425,000.00	425,000.00	4.000	Buy	05/01/2024	05/06/2024	02/29/2028	413,445.31	0.00	(416,540.42)
92868KAC7	VALET 2021-1 A3	0.00	(33,681.54)	1.020	Principal Paydown	05/20/2024	05/20/2024	06/22/2026	(33,681.54)	0.00	33,681.54
92868KAC7	VALET 2021-1 A3	0.00	(5,654.56)	1.020	Principal Paydown	05/20/2024	05/20/2024	06/22/2026	(5,654.56)	(0.00)	5,654.56
98163KAC6	WOART 2021-D A3	0.00	(26,033.91)	0.810	Principal Paydown	05/15/2024	05/15/2024	10/15/2026	(26,033.91)	0.00	26,033.91
98163KAC6	WOART 2021-D A3	0.00	(4,416.47)	0.810	Principal Paydown	05/15/2024	05/15/2024	10/15/2026	(4,416.47)	0.00	4,416.47
---	---	656,599.49	(51,517.91)	3.816	---	---	---	12/17/2025	(107,691.39)	(29,148.57)	554,216.39

* 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 MAY 2024

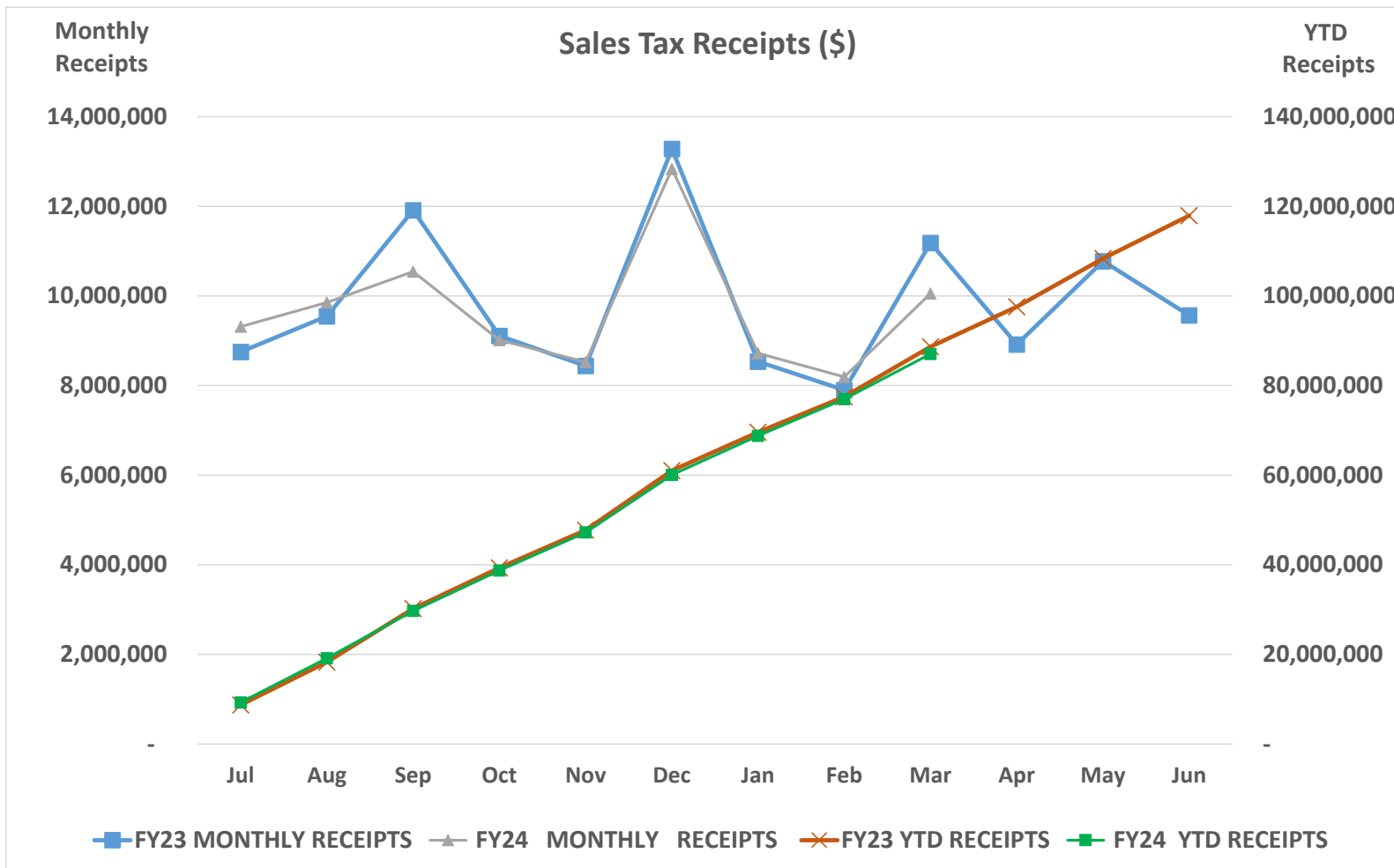
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2024
Measure A Sales Tax
May-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
May 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%)	30,210,810	29,711,726	(1.7%)
Oct	9,109,158	9,013,470	(1.1%)	39,319,968	38,725,196	(1.5%)
Nov	8,437,702	8,526,577	1.1%	47,757,670	47,251,774	(1.1%)
Dec	13,282,326	12,835,532	(3.4%)	61,039,996	60,087,306	(1.6%)
Jan	8,533,234	8,722,753	2.2%	69,573,231	68,810,059	(1.1%)
Feb	7,899,675	8,192,246	3.7%	77,472,906	77,002,305	(0.6%)
Mar	11,183,491	10,055,221	(10.1%)	88,656,396	87,057,526	(1.8%)
Apr	8,918,606		(100%)	97,575,002		(100%)
May	10,777,353		(100%)	108,352,355		(100%)
Jun	9,567,557		(100%)	117,919,911		(100%)
Total	<u>117,919,911</u>	<u>87,057,526</u>				

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Brian Fitzpatrick, Director, Real Estate and Development
Subject: **Authorizing the General Manager/CEO to Execute Two Sublease Agreements with the Alameda-Contra Costa Transit District, in a Form Approved by Legal Counsel, for: (1) Two Bus Bays within the Bus Deck at the Salesforce Transit Center; and (2) Three Bus Parking Spaces at the Bus Layover Facility under the I-80 Freeway in San Francisco**

Action

Staff proposes the Board of Directors (Board):

1. Authorize the General Manager/CEO to execute two sublease agreements with the Alameda-Contra Costa Transit District (AC Transit), in a form approved by legal counsel, for: (1) two bus bays within the bus deck at the Salesforce Transit Center; and (2) three bus parking spaces at the bus layover facility under the I-80 freeway in San Francisco, at a cost based on the pro-rata share of the operating cost of the facility, which is approximately \$200,000 per year (\$8,333 per month per bay) for the two bus bays, and approximately \$54,000 per year (\$1,500 per month per space) for the three bus layover spaces.
2. Authorize the General Manager/CEO to take any other action necessary to give effect to this Resolution.

Significance

The San Mateo County Transit District's (District) fixed-route service, SamTrans, currently serves downtown San Francisco with four routes: 292, 397, East Palo Alto Express (EPX), and Foster City Express (FCX). These bus routes terminate and then lay over at a handful of curbside locations in downtown San Francisco. Many of these locations do not provide connections to other transit services or robust amenities for riders, nor do they have dedicated access to restrooms or other amenities for bus operators. Serving the Salesforce Transit Center will allow the District to:

- Consolidate layover and bus stops for all routes in downtown San Francisco at a central location, creating operating efficiency;
- Improve the customer waiting experience in downtown San Francisco, offering a sheltered and safe waiting environment, as well as restrooms, Clipper Card machines, and food services;
- Have a presence at a state-of-the-art transit facility;

- Offer seamless connections for riders to other regional operators including SF Muni, AC Transit, Golden Gate Transit, Greyhound, Amtrak Thruway and others serving Salesforce Transit Center; and
- Provide high quality layover and restroom facilities for operators taking breaks at the end of the lines.

Budget Impact

The two bus bays at the Salesforce Transit Center will cost approximately \$200,000 per year (\$8,333 per month per bay), and the three spaces at the bus layover facility will cost \$54,000 per year (\$1,500 per month per space). Since the District would be paying the pro-rata share of the operating cost of the facility, it is expected these costs will vary annually. Costs will be captured in the District's annual operating budgets and staff will seek outside funding sources where appropriate.

Background

AC Transit has leased an entire bus deck from the Transbay Joint Powers Authority (TJPA), which operates the Salesforce Transit Center. It is sub-leasing spots to other bus transit operators, including SF Muni and Greyhound. In return for use of the space, bus operators are required to pay their pro-rata share of the operating costs of the facility, which are passed on from TJPA to AC Transit.

The two bus bays will enable the District to provide direct service to the facility and will allow passengers drop-off and pick-up. These spots will provide both passengers and operators access to the amenities in the transit center.

The bus layover spaces will not allow passenger pick-up but will provide the opportunity for operators to visit the nearby restroom facilities while SamTrans buses are parked safely in a secure area.

Salesforce Transit Center will become the terminal for routes EPX, FCX, 292, and 397. Route EPX and FCX will travel directly from Highway 101 to the transit center and will no longer serve stops on Mission Street downtown. This will allow for reduced travel times on both of the express routes. Route 292 and 397 will no longer serve stops between Mission St and 4th to Drumm and Clay. All stops being discontinued are available with transfers to SF Muni lines at the Salesforce Transit Center.

Staff surveyed passengers regarding the potential move to Salesforce Transit Center for Route EPX, FCX, 292, and 397. The results show that a plurality of respondents (48%) are very supportive of the move to the Salesforce Transit Center, with 29% uncertain and 23% not supportive. Comments show that respondents are excited about the prospect of being able to connect to other transit systems, access the amenities at the Salesforce Transit Center and having a faster way to get to downtown San Francisco. While those not supportive of the

change shared that the routes would not serve their preferred destination in San Francisco, mostly around Market Street and Mission Street. For those that are concerned about the loss of service, the increased connectivity at Salesforce Transit Center will allow for options for travel throughout San Francisco including the stops that are being discontinued.

Prepared By:	Megan LaRocque	Real Estate Administrator	650-508-7978
	Brian Fitzpatrick	Director, Real Estate and Development	650-508-7781

Resolution No. 2024-

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

* * *

Authorizing the General Manager/CEO to Execute Two Sublease Agreements with the Alameda-Contra Costa Transit District, in a Form Approved by Legal Counsel, for: (1) Two Bus Bays within the Bus Deck at the Salesforce Transit Center; and (2) Three Bus Parking Spaces at the Bus Layover Facility under the I-80 Freeway in San Francisco

Whereas, the San Mateo County Transit District's (District) fixed-route service currently serves downtown San Francisco with four routes: 292, 397, East Palo Alto Express (EPX), and Foster City Express (FCX); and

Whereas, these bus routes terminate and then lay over at a handful of curbside locations in downtown San Francisco, many of which do not provide connections to other transit services or robust amenities for riders, or have dedicated access to restrooms or other amenities for bus operators; and

Whereas, the Alameda-Contra Costa Transit District (AC Transit) has leased an entire bus deck from the Transbay Joint Powers Authority (TJPA), which operates the Salesforce Transit Center (Transit Center), and is sub-leasing spots to other bus transit operators, including SF Muni and Greyhound; and

Whereas, AC Transit also sub-leases bus layover spaces at the bus layover facility under the I-80 freeway in San Francisco to other bus transit operators; and

Whereas, staff is proposing to sub-lease (1) two bus bays within the bus deck at the Transit Center; and (2) three bus parking spaces at the bus layover facility under the I-80 freeway in San Francisco; and

Whereas, using space in the Transit Center will consolidate layover and bus stops for all routes in downtown San Francisco at a central location, creating operating efficiency and will provide both passengers and operators access to the amenities in the Transit Center; and

Whereas, the bus layover spaces will not allow passenger pick-up, but will provide the opportunity for operators to visit the nearby restroom facilities while SamTrans buses are parked safely in a secure area; and

Whereas, the two bus bays at the Transit Center will cost approximately \$200,000 per year (\$8,333 per month per bay), and the three spaces at the bus layover facility will cost approximately \$54,000 per year (\$1,500 per month per space); and

Whereas, the District will be paying the pro-rata share of the operating cost of the facility which will vary annually; and

Whereas, staff recommends, and the Finance Committee concurs, that the Board of Directors authorize the General Manager/CEO to execute two sublease agreements with AC Transit, in a form approved by legal counsel, for: (1) two bus bays within the bus deck at the Transit Center; and (2) three bus parking spaces at the bus layover facility under the I-80 freeway in San Francisco, subject to the above terms.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO to execute two sublease agreements with the Alameda-Contra Costa Transit District, in a form approved by legal counsel, for: (1) two bus bays within the bus deck at the Salesforce Transit Center; and (2) three bus parking spaces at the bus layover facility under the I-80 freeway in San Francisco, at a cost based on the pro-rata share of the operating cost of the facility, which is approximately

\$200,000 per year (\$8,333 per month per bay) for the two bus bays, and approximately \$54,000 per year (\$1,500 per month per space) for the three bus layover spaces.

Be It Further Resolved that the District Board of Directors hereby authorizes the General Manager/CEO to take any other action necessary to give effect to this Resolution.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

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: July 2, 2024
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: General Manager/CEO Report

Summary

SamTrans fixed-route total bus ridership in May 2024 was 98.2 percent of May 2019. Staff is preparing to implement the final phase of Reimagine SamTrans with the August run book, effective August 4, 2025. Customer satisfaction is high with 81 complaints per 1 million trips compared to 179 complaints per 1 million trips in FY 2019.

ADA Paratransit ridership has been slower to recover from the COVID pandemic reaching 65.9 percent YTD, up from 65.5 percent compared to last month. Customer satisfaction is also high with Redi-Wheels riders as they averaged 0.6 complaints per 1,000 trips, while Redi-Coast riders expressed no complaints in the month of May 2024. The contractual performance standard for ADA services, Redi-Wheels and Redi-Coast, is 2.5 complaints per 1,000 trips.

Ridership Recovery

SamTrans total trips for the first ten months of FY 2024, ending April 30, 2024, was 89.7 percent compared to the ten 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 78.6 percent. Local rail systems remain at a lower ridership recovery rate compared to buses and the national rail.

	10 Months Prior to COVID Pandemic	10 Months Ending April 2024	Ridership Recovery Rate
SamTrans	9,208,580	8,261,391	89.7%
AC Transit	45,997,611	32,982,936	71.7%
SFMTA	175,823,742	128,947,424	73.3%
VTA	22,976,566	18,658,163	81.2%
Dallas	31,435,669	23,691,491	75.4%

	10 Months Prior to COVID Pandemic	10 Months Ending April 2024	Ridership Recovery Rate
Seattle - King	101,464,038	65,528,725	64.6%
Chicago	199,117,198	142,471,437	71.6%
Atlanta	43,499,521	27,350,480	62.9%
New York MTA	604,708,889	524,332,251	86.7%
National Bus	3,814,982,718	2,999,457,474	78.6%
Caltrain	15,616,107	5,913,793	37.9%
BART Extension	11,100,682	4,798,396	43.2%
BART System	105,723,380	45,651,866	43.2%
National Rail	4,097,900,651	2,785,953,885	68.0%
Total NTD Trips	8,321,861,936	6,077,127,512	73.0%

Bus Operator Staffing

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	24	341**

** This number excludes 24 Trainees from the number of Bus Operators (as of June 28, 2024).

Regional/MTC Matters

On June 12, MTC held a special meeting to announce they are forming a Select Committee to discuss next steps to address a 2026 transportation revenue measure now that SB 1031 is no longer moving forward. The committee will be chaired by Commissioner Jim Spering from Solano County and will meet several times over the summer and fall, in anticipation of reaching a consensus on the structure of a regional measure by late Fall. Staff will share more details at the July 10th Board meeting on the first Select Committee meeting that was held on June 24, 2024.

Clipper START Quarterly Ridership Update (January – March 2024)

Clipper START is a fare-discount pilot program for eligible low-income residents in the Bay Area, offering discounts on single-ride fares and transfers. The program launched in July 2020 and SamTrans joined in January 2021, providing a 50 percent discount for Clipper START customers. In the last quarter (January through March 2024), Clipper START ridership on SamTrans increased by 12 percent compared to the previous quarter, with a total of 27,880 trips. March 2024 saw the highest total with 10,363 trips. January and February 2024 recorded ridership levels of 8,470 and 9,047 trips, respectively. Data indicates that Clipper START continues to contribute to positive ridership gains at SamTrans. Staff will continue monitoring the program and providing quarterly updates to the Board of Directors.

Clipper START Funding Agreement Supplement

MTC has issued a Supplement to the Master Funding Agreement between MTC and SamTrans in the amount of \$257,621. This supplement will allow SamTrans to continue to receive reimbursement for revenue losses associated with the Clipper START Pilot Program, which has

been extended through June 30, 2025. The Board has previously authorized SamTrans' participation in the Clipper START program and therefore, the GM/CEO has signed the MOU on behalf of SamTrans to receive the funding.

No-Cost & Reduced Cost Interagency Transfer Policy Pilot MOU

The Metropolitan Transportation Commission (MTC) has prepared a Memorandum of Understanding (MOU) for transit operator participation in the No-Cost and Reduced Cost Interagency Transfer Pilot Program (Pilot Program). The Pilot Program will provide a transfer discount equivalent to the single-ride Clipper fare for amounts up to the region's highest local bus/light rail transit fare, currently \$2.50. When making a trip on fixed-route transit that requires transferring between participating operators, riders will pay the full fare on the first operator used. Any transfer to another operator within two hours of the first boarding is discounted up to \$2.50. The Pilot Program is funded with \$22 million set aside through the Transit Transformation Action Plan. Transit operators will be reimbursed for the additional cost of the customer transit discount for eligible trips as defined in the Task Force-adopted policy framework. The Pilot Program is expected to last 18- to 24-months and will launch concurrently with the launch of the Next Generation Clipper system, which has now been delayed to some time in 2025.

The Board previously authorized SamTrans' participation in this Pilot Program through the fare structure changes adopted at the December 6, 2023 meeting, and therefore, the GM/CEO will be signing the MOU on behalf of the San Mateo County Transit District.

Safety Campaign

The Safety Campaign focuses on driving safely while school is out and tips to ensure the safety of our communities. During the summer months, there is a rise in pedestrian activity around parks and residential areas. Children are at a higher risk of being involved in accidents. Operators are reminded to reduce their speed in residential areas, stay alert, watch for children at play, follow all traffic signs, and be cautious at crosswalks. Public safety and the safety of our children is a collective effort.

Bus Transportation Preventable Accident Performance

Directly operated and contracted services for fixed route and paratransit services did not meet the 100,000-mile goal between preventable accidents during the month of May 2024. North Base achieved the goal for two consecutive months with 160,868 average miles between preventable accidents in April and 108,752 miles in May. Below is a table illustrating the miles between accidents performance per location and mode.

	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	326,259	3	108,752
South Base	227,275	5	45,455

	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
CUB	225,790	5	45,158
ADA	164,376	3	54,792
Micro Transit	13,589	0	13,589

Bus Rodeo Winners

Maintenance Team: **Anothony Singh, Omar Gonzalez, Arvin Barrozo**

Bus Operator: **Ariel Hale**

Bus Operator Employee of the Month (EOM) Recognitions

Deola Grimble is the May 2024 Bus Operator of the Month at North Base. **Romeo Nitural** is the April 2024 Bus Operator of the Month at South Base.

Bus Maintenance Employee of the Month (EOM) Recognitions

Xanto Barrozo is the May 2024 Mechanic of the Month at North Base, the younger brother of Arvin Barrozo, a member of the Bus Rodeo winning Maintenance team. **Arvin Barrozo** is the May 2024 Mechanic of the Month at South Base.



Agenda

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

San Mateo County Transit District

Wednesday, July 10, 2024 – 2:30 pm

- | | | |
|--------|---|---------------|
| 9.a.1. | Call to Order | |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of June 5, 2024 | Motion |
| 9.a.3. | Appointment of Member Representing the Community to the Citizens Advisory Committee | Motion |
| 9.a.4. | Accessible Services Update | Informational |
| 9.a.5. | Paratransit Coordinating Council Update | Informational |
| 9.a.6. | Monthly Performance Report May 2024 | Informational |
| 9.a.7. | 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**

June 5, 2024

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

Committee Members Absent: R. Mueller

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

Other Board Members Absent: D. Canepa

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

9.a.1. Call to Order

Committee Chair Brooks Esser called the meeting to order at 2:16 pm.

9.a.2. Approval of Minutes of the Community Relations Committee Meeting of May 1, 2024

Motion/Second: Ratto/Powell

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

Noes: None

Absent: Canepa, Chuang, Mueller

9.a.3. Accessible Services Update

Tina Dubost, Manager, Accessible Services, thanked Jessica Epstein, Director, Government and Community Affairs, and Charlsie Chang, Government and Community Affairs Officer, for their work with the City of South San Francisco, the Town of Colma, and the County of San Mateo to extend the South San Francisco shuttle route to serve Veterans Village, which houses formerly homeless veterans.

9.a.4. Citizens Advisory Committee Update

John Baker provided a summary of the May 29 CAC meeting, which included an update on the District Strategic Plan.

9.a.5. Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, said they are voting on appointing a new member at their next Tuesday meeting. He said they will be considering changing their name from the Paratransit Coordinating Council to the Paratransit Advocacy Committee.

9.a.6. Quarterly Report | Quarter 3 Fiscal Year 2024

Jonathan Steketee, Manager, Operations Planning, provided the presentation on performance for the months of January through March, 2024.

Committee Chair Esser asked what the driver was for the increase in ridership year over year in the third quarter. Mr. Steketee said the pattern has been that there are increases every month and that they have not seen a bad quarter recently.

9.a.7. Monthly Performance Report | April 2024

Mr. Steketee provided the latest performance statistics showing a 10 percent increase year over year for all four modes of ridership. He also announced the employees of the month. He said ridership recovery is currently at 98.7 percent of pre-pandemic levels. He said there was an increase in usage of the Youth Unlimited pass. He said Ride Plus is averaging 99 rides per day.

9.a.8. Adjourn

The meeting adjourned at 2:26 pm.

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

**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 May 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 May 14, 2024, Meeting

ATTENDANCE:

Members in person:

Benjamin McMullan, Chair, CID; Dao Do, Rosener House; Tina Dubost, SamTrans; Sandra Lang, Community Member; Sammi Riley, Consumer, Vice Chair, Educ. Comm. Chair; Marie Violet, Dignity Health. (Member attendance = 6/8, Quorum = Yes)

Members on Zoom:

None

Guests:

David Koffman, Nelson\Nygaard; Jane Stahl, PCC Staff; Lynn Spicer, SamTrans; Kenneth Richardson, TransDev/Redi-Wheels; Julian Jest, SamTrans Marketing Dept.; Chelsea Schultz, SamTrans; Asiya Patel, SamTrans.

Absent:

Susan Capeloto, Dept. of Rehabilitation; Kathy Uhl, CoA, Consumer

WELCOME/INTRODUCTIONS:

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

APPROVAL OF APRIL MINUTES:

Sandra Lang moved to approve the April meeting minutes; Sammi Riley seconded the motion. Ben McMullan abstained. The minutes were approved.

PUBLIC COMMENTS:

Sandra reported that many people attended the viewing of the new electric Caltrain on May 11, and she was impressed with all the thought that had gone into the train's development. It was a tribute to the entire organization.

PRESENTATION: Review of Paratransit Survey

Julian Jest, Manager of Market Research, reviewed the paratransit survey that can be viewed [here](#). The survey is conducted every three years and collects data on various aspects – demographics of riders, how they use the service, and collect feedback on the same-day service recently launched. They recruited 300 customers to share input, most were over a phone interview and offered an online option.

- The typical rider was female, aged 60+, and non-white. Household income was less than \$50K/per year.
- 63% ride once a week or more often.

- Trip purpose varies but a large portion use the service for medical appointments, dialysis, or somewhere necessitating that they be there in person.
- More riders are using digital payments via the SamTrans mobile app, although most riders continue to use cash.
- Most riders are satisfied overall with the service, although there's room for improvement.
- On-time performance, the reservation system, and the vehicles had a lower rating than other areas.
- There was interest in the new same-day service – the survey was conducted prior to the actual service launch.
- 43% also use Uber and Lyft.

Next steps:

- Now that same-day service has launched, there will be a follow-up survey on rider experience and concerns.
- There has been training to improve the reservation experience.
- As new vehicles are rolled out, staff expect that this will result in improved comfort and rider experience.

Larissa commented that the Hwy 92 border is the reason why she does not use the same-day service. This would be good to ask in the same-day service survey.

The survey will include current same-day service users as well as non-users. The survey will be sent to the PCC for comment prior to implementation.

PRESENTATION: Update on SamTrans Strategic Plan

Asiya Patel and Chelsea Schultz gave a presentation on the updated SamTrans Strategic Plan; the presentation can be found [here](#).

COMMITTEE REPORTS:

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

See page 10.

Education – Sammi Riley

They met on May 10th and discussed ideas for attracting new members. Ideas included:

- Eliminating the 3-meeting attendance requirement prior to becoming a member.
- Investigate posting meeting information into city newsletters and other places.
- Inquire about giving a presentation at the next Transitions to Independence fair.

Other discussions included giving drivers a card with Redi-Wheels information if anyone asks, obtaining the number of new applicants and recertifications for Redi-Wheels, and possibly changing the PCC's name to something more descriptive, e.g. Paratransit Advisory Council. This will be added to the June agenda.

The next meeting is on July 2nd at 2pm.

Executive – Sammi Riley

The committee met on May 10th. Discussion continued on the proposed restructuring of the PCC and reforming it as a SamTrans advisory committee. The pros and cons were carefully reviewed. Tina proposed that the Nelson\Nygaard contract be renewed for one more year, and the proposed restructuring reevaluated in 2025. The committee agreed with this. They discussed an annual “meet and greet” event to garner interest in PCC membership.

The next meeting will be on June 4, at 1pm.

Nominations/Membership – Open

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

OPERATIONAL REPORTS

PERFORMANCE REPORT

Tina referred the attendees to the performance report in the packet. Ridership is the highest it's been for some time with both new and renewing customers increasing their use of the service.

COMMENT STATISTICS REPORT

No questions.

SAFETY REPORT

Kenneth Richardson reported no preventable incidents in April. There were four non-preventable incidents.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

There was no meeting.

Marie reported that she has been in touch with Catholic Charities in San Carlos, and they would be rejoining to the PCC.

Dao reported customers are experiencing long trips (up to two hours) due to buses picking up or dropping off other customers in the opposite direction. Tina will look into this.

ERC

Tina reported no updates on the Trapeze software.

Commission on Disabilities (CoD) – Ben McMullan

No report.

Center for Independence (CID) – Ben McMullan

The ARDC will begin in June.

Commission on Aging – Kathy Uhl

No report.

Coastside Transportation Committee (CTC) – Tina Dubost

No meeting is scheduled however there will be a meeting with Villages of the Coastside to talk about transportation options.

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

The CAC-TA met on April 30th.

- There was an acceptance of revenues, the quarterly investment fixed income revenue report (this funds the 101 expressway).
- There will be a public hearing on June 6th on the proposed FY2025 budget.
- There were informational updates on the quarterly bond investments that funds the 101 express lanes project.
- They received legislative updates.
- They received updated rules and procedures.

The next meeting is on June 4th.

Department of Rehabilitation – Susan Capeloto

No report.

Other Business

Ben advised that there is still time to comment on the proposed [new rules](#) from the Department of Transportation on how airlines handle wheelchairs.

The meeting adjourned at 3:07pm. The next meeting is on June 11th, in person and remotely via Zoom.

Minutes of Policy/Advocacy/Legislative (PAL) Meeting – Ben McMullan

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

Legislative

None.

Advocacy

Due to time, a report on service recovery report will be given at the June meeting.

Policy Issues.

Tina reported that:

- 300 same day trips have been made so far, averaging 4 trips/day.
- They are either meeting or coming close to meeting the evaluation metrics.
- Customers are using the service for a variety of reasons.
- The percentage of wheelchair users and fare assistance riders are close to that of the regular service.
- There are more users in the southern zone.

The next PAL meeting will be on June 11, 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 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 12.2 percent in May 2024 compared to May 2023. The total monthly ridership increased by 11.1 percent in May 2024 compared to May 2023.

Post-pandemic SamTrans total fixed-route bus ridership recovery in May 2024 reached 98.2 percent of pre-pandemic total bus ridership in May 2019. SamTrans Adult fare usage recovery is 114.0 percent compared to pre-pandemic adult fare usage.

Ride Plus: For May 2024, average weekday ridership for Ride Plus was 105 trips and total ridership was 2,897 trips. This is a 6.1 percent increase compared to the previous month's total ridership. Of the total ridership, 70.1 percent of trips were taken in East Palo Alto/Belle Haven and 29.9 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 May 2024, Youth Unlimited Pass usage was the highest in Fiscal Year 2024 and increased 33.6 percent compared to May 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 13 preventable accidents in May 2024. The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 1.6 accidents per 100,000 miles. This is an improvement compared to 1.9 accidents per 100,000 miles in April 2024.
- **Miles Between Service Calls (MBSC)** – There were 32 service calls in May 2024. The goal is to have one or fewer service calls per every 25,000 miles. Fixed-route service met its goal with one service call per 25,000 miles.
- **On-Time-Performance (OTP)** – OTP systemwide for May 2024 was 81.5 percent. This is below the goal of 85.0 percent. The OTP has increased compared to May 2023 by 3.2 percent.
- **Did Not Operate (DNOs)** – In May 2024, there were 2 DNOs. Performing better than a year prior which had 15 DNOs.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	May-22	May-23	May-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	25,662	30,889	35,357	14.5%	22,137	27,179	31,417	15.6%
Paratransit	622	715	770	7.7%	551	655	723	10.4%
Shuttles	1,591	2,186	1,666	-23.8%	1,351	1,795	1,685	-6.1%
Ride Plus			105				97	
Total	27,875	33,790	37,898	12.2%	24,039	29,629	33,922	14.5%

SAMTRANS Total Ridership								
Mode	May-22	May-23	May-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	668,240	829,448	936,143	12.9%	6,352,893	7,796,753	9,197,534	18.0%
Paratransit	15,913	18,734	20,301	8.4%	155,833	184,399	205,582	11.5%
Shuttles	33,511	47,974	36,709	-23.5%	316,203	412,594	386,261	-6.4%
Ride Plus			2,897				33,414	
Total	717,664	896,156	996,050	11.1%	6,824,929	8,393,746	9,822,791	17.0%

CALTRAIN Average Weekday Ridership								
Mode	May-22	May-23	May-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	15,757	18,853	24,457	29.7%	11,508	17,041	20,958	23.0%

CALTRAIN Total Ridership								
Mode	May-22	May-23	May-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	414,196	476,738	629,959	32.1%	3,319,327	4,623,360	5,611,687	21.4%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	May-22	May-23	May-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	78	88	102	15.9%	58	81	98	21.0%
BART (San Mateo County)	6,692	15,716	18,747	19.3%	4,859	12,024	17,759	47.7%

OTHER MODES in San Mateo County Total Ridership								
Mode	May-22	May-23	May-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	862	1,647	2,244	36.2%	10,718	19,045	22,871	20.1%
BART (San Mateo County)	185,116	436,841	517,747	18.5%	1,389,267	3,589,544	5,272,021	46.9%

Important Notes:

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

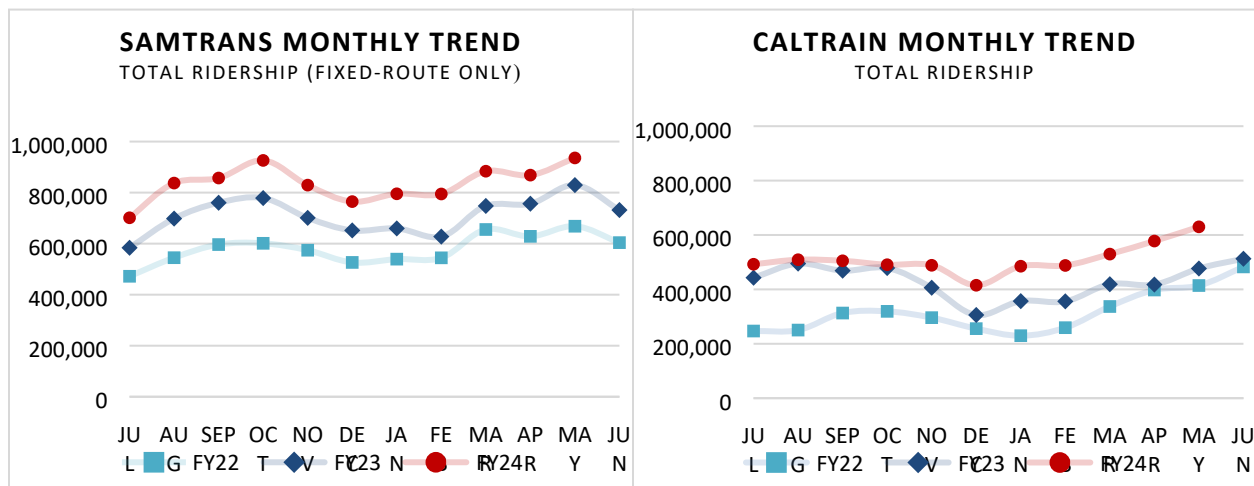
Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles. There have been some issues over the past few months with delayed data report submittals. The lost historical data gets picked up in the following month's report.

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	May-22	May-23	May-24
Adult	377,372	500,717	566,172
Youth	127,741	153,846	176,101
-- Youth Unlimited Pass	53,342	73,402	98,101
Eligible Discount	162,943	176,659	191,333
Total	668,056	831,222	933,606

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	May-22	May-23	May-24
On-Time Performance	80.0%	78.3%	81.5%
Preventable Accidents	5	18	13
Service Calls	25	25	32
Trips Scheduled	38,493	38,330	42,014
Did Not Operate DNOs	1,059	15	2

SamTrans' OTP goal is 85.0 percent. On-Time Performance (OTP) is calculated by evaluating time points within the route's schedules across the system for late, early, and on-time arrival and departure. A route is considered late if it exceeds 5 minutes. A route is considered early if it departs 59 seconds ahead of schedule.

SAMTRANS (BUS) Ride Plus Key Performance Indicators			
KPI	May-22	May-23	May-24
Total Ridership	--	--	2,897
-- East Palo Alto Trips	--	--	2,030
-- Half Moon Bay Trips	--	--	867
Active Users	--	--	337
New Registrations	--	--	145
Total Downloads	--	--	325
-- iOS Downloads	--	--	296
-- Android Downloads	--	--	29
Load Factor	--	--	1.2

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	May-22	May-23	May-24
Revenue Hours (Sched.)	46,551	46,724	54,345
Revenue Miles (Sched.)	521,023	498,815	537,283
Total Fleet Miles (Actual)	709,075	743,896	801,143

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 61,626 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 25,036 miles between Service Calls this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	May-22	May-23	May-24
On-Time Performance (RW)	92.9%	90.2%	89.8%
On-Time Performance (RC)	94.1%	93.0%	92.7%
Preventable Accidents (RW)	2	1	3
Preventable Accidents (RC)	0	1	0
Service Calls (RW)	6	0	3
Service Calls (RC)	0	1	0

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

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

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	May-22	May-23	May-24
Revenue Miles (RW)	129,198	156,441	167,283
Revenue Miles (RC)	15,644	18,222	22,201
Fleet Miles (RW)	143,607	173,663	186,264
Fleet Miles (RC)	20,628	23,924	28,558

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	May-19	May-22	May-23	May-24	% ³
Bus	36,784	25,662	30,889	35,357	96.1%
Paratransit	1,148	622	715	770	67.1%
Shuttles	11,350	1,591	2,186	1,666	14.7%
Ride Plus				105	
Total	49,282	27,875	33,790	37,898	76.9%

SAMTRANS Total Ridership					
Mode	May-19	May-22	May-23	May-24	% ³
Bus	953,450	668,240	829,448	936,143	98.2%
Paratransit	27,289	15,913	18,734	20,301	74.4%
Shuttles	255,435	33,511	47,974	36,709	14.4%
Ride Plus				2,897	
Total	1,236,174	717,664	896,156	996,050	80.6%

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 hit 96.1% of pre-pandemic levels (2019) for this month of May 2024.

CALTRAIN Average Weekday Ridership					
Mode	May-19	May-22	May-23	May-24	% ³
Caltrain	68,326	15,757	18,853	24,457	35.8%

CALTRAIN Total Ridership					
Mode	May-19	May-22	May-23	May-24	% ³
Caltrain	1,618,825	414,196	476,738	629,959	38.9%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	May-19	May-22	May-23	May-24	% ³
Dumbarton	138	78	88	102	73.8%
BART (San Mateo County)	46,193	6,692	15,716	18,747	40.6%

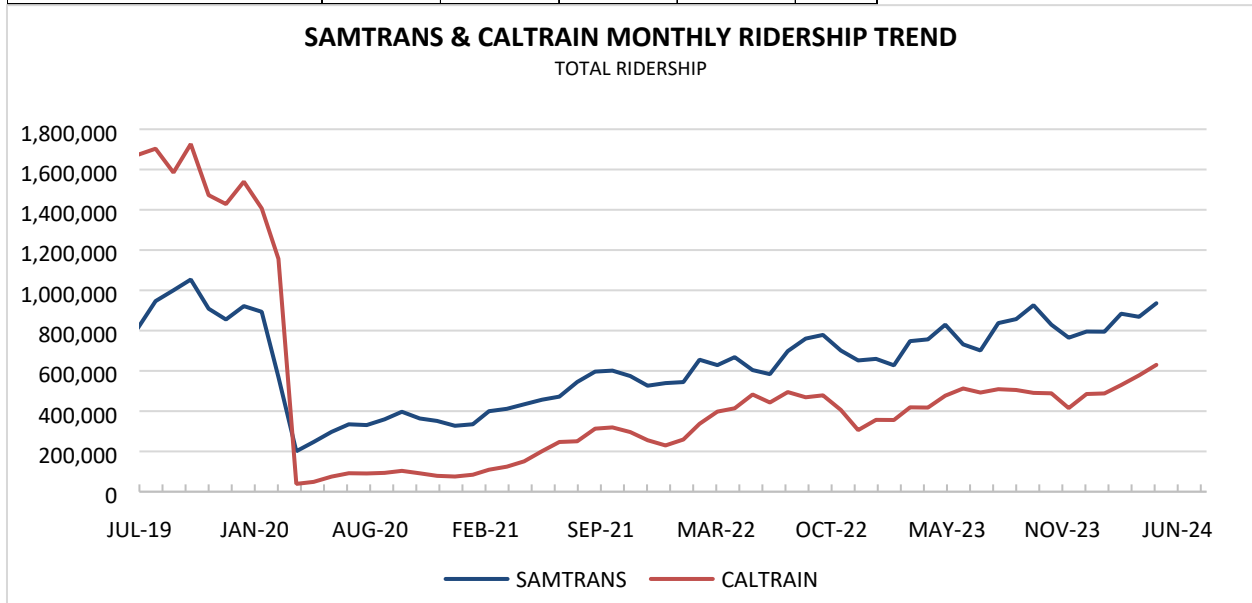
OTHER MODES in San Mateo County Total Ridership					
Mode	May-19	May-22	May-23	May-24	% ³
Dumbarton	3,041	862	1,647	2,244	73.8%
BART (San Mateo County)	1,174,154	185,116	436,841	517,747	44.1%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	May-19	May-22	May-23	May-24	% ³
Adult	496,454	377,372	500,717	566,172	114.0%
Youth	258,338	127,741	153,846	176,101	68.2%
Eligible Discount	246,091	162,943	176,659	191,333	77.7%
Total	1,000,883	668,056	831,222	933,606	93.3%

%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	May-22	May-23	May-24
Complaints	108	80	76
Accessibility	12	6	11
Compliments	8	11	14
Service Requests	53	43	54
Reports Total	181	140	155

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 May 2023 (140) to May 2024 (155).

COMMUNICATIONS & MARKETING

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

Press Releases:

- SamTrans Board of Directors approves new Bus Stop Improvement Plan
- SamTrans Honors 2024 Art Takes a Bus Ride Winners
- San Mateo County Transit District will hold community meeting for Strategic Plan on May 15
- SamTrans is part of new online tool to improve information sharing for Bay Area transit riders
- SamTrans and the San Mateo County Transportation Authority celebrate the 30th anniversary of Bike to Work Day with Energizer Station in Millbrae
- SamTrans Summer Youth Pass on Sale Now
- SamTrans to Operate Holiday Schedule on Memorial Day

Digital Marketing Report:

May was filled with many outreach events and campaign launches for SamTrans. The month started off with the return of Art Takes a Bus Ride 2024, an art competition for students grades K-12. A newly wrapped bus featured artwork from the winners. May was also Bike Month and Asian-Pacific Islander Month. There were posts pushed for both events throughout the weeks. The Communications team partnered with the Silicon Valley Bike Coalition to promote the usage of bikes on Bike to Wherever Day at the Millbrae Caltrain Station. The Bay Area Transit Discord Project launched on May 11 – a new platform and new way of engaging with riders and our community to provide timely service alerts for all the major transit agencies across the Bay Area. The Summer Youth Pass launched on May 21 with promotion building up prior to the launch, and messaging continuing a weekly cadence afterwards. There was a virtual community meeting for Strategic Planning and a closing feedback meeting for Reimagine SamTrans. Class 188 graduated in May with operator interviews to allow the public to meet the newest members of the agency. The always-on campaigns of Drive with Us Operator Recruitment, Ride Plus Microtransit, and Gear Up Mechanic/Utility Worker Recruitment also continued through the month.

Digital Marketing Highlights:

- Art Takes a Bus Ride 2024
- Bay Area Transit Discord
- Bike Month
- Bike to Wherever Day
- Summer Youth Pass Promotion
- Asian-Pacific Islander Month
- Gear Up Mechanic/Utility Worker Recruitment
- Class 188 Graduation
- Strategic Plan Virtual Community Meeting
- Reimagine SamTrans Closing Feedback
- World Diversity Day
- Drive with Us Operator Recruitment
- Ride Plus Microtransit
- Bus Friday

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
	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, July 10, 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 June 5, 2024 Motion
- 9.b.3. Approving and Ratifying the District Insurance Program for Fiscal Year 2025 Motion
- 9.b.4. 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**

June 5, 2024

Committee Members Present: D. Canepa (arrived at 2:35 pm), J. Powell

Committee Members Absent: M. Chuang (Chair)

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

Other Board Members Absent: R. Mueller

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 Member Josh Powell called the meeting to order at 2:27 pm.

9.b.2. Approval of Minutes of the Finance Committee Meeting of April 3, 2024

Motion/Second: Esser/Medina

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

Noes: None

Absent: Canepa, Chuang, Mueller

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

Dave Harbour, Director, Maintenance, provided the presentation on the need and benefits of the new system and Kevin Yin, Director, Contracts and Procurement, shared the solicitation process for the contract.

Committee Member David Canepa arrived at 2:35 pm.

There was robust discussion with Directors expressing concerns over the integration process and how staff would transition to the new software and the drawbacks of customization. April

Chan, General Manager/CEO, summarized the due diligence process. Natalie Chi, Project Manager, Maintenance, confirmed that there will be project milestones in place with the vendor for timely delivery and there would be financial penalties if deadlines are not met.

Motion/Second: Ratto/Fraser

Ayes: Esser, Fraser, Gee, Medina, Ratto

Noes: None

Abstentions: Powell

Absent: Canepa, Chuang, Mueller

9.b.4. Annual Audit of Measure W Sales Tax Revenues and Expenditures for the Fiscal Year Ended June 30, 2023

Annie To, Director, Accounting, noted they have a very clean and modified opinion from the auditors. She introduced Ahmad Gharaibeh, Principal, Eide Bailly LLC, who provided the presentation summarizing the audit scope and findings.

9.b.5. Quarterly Financial Report and Outlook for Fiscal Years 2024 and 2025

Kate Jordan Steiner, Chief Financial Officer, provided the presentation containing:

- An update on the financial result for Quarter 3 of Fiscal Year 2024 with the forecast on operating sources as favorable by \$16.8 million or 6.6 percent, which was driven by favorable investment and other income
- A favorable year-end forecast for Fiscal Year 2024
- The outlook for Fiscal Year 2025.

9.b.6. Adjourn

The meeting adjourned at 3:15 pm.

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

**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Approving and Ratifying the District Insurance Program for Fiscal Year 2025**

Action

Staff proposes that the Committee recommend the Board of Directors (Board) approve and ratify the San Mateo County Transit District (District) Insurance Program for Fiscal Year (FY) 2025, at a total premium cost of \$7,024,974 inclusive of the following:

1. Excess Liability insurance with a total limit of \$99 million at an annual premium of \$5,831,403.
2. Combined Employment Practices Legal Liability and Public Officials' Liability coverage with aggregate limits of \$5 million at an annual premium of \$134,839.
3. Non-liability policies, covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Cyber Liability with Privacy Coverage, Fiduciary Liability and Kidnap & Ransom insurance, with annual premiums totaling \$989,151.
4. Environmental Liability, aggregate limit of \$6 million for three-years, at a pre-paid policy premium of \$69,581.

Significance

With the recent hardening of both liability and property insurance markets over the past several years affecting all transportation agencies nationwide, the District, and its peer agencies in the Bay Area are experiencing significant premium increases. A number of carriers have pulled out of the market, and the remaining carriers have reduced limits, making obtaining coverage at the District's previous levels more difficult than ever before. Overall, premiums for the District's insurance program will increase 17 percent for FY 2025.

The District will maintain its \$3 million Self-Insured Retention (SIR), which is still low compared to many peer agencies in the region, but achievable given the District's exceptional loss history. Helpful factors include transference of liability for the first \$5 million of risk to both the Contracted Urban Bus service contractor and the Redi-Wheels contractor. The District's liability limit of \$99 million is in excess of the contracted operators' first \$5 million of responsibility.

Below is an overview of the District’s FY 2024 and FY 2025 premiums:

Program	Conditions	FY 2024	FY 2025
Liability, including Excess Liability	\$99 million excess liability with \$3 million SIR	\$5,020,233	\$5,831,403
Employment Practices and Public Official	\$5 million limit with \$500,000 SIR	\$135,092	\$134,839
Non-Liability	Various	\$867,021	\$989,151
Environmental Liability	\$6 million	n/a (last year of prior 3-year policy)	\$69,581
TOTALS		\$6,022,346	\$7,024,974

Budget Impact

Funds to pay the premiums associated with the recommended program were included in the FY 2025 Operating Budget.

Background

Liability Program

As a consequence of progressively higher liability settlements in the State of California and the transit industry as a whole, fewer insurers are providing insurance capacity for public bus transit in California. With the FY 2025 program, the District retains its overall limit of \$99 million with a \$3 million SIR to cover the first \$3 million of damages awarded in settlements, litigation, and attorneys’ fees. Coverage for the Terrorism Recovery Insurance Extension Act (TRIEA) is included in the full \$99 million limits. The Liability policy also provides \$50 million excess coverage, on top of the dedicated \$5 million Public Official’s Liability and Employment Practices Liability coverage.

The liability insurance program covers all of the District’s services, including District-operated revenue and non-revenue vehicles, Contracted Urban Bus service, Redi-Wheels, Ride Plus and the taxi and lift-van programs.

The San Mateo County Transportation Authority (TA) is a named insured and afforded coverage under the District’s insurance program that is in excess of the TA’s dedicated insurance policies.

Employment Practices

Combined Employment Practices legal liability and Public Officials' Liability insurance carries a \$5 million limit with a \$500,000 SIR and is primary to the \$50 million excess coverage available in the general liability program. Coverage is consistent with that obtained by similar California transit districts having comparable claims experience. Hanson Bridgett is the carrier-approved defense counsel for the District.

Non-Liability Program

The District's Non-Liability program includes coverage for Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond, Environmental, Cyber Liability, Fiduciary Liability, and Kidnap & Ransom coverage.

Bus Physical Damage

The Bus Physical Damage policy is written on a full-replacement-cost basis for active buses less than 3 years old and on an actual cash value basis for the District's 2009 Gillig buses, inactive and retired buses, and non-revenue vehicles. Active buses more than 3 years old are insured for values to replace with like kind and quality. Deductibles range from \$10,000 on cut-away transit vans, \$25,000 on 35'-40' buses and \$50,000 on 60' articulated buses. Battery electric buses (BEB) and hydrogen fuel cell buses carry a \$100,000 deductible. Terrorism coverage is included for all vehicles up to a \$100 million limit. Bus and auto fleet values increased 9.42 percent for FY 2025, contributing to an overall 11 percent increase in premiums.

Property

Property loss limits per occurrence remain at \$90 million. The policy contains Boiler and Machinery coverage, business personal property and electronic data hardware. The policy includes a \$25 million annual aggregate limit for flood insurance at properties in low hazard flood zones and a \$5 million annual aggregate for properties in high hazard flood zones. North Base is deemed to be in a high hazard flood zone. Property values increased 5.12 percent with the addition of BEB charging stations and hydrogen fuel accommodations, contributing to property insurance premiums increasing 17 percent for FY 2025.

Crime Insurance

Crime coverage applies to the District, the TA and the Peninsula Corridor Joint Powers Board, with a \$15 million limit and a \$50,000 deductible. This is the second year of a three-year program.

Environmental

This year will be the first year of a renewed three-year Environmental Liability pre-paid program that carries a \$6 million policy term limit and a \$50,000 deductible per occurrence. Coverage will extend through FY 2027.

Cyber Liability

Ever increasing cyber-attacks to commercial industries and public agencies across the nation and worldwide has caused the cyber liability market to harden and premiums to increase dramatically. Remarkably, however, the District is in position to *increase* its policy limits from \$5 million to \$10 million, while at the same time *reducing* its deductible from \$100,000 to \$50,000. This is in large part due to increased cyber security measures taken on the part of the IT department in partnership with the cyber insurance carrier. Though premiums did increase from \$146,975 to \$186,077, coverage limits have doubled and the deductible has been cut in half, with little to no impact on the premium.

Fiduciary Liability

The District's Fiduciary Liability coverage will continue to carry limits of \$2 million for liabilities that the District could incur from the administration and management of employee benefit plans. That policy has a \$10,000 deductible.

Kidnap and Ransom

The District has \$1 million of Kidnap and Ransom insurance that indemnifies the District for ransom payments and expenses for actual or alleged kidnappings. This policy has no deductible.

Summary

The District's insurance coverage remains largely unchanged in FY 2025 with the following noteworthy highlights:

- Premiums are increasing by 17 percent, overall, compared to FY 2024.
- The program will maintain \$99 million general liability limits with a \$3 million SIR.
- The cyber liability limits are increasing from \$5 million to \$10 million and the deductible is decreasing from \$100,000 to \$50,000.
- The program includes renewal of a 3-year, pre-paid environmental pollution policy, with a limit of \$6 million over three years, for \$69,581.

Prepared By: Marshall Rush Insurance and Claims Administrator

650-508-7742

Resolution No. 2024-

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

* * *

Approving and Ratifying the District Insurance Program for Fiscal Year 2025

Whereas, the General Manager/CEO of the San Mateo County Transit District (District) has approved an insurance program for Fiscal Year (FY) 2025 with premiums totaling \$7,024,974, the costs for which are included in the FY 2025 Operating Budget; and

Whereas, in conjunction with the expiration of the District's existing insurance program on June 30, 2024, District staff renewed its insurance program for FY 2025 based on the plan approved by the General Manager/CEO, with the following significant elements:

1. Excess Liability insurance with a total limit of \$99 million at an annual premium of \$5,831,403.
2. Employment Practices Legal Liability inclusive of a Public Officials Liability policy with aggregate limits of \$5 million at an annual premium of \$134,839.
3. Non-liability policies covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Cyber Liability with Privacy Coverage, Fiduciary Liability, Crime, Terrorism coverage for Bus Physical Damage, and Kidnap & Ransom insurance with annual premiums totaling \$989,151.
4. Environmental Liability insurance for three years at an aggregate limit of \$6M for a pre-paid premium of \$69,581; and

Whereas, staff recommends, and the Finance Committee concurs, that the Board of Directors approve and ratify the renewal of the District’s insurance program for FY 2025, as delineated above.

Now, Therefore, Be It Resolved, that the Board of Directors of the San Mateo County Transit District hereby approves and ratifies the renewal of the District’s insurance program for Fiscal Year 2025, including the types of coverage, limits and premiums recited above.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Agenda

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

San Mateo County Transit District

Wednesday, July 10, 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 June 5, 2024 | Motion |
| 9.c.3. | Approving a Request for Allocation of Regional Measure 3 Funds for the Dumbarton Busway Feasibility Study | Motion |
| 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**

June 5, 2024

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

Committee Members Absent: None

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

Other Board Members Absent: M. Chuang, R. Mueller

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

9.c.1. Call to Order

Committee Chair David Canepa called the meeting to order at 3:15 pm.

9.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of May 1, 2024

Motion/Second: Esser/Medina

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

Noes: None

Absent: Chuang, Mueller

9.c.3. Customer Acquisition and Experience Strategy

April Chan, General Manager/CEO, introduced Lisa Peabody, Director, Customer Experience, and Taylor Huckaby, Deputy Chief Communications Officer, who provided a comprehensive presentation on customer experience, which included brand loyalty, increasing revenue and retention, building trust, and noting that the customer service team has an average of 3,000 customer contacts a month. The directors discussed human and AI (artificial intelligence) moderators on social media, the impact of AI on customer interactions and social media, expectations, and how to strategize and manage it. Ms. Peabody said staff is working on a policy regarding AI and will discuss it further with the Board going forward.

Public Comment:

Adina Levin said she appreciated the efforts of Customer Experience to make using SamTrans a positive experience.

9.c.4. Adjourn

The meeting adjourned at 3:56 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: Strategic Planning, Development, and Sustainability Committee
Through: April Chan, General Manager/CEO
From: Joshua Mello, Executive Officer, Planning and Development
Subject: **Approving a Request for Allocation of Regional Measure 3 Funds for the Dumbarton Busway Feasibility Study**

Action

Staff proposes the Committee recommend that the Board of Directors authorize the General Manager/CEO, or her designee, to apply for, execute agreements and take such other actions as may be necessary to receive \$5 million in Regional Measure 3 (RM3) funds from the Metropolitan Transportation Commission (MTC) to complete planning and preliminary design for the Dumbarton Busway Project.

Significance

MTC has programmed \$5 million in RM3 funds to the San Mateo County Transit District (District) Dumbarton Busway Project (Project). The District would be allocated \$4,100,000 in RM3 funds in July 2024 from the Dumbarton Corridor Improvements category to conduct the initial Feasibility Study phase, which includes developing alternatives for a busway or transitway in the Dumbarton Rail Corridor (DRC), completing environmental review, and preparing up to 15% design documents for the Project. The remaining \$900,000 would be allocated at a future date to support the next phase of the Project.

Dumbarton Busway Study

Purpose

The Feasibility Study would include community outreach and technical analysis in the development of alternatives for the Project, as well as seek environmental and partner agency approval and complete 15% design. Should a preferred alternative be identified, this work would position the District to conduct final design and permitting, secure further funding, and ultimately construct a busway along the Peninsula segment of the DRC within San Mateo County, with transit connections to the Dumbarton Bridge and the Redwood City Transit Center.

Need

The Project will enhance connectivity and mobility in the near- to medium-term for SamTrans Equity Priority Areas (EPAs) along the DRC within San Mateo County. The study area will include the DRC between the Caltrain Redwood City Station to the west and University Avenue in East Palo Alto to the east, as well as the area ½ mile around the DRC. People of color make up 86% of residents, 17% have limited English proficiency, 41% of households fall into the low-income

category, single-parent homes account for 23% of families, and 22% of households experience rent burden. The Project would be transformative for communities that SamTrans designates as priorities for significant mobility improvements.

Project Benefits

The Project will enhance east-west transit access to communities on both sides of the DRC, including access to high-frequency regional transportation services on either end of the corridor. Caltrain, which connects San Francisco to San Jose and beyond, passes through Redwood City, the western termini of the DRC. Express bus services that cross the Dumbarton Bridge and connect to the East Bay and other regional services, such as ACE and BART, run along Willow Road, at the eastern end of the DRC.

Currently, given the discontinuity of the roadway network, it is difficult to run effective transit service in the area, resulting in existing routes having limited east-west directionality and no single route serving the entire corridor. Existing east-west services, such as SamTrans Route 270 between the Caltrain Redwood City Station and Marsh Road, have circuitous paths on notoriously congested streets, and, as a result, take 22 minutes to cover a distance of just 2.6 miles. Implementation of the Project along the DRC could halve the travel time between these regional services and improve access to employment hubs.

The Project is also responsive to post-pandemic travel patterns which show increasing demand for more local trips, with average daily travel between Redwood City and East Palo Alto increasing by more than 30% since 2019. The Project will improve transit options for the 7,500 people who live and work locally.

The initial phase of work proposed for funding will refine, with community input, an overall vision of constructing a dedicated busway along the five-mile inactive Peninsula segment of the DRC. The Project will include a solution to connect to the Caltrain Redwood City Station and the Dumbarton Bridge in order to facilitate both regional and local travel. Opportunities to enhance bicycle and pedestrian connections along or across the DRC will be studied as well.

Budget Impact

The District would be allocated \$4.1 million in RM3 funding in July 2024 for the Project phase described above. The funding would then be amended into the District's Fiscal Year 2025 Capital Budget.

Background

The DRC has undergone many studies since its purchase by the District in the early 1990s. Most recently, the District partnered with Facebook, Inc. and Plenary Americas, which formed Cross Bay Transit Partners, LLC, through an Exclusive Negotiating Agreement (ENA) to investigate the technical and financial feasibility of a transit project in the DRC from its connection to the Caltrain corridor in Redwood City to link up to Bay Area Rapid Transit (BART) at Union City. The public-private partnership ended in mid-2021 due to the global pandemic and shifting priorities on the part of the private sector.

The District has worked extensively with its partner rail and transit agencies and the MTC to determine next steps for the defunct rail corridor. The District has been approached on numerous occasions about projects that would require use of the DRC right-of-way, such as under-crossings and at-grade crossings. The common theme in these requests is the community's desire to increase permeability across the corridor to connect communities on either side, and to make use of the currently under-utilized corridor for mobility purposes.

Prepared By:	Cassie Halls	Major Corridors Manager, Planning	(650) 508-7766
	Millie Tolleson	Director, Planning	(650) 622-7815

Resolution No. 2024-

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

* * *

**Approving a Request for Allocation of Regional Measure 3 Funds for the Dumbarton Busway
Feasibility Study**

Whereas, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

Whereas, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

Whereas, the San Mateo County Transit District is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

Whereas, the Dumbarton Busway Feasibility Study is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

Whereas, the Regional Measure 3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which San Mateo County Transit District is requesting that MTC allocate Regional Measure 3 funds.

Now, Therefore, Be It Resolved that the San Mateo County Transit District, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures.

Be It Further Resolved that San Mateo County Transit District certifies that the project is consistent with the Regional Transportation Plan (RTP); and

Be It Further Resolved that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and

Be It Further Resolved that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and

Be It Further Resolved that San Mateo County Transit District approves the allocation request and updated Initial Project Report, attached to this resolution; and

Be It Further Resolved that San Mateo County Transit District approves the cash flow plan, attached to this resolution; and

Be It Further Resolved that San Mateo County Transit District has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report, attached to this resolution; and

Be It Further Resolved that San Mateo County Transit District is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and

Be It Further Resolved that San Mateo County Transit District is authorized to submit an application for Regional Measure 3 funds for Dumbarton Busway Feasibility Study in accordance with California Streets and Highways Code 30914.7(a); and

Be It Further Resolved that San Mateo County Transit District certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and

Be It Further Resolved that there is no legal impediment to San Mateo County Transit District making allocation requests for Regional Measure 3 funds; and

Be It Further Resolved that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of San Mateo County Transit District to deliver such project; and

Be It Further Resolved that San Mateo County Transit District agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

Be It Further Resolved that San Mateo County Transit District indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of San Mateo County Transit District, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. San Mateo County Transit District agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and

Be It Further Resolved that San Mateo County Transit District shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and

Be It Further Resolved that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation

purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and

Be It Further Resolved that San Mateo County Transit District shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and

Be It Further Resolved that San Mateo County Transit District authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for the planning, environmental and conceptual design phase with MTC for Regional Measure 3 funds in the amount of \$5,000,000, for the project, purposes and amounts included in the project application attached to this resolution; and

Be It Further Resolved that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and

Be It Further Resolved that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the San Mateo County Transit District application referenced herein.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Introducing: Dumbarton Corridor Busway



Agenda

- Dumbarton Rail Corridor Background
 - Near-Term Outlook for Regional Rail
- Activating the Corridor: Proposed Busway
 - What is a busway?
 - Why a busway?
 - Post-pandemic travel patterns
 - Study objectives and desired outcomes
- Requested Board Action



Busway examples: Top – G Line (LA Metro); J Line (LA Metro), Yonge Rapidway (York Region)

Background

- Options to revive the Dumbarton Rail Corridor (DRC or Corridor) have been studied extensively for **30 years**
- Most recent partnership between the District and Cross Bay Transit Partners, LLC (Facebook/Meta and Plenary Americas) to assess the feasibility of various transportation options on the Corridor **terminated mid-2021**
- Today, the Corridor is largely unused and remains a **barrier** limiting mobility between communities and **Equity Priority Areas (EPAs)**
- **Community support to improve access** along and across the corridor in the near- to medium-term

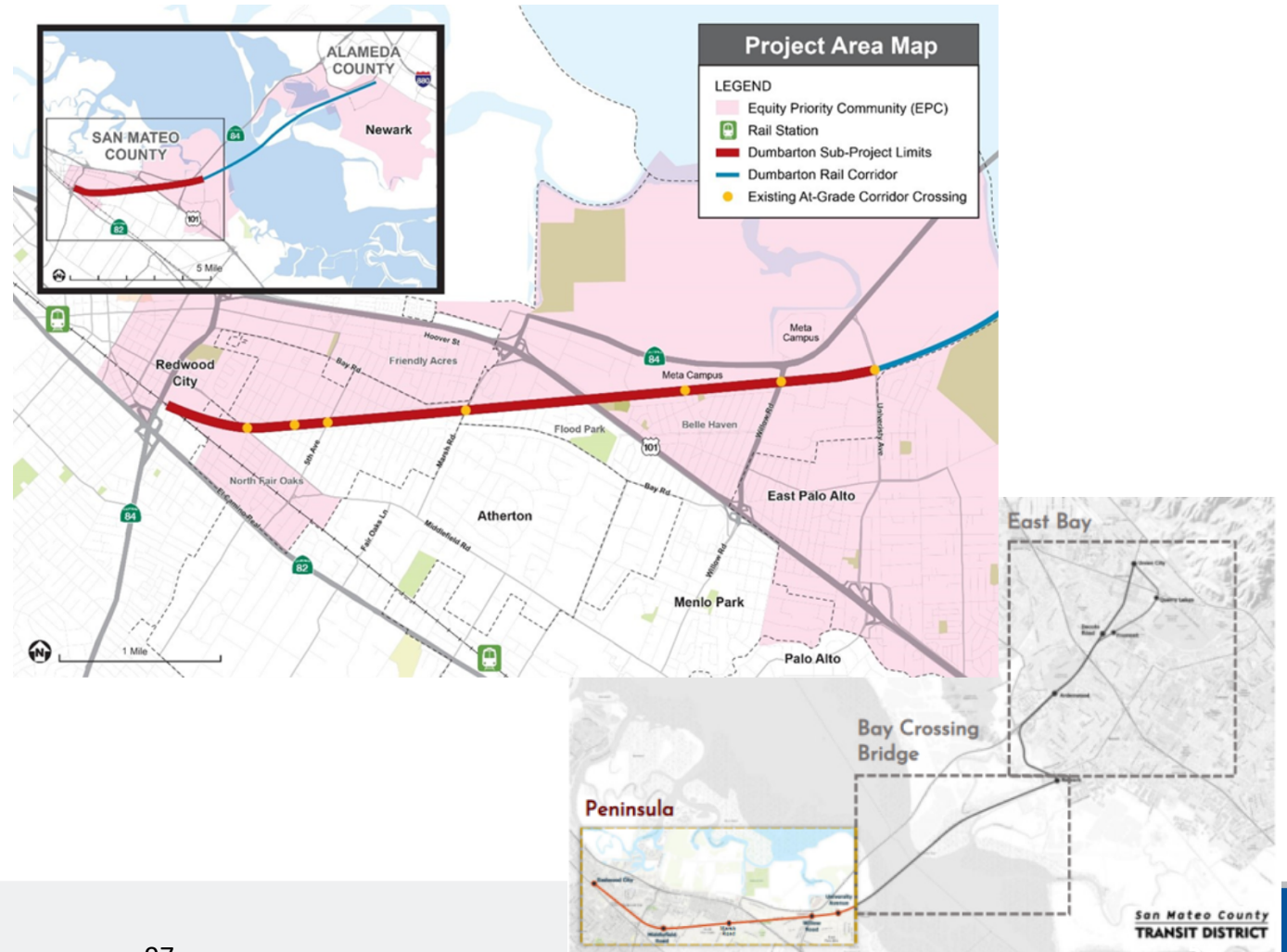


Near-Term Outlook for Regional Rail

- Updated market viability assessment for rail project undertaken in 2023
- **Currently, there is insufficient market to support the cost of a regional, transbay rail project.**
 - Travel demand market for regional rail only meets the minimum threshold for market viability by a narrow margin
 - The vast majority of that travel demand occurs on the Peninsula between Redwood City and East Palo Alto
 - Rail project estimated at \$3.6B in 2024 dollars
- 2017 Dumbarton Corridor Transportation Study (DCTS) evaluated bus and rail-based projects.
 - Multiple rail and busway alternatives were studied; rail alternative was recommended at the time
 - In total, the bus alternatives projected about 25 percent more ridership than the rail alternatives.

Activating the Dumbarton Corridor: Proposed Busway

- Busway concept presents exciting opportunity to directly benefit local communities in the nearer-term
- Busway would connect Dumbarton highway bridge to Redwood City Transit Center
 - East Palo Alto – Menlo Park – North Fair Oaks – Redwood City
 - Open to regional public bus service
 - Will not preclude future rail project



What is a Busway?

G Line (Los Angeles)



- 18 miles with 17 stations
- **Uses part of Southern Pacific Railroad's former Burbank Branch Line**
- Connects to other rail services and includes parallel **bike path**
- Annual ridership 4.5M in 2023

U of M Transitway (Minneapolis)



- 2.6-mile busway between University of Minnesota's Minneapolis and St Paul campuses
- **Limited to buses, bicycles, and emergency vehicles**

SURF! (Monterey)



- Planned **6-mile, bus only roadway along Monterey Branch Line right-of-way**
- **Preserving tracks for future rail use**
- Expected to be complete in 2027
- Ridership estimated to be >1.2 million annually by 2040

Why a Busway?

- **Cost-Effectiveness:** Lower construction and operating costs compared to rail alternative
- **High Ridership:** Proven in industry to generate strong ridership
- **Enhanced Transit Quality:** Increased speed, reliability, and amenities attract riders
- **Faster Implementation:** Shorter implementation timeframe with benefits realized in the near-term
- **Flexibility:** Ability to adapt to changing demands and future needs (e.g., future regional rail)
- **Environmental Sustainability:** Will utilize zero emission bus fleet, opportunities for multimodal connections

Prioritizing benefits to **local equity priority communities**, which include:

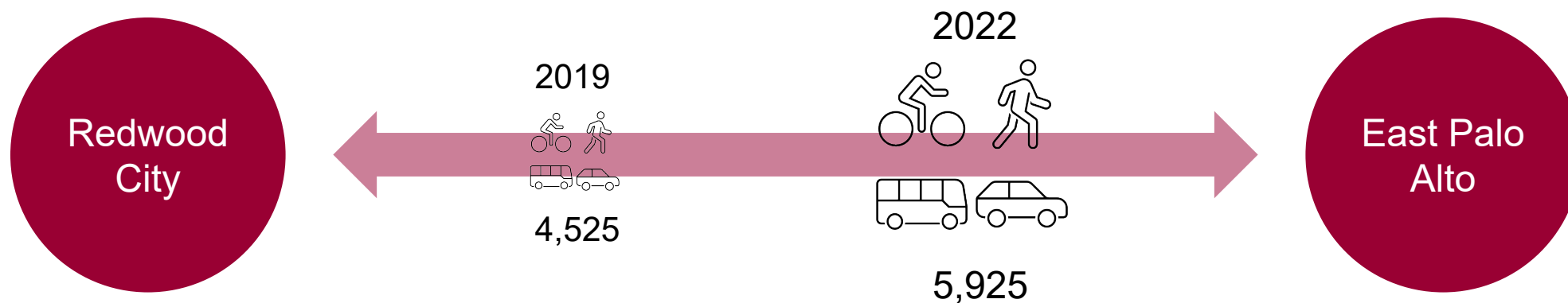
86% People of Color

40% Low-Income

15% Limited English Proficiency

Busway Project responds to post-pandemic travel patterns

- Average daily travel trips between Redwood City and East Palo Alto has increased by ~30% since 2019
- Proposed busway meets increasing demand for shorter, local trips



Source: Replica

Scope of Feasibility Study for Dumbarton Corridor Busway

- **Feasibility Study Objectives:**
 - Develop a community-supported vision for mobility on the corridor
 - Partner with CBOs to conduct extensive multilingual community outreach and engagement
 - Design a project that enhances connectivity and addresses existing mobility barriers
 - Advance equity and economic opportunities for local communities
- **Key Outcomes of Feasibility Study phase:**
 - Identify preferred concept for busway that can immediately be advanced to environmental clearance and full design
 - Identify opportunities for quick-strike improvements that can be delivered ahead of full project design
 - Further develop design options, service plan, multimodal connections, costs, timeline, risks and mitigations

Requested Board Action

- **Today, staff recommends Board of Directors authorize a resolution to receive \$5 million in RM3 funds to launch the Dumbarton Busway Project, with an allocation of \$4.1 million in July 2024 to complete planning and preliminary design for the Feasibility Study phase**
- Feasibility Study will identify opportunities for "quick strike" improvements that could be advanced ahead of full project design

Phase of Work	Est. Start Date	Est. Completion Date
Planning Study, Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	10/2024	12/2028
Final Design - Plans, Specs. & Estimates (PS&E)	01/2029	06/2030
Construction (Begin – Open for Use) / Acquisition (CON)	07/2030	12/2032





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, July 10, 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 June 5, 2024 | Motion |
| 9.d.3. | State and Federal Legislative Update | Informational |
| 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**

June 5, 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, B. Esser, M. Fraser, J. Powell

Other Board Members Absent: M. Chuang, R. Mueller

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

9.d.1. Call to Order

Committee Chair Peter Ratto called the meeting to order at 3:56 pm.

9.d.2. Approval of Minutes of the Legislative Committee Meeting of May 1, 2024

Motion/Second: Medina/Esser

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

Noes: None

Absent: Chuang, Mueller

**9.d.3. State and Federal Legislative Update and Approval of Legislative Proposal: Support
Assembly Bill (AB) 1837 (Papan)**

Jessica Epstein, Director, Government and Community Affairs, introduced Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange, who thanked the Board for continuing with their firm to provide state legislative advocacy services. Ms. Epstein provided a summary of federal and state legislation.

On the federal side, she noted that both senators had submitted earmarks for the BSIP (Bus Stop Improvement Plan). She said the budget for Fiscal Year 2025 was lower than for Fiscal Year 2024.

At the state level, she noted that Senate Bill (SB) 1031 was not continuing but could be reintroduced and newly admitted for 2025. She said the Governor's May Revise budget showed that the deficit had increased by \$7 billion statewide. She announced that AB 817, a bill that

would have amended the Brown Act to allow greater flexibility for members of non-elected advisory committee members to attend meetings virtually, had died in the Senate.

Public Comment:

Adina Levin, Seamless Bay Area and Friends of Caltrain, said she was disappointed that AB 817 was not moving forward since being able to meet remotely helps civically active residents to participate in their local government. She said legislation around network management has the potential of adding refinements that help to address some of the concerns that people consistently have about how MTC (Metropolitan Transportation Commission) can be accountable and how there can be a regional policy body that can be accountable for that coordination.

The Board voted in favor of supporting AB 1837 (San Francisco Bay area: public transit: Regional Network Management Council) to essentially codify what currently exists with all the regional general managers working with MTC and holding operators accountable.

Motion/Second: Esser/Fraser

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

Noes: None

Abstentions: Canepa

Absent: Chuang, Mueller

9.d.4. Adjourn

The meeting adjourned at 4:09 pm.

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

**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**

Action

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

Significance

The 2024 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the District take a formal position.

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

SamTrans Federal Report June 2024

Congressional Update

House and Senate Members Submit Earmark Requests for SamTrans

- Over the past several weeks, the SamTrans federal delegation has announced the community project funding /congressionally directed spending requests they have submitted to the House and Senate Appropriations Committees. The announcement marks a major milestone in the for fiscal year (FY) 2025 appropriations process.
- Below is a recap of the delegation's FY 2025 requests for SamTrans:
 - Rep. Mullin - \$2.089 million - Bus Stop Amenity Improvements Project
 - Senator Butler - \$2.089 million - Bus Stop Amenity Improvements Project
 - Senator Padilla - \$2 million - Bus Stop Amenity Improvements Project
- The requests will be considered by the House and Senate Appropriations Committees for their potential inclusion in FY 2025 appropriations legislation.

House Appropriations Committee Announces FY 2025 Markup Schedule

- Last week, the House Appropriations Committee advanced the FY 2025 State-Foreign Operations; Legislative Branch; Homeland Security; Financial Services; and Defense Appropriations bills. These bills will now be considered by all members on the House floor. With members out this week, any additional votes on appropriations will likely resume next week.
- House Appropriations Committee Chair Tom Cole (R-OK) has unveiled the markup schedule for the FY 2025 appropriations bills. This schedule provides a roadmap for the committee's work as they allocate funding across various federal programs and agencies. While the dates are subject to change, they offer insights into the legislative process ahead.

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- Key dates for subcommittee and full committee markups:

House Appropriations Bill	Subcommittee Markup	Full Committee Markup	Floor
Military Construction-VA	May 21	May 23	House passes on June 5 by vote of 209-197.
Legislative Branch	May 23	June 13	Week of July 8
State, Foreign Operations	June 4	June 12	Week of June 24
Homeland Security	June 4	June 12	Week of June 24
Defense	June 5	June 13	Week of June 24
Financial Services	June 5	June 13	Week of July 22
Agriculture	June 11	July 10	Week of July 22
Commerce-Justice-Science	June 26	July 9	Week of July 22
Labor-HHS-Education	June 27	July 10	Week of July 29
Transportation-HUD	June 27	July 10	Week of July 29
Interior-Environment	June 28	July 9	Week of July 22
Energy & Water	June 28	July 9	Week of July 29

Administration Update

DOT Announces \$10.5 Million for TOD Planning

- DOT [announced](#) the availability of \$10.5 million through its Pilot Program for Transit-Oriented Development (TOD) Planning. The Pilot Program for TOD Planning allocates funding to assist transportation and local government entities with land use and transportation planning with a new fixed guideway or core capacity transit capital investment.
- The Bipartisan Infrastructure Law provided \$68 million to the TOD program to ensure transit-oriented development planning is carried out alongside the billions of dollars provided for infrastructure projects. Applications for the program are due July 22, 2024.
- Examples of past awards can be found on the TOD website. Generally, awarded entities use funding for comprehensive planning to evaluate opportunities to integrate affordable housing development with transit plans for existing Capital Investment Grant corridors.

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FTA Publishes Joint Procurement Clearinghouse to Support Transit Vehicle Purchases

- The Federal Transit Administration (FTA) has launched the Joint Procurement Clearinghouse as a mechanism for grant applicants (specifically transit procurement staff) to work together on joint procurement of rolling stock, including ferries, buses, and railcars.
- The Clearinghouse includes fields for procurement officers to list information such as bus size, engine type, and other features. The tool consists of filters and search fields to help users find specific joint procurements.
- Additional information about the Clearinghouse can be found [here](#).

FTA Releases New Transit Resilience Guidebook to Provide Recommendations on Addressing Climate Vulnerabilities + Building Resilience in Public Transportation

- On May 30, the FTA released its new [Transit Resilience Guidebook](#) to assist local transit entities with responding to service disruptions caused by extreme weather events, natural disasters, and climate change impacts.
- The guidebook lays out a continuous process for building resilience into the transit system, from the very beginning (i.e., planning and design) through to daily operations and upkeep. This lifecycle approach ensures resilience is considered at every step, making it a natural part of transit agencies' decision-making. The guidebook also provides real-life examples from transit agencies nationwide to show how resilience planning pays off.

Round-Up of Open Grant Opportunities

- [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.
- [Pilot Program for Transit Oriented Development Planning Grant Program](#). \$10.5 million available. All applications due July 22, 2024.
- [Fiscal Year 2024 Transit Security Grant Program](#). \$83 million available. All applications due June 24, 2024.
- [Charging and Fueling Infrastructure \(CFI\) Discretionary Grant Program ROUND 2](#). \$1.3 billion available. All applications due August 28, 2024.



June 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 – July 2024**

General Update

Following the House of Origin deadline on May 24, policy and fiscal committee hearings resumed in the Senate and Assembly. Most notably, as of the drafting of this report, budget conversations have picked up significantly in order to satisfy the constitutional June 15 budget passage deadline. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

State Budget Update

On May 29, Senate President pro Tempore Mike McGuire (D-North Coast) and Assembly Speaker Robert Rivas (D-Salinas) announced the Joint Legislative Budget Agreement, representing the Legislature’s budget framework for Fiscal Year 2024-25. On June 8, [AB 107 \(Gabriel\)](#) went into print, reflecting the proposals outlined in the joint budget agreement and serving as the vehicle for the Budget Act of 2024. AB 107 moved quickly through the Legislature and was passed to the Governor on June 13 in order to satisfy constitutional deadlines. Importantly, AB 107 reflects consensus on the approach to maintain the \$5.1 billion in transit funding, however it does not reflect the entirety of an agreement between the Administration and the Legislature. We do expect a final agreement will be in place by the start of the fiscal year on July 1, but further budget action will likely be required of the Legislature in the form of a “Budget Bill Jr.” before the FY 2024-25 budget process is fully wrapped up.

Following the transmittal of AB 107 to the Governor’s desk, we can expect to see the introduction of additional trailer bills, each reflecting statutory changes for different issue areas to implement the Budget Act of 2024.

Relative to transportation investments, AB 107:

- Maintains the \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) funding approved in the Budget Act of 2023, but updates the appropriation timeline as follows:
 - \$2 billion is appropriated in Fiscal Year 2023-24;
 - \$1 billion is appropriated in Fiscal Year 2024-25;
 - \$500 million is approved for appropriation in Fiscal Year 2025-26; and
 - \$500 million is approved for appropriation in Fiscal Year 2026-27.

This proposal modifies the Early Action Agreement and the May Revise proposal for the program (see details below) by shifting \$500 million in FY 2025-26 to FY 2026-27 and is supported by a shift of \$839 million from the General Fund to Greenhouse Gas Reduction Fund across Fiscal Years 2023-24, 2024-25, and 2025-26.

- Maintains the \$1.1 billion for the formula-based Zero-Emission Transit Capital Program approved in the Budget Act of 2023, but updates the appropriation timeline as follows:
 - \$190 million is appropriated in Fiscal Year 2023-24;
 - \$220 million is appropriated in Fiscal Year 2024-25;
 - \$230 million is approved for appropriation in Fiscal Year 2026-27; and
 - \$460 million is approved for appropriation in Fiscal Year 2027-28.

This proposal adopts the May Revise proposal for the program.

- Maintains TIRCP Cycle 6 funding approved in the Budget Act of 2022, but updates the appropriation timeline for the remaining \$2.1 billion balance as follows:
 - \$512 million is appropriated in 2024-25;
 - \$564 million is appropriated in 2025-26;
 - \$438 million is appropriated in 2026-27; and
 - \$611 million is appropriated in 2027-28.

This proposal rejects the May Revise proposal to cut \$148 million from the program and is supported by a shift of \$507 million from the General Fund to Greenhouse Gas Reduction Fund across Fiscal Years 2023-24, 2024-25, and 2025-26, and 2026-27. Exempt from the \$2.1 billion pot is special one-time funding from TIRCP Cycle 6 for grade separations.

- Provides \$211 million for the State-Supported Intercity Passenger Rail Agencies, as follows:
 - \$66.055 million is appropriated in Fiscal Year 2024-25;
 - \$72.199 million is appropriated in Fiscal Year 2026-27; and
 - \$72.508 million is appropriated in Fiscal Year 2027-28.

This proposal adopts the May Revise proposal for the program and is supported by \$211 million from the Public Transportation Account.

- Provides \$6.9 million for the California Integrated Mobility Program at the California Department of Transportation.

This proposal modifies the May Revise proposal for the program. This proposal supports, among other things, the ongoing implementation of the California Integrated Travel Project and is supported by \$6.9 million from the Public Transportation Account.

- Cuts \$350 million from the Safety Grade Separations Program.

This proposal adopts the May Revise proposal for the program. This proposal also adopts placeholder trailer bill language that “requires Caltrans and CalSTA to prioritize awarded projects in existing funding programs.” As of the drafting of this report, the trailer bill language has not yet been released, but is being negotiated by stakeholders and should reflect a strong commitment by the state towards honoring the funding awards. As a reminder, these funds are comprised of TIRCP Cycle 6 special funding.

- Maintains \$600 million for the Active Transportation Program through a fund shift, proposed to be completely cut in the May Revise.
This proposal rejects the May Revise proposal and backfills the \$600 million from the State Highway Account. This proposal also adopts placeholder trailer bill language to increase reporting and cost effectiveness of the program.

CalSTA's Transit Transformation Task Force Holds Fourth Meeting

The California State Transportation Agency is set to convene the fourth Transit Transformation Task Force meeting on June 17 in San Francisco. Included on the agenda are several discussion points intended to facilitate conversations surrounding improvements to services intended to enhance the rider experience. These discussions include service improvements related to increasing frequency and reliability through transit prioritization, fare coordination between agencies, service improvements related to coordinated scheduling, and safety and cleanliness on and around transit. As of the drafting of this report, the Task Force meeting has not yet taken place, but details on the meeting will be included in the next board report.

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 Positions

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

On May 31, Senators Scott Wiener and Aisha Wahab — along with bill sponsor Metropolitan Transportation Commission (MTC) — announced the pause of SB 1031 and their plans to introduce new legislation in 2025. This regional revenue measure included various revenue mechanisms (sales tax, employer tax, vehicle fees, property related fees) and identified 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. The bill also included some high-level return to source provisions, with minimum funding guarantees for transit operators based on the size of the system and a proposed breakdown of funding categories. The revenues are only to be used to fund transportation improvements in the Bay Area, and are required to be equitably allocated throughout the Bay Area, while guaranteeing a minimum 70% return to source for each county. On May 24, SB 1031 passed the Senate with 26 votes and the support of 8 of the 9 Bay Area Senators.

Due to the need for more time to work through various regional differences, the parties have decided a reset is needed to allow further stakeholder engagement to occur this summer and early fall. The goal is to determine what kind of authorizing legislation will obtain broad enough regional support to pass the Legislature next year and pave the way for a successful ballot measure in 2026.

AB 817 (Pacheco) Open Meetings – SUPPORT

This bill would have allowed nondecision-making advisory bodies of a local agency to teleconference meetings without having to notice and make publicly accessible each teleconference location, or have at least a quorum participate from locations within the boundaries of the agency. The Senate Local Government Committee suggested several amendments to the bill, most of which the author accepted. However, one of the amendments that the author was unwilling to accept references the in-person quorum requirement, which is central to the bill's influence. More specifically, the Committee amendment would require that a quorum of the subsidiary body participate in person to allow the public to address the body directly. Understanding that this proposed amendment targeted the crux of

the bill and would have made it difficult for specific groups to attend meetings, the Committee also proposed allowing certain groups of people, including people with disabilities, to count towards the in-person quorum. These amendments were ultimately rejected by the author, causing the Chair of the Senate Local Government Committee to not support the bill, and lead to the bill failing passage out of the committee.

Assemblymember Pacheco requested reconsideration, which was granted by the Committee. However, the author has indicated she will not bring the bill back this year for another hearing. This bill will no longer move forward this legislative session.

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

This bill would have created the Regional Network Management Council and would have required the Metropolitan Transportation Commission to facilitate the creation of the Council.

This bill is no longer moving forward this legislative session.

ACA 1 (Aguiar-Curry)/ACA 10 (Aguiar-Curry) Local Government Financing – SUPPORT

ACA 1 remains eligible for the November 2024 ballot. However, we are tracking new legislative action to significantly amend ACA 1 through ACA 10 (Aguiar-Curry). As a reminder, ACA 1 would propose to voters a constitutional amendment to lower the voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation (GO) bonds and special taxes for affordable housing and public infrastructure projects, including transportation and transit projects. ACA 10 would amend ACA 1 by removing all references to special taxes and property-related fees, limiting the revenue mechanism to only bonds. If this measure passes out of the Legislature, and ACA 1 is ultimately approved by voters, local governments would be left with lower vote thresholds only for local bonds when raising funds for public infrastructure and affordable housing projects. If ACA 10 does not pass out of the Legislature, ACA 1 will proceed as currently drafted to the November ballot and include the lower vote threshold for a variety of local revenue options.

Bills of Interest

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

This bill would have required, 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.

This bill has been gutted and amended to address prison resentencing. That said, the bill as we know it will no longer be moving forward this legislative session.

SB 915 (Cortese) Autonomous Vehicles – WATCH

This bill would have authorized cities and counties to enact an ordinance regulating certain aspects of autonomous vehicle service operations, so long as the service operations have been granted authorization by a state agency to operate in their jurisdiction.

This bill's hearing was cancelled at the request of the author and as such, will not be moving forward this legislative session.

Grants for Zero-Emission Buses and Infrastructure

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$59 million total) – 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 remains 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 remains open](#)

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 761 Friedman D</p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is on the Senate Floor.</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, 2025, 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 (TIFIA) loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the approval of a TIFIA loan, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 1516 Kalra D</p> <p>Labor and Workforce Development Agency: working group: minimum wage.</p>	<p>This bill is in the Senate Appropriations 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>
<p>AB 1870 Ortega D</p> <p>Notice to employees: legal services.</p>	<p>This bill is in the Senate Appropriations 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 6/17/2024**

Bill ID/Topic	Location	Summary	Position
AB 1879 Gipson D Property taxation: filing.	This bill is in the Senate Revenue & Taxation Committee.	The California Constitution provides for the taxation of property and establishes the State Board of Equalization to administer those taxes. Existing property tax law, pursuant to constitutional authorization, sets forth procedures for imposing and collecting taxes on property in the state. Existing law requires a person owning taxable personal property, as specified, to file annually a signed property statement declared to be true under the penalty of perjury with the assessor. Existing law authorizes a property statement to be filed with the assessor through the United States mail, properly addressed with postage prepaid. This bill would instead authorize the statement to be filed through the United States mail provided it is mailed in a manner that includes a postmark and is properly addressed with postage prepaid, as specified. 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 Appropriations 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

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
AB 1904 Ward D Transit buses: yield right-of-way sign.	This bill is on the Senate Floor.	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
AB 1953 Villapudua D Vehicles: weight limits.	This bill has been ordered to the consent calendar on the Senate Floor.	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.	Watch
AB 1958 Berman D Santa Clara Valley Transportation Authority: board of directors.	This bill is in the Senate Transportation Committee.	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.	Watch

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2192 Carrillo, Juan D</p> <p>Public agencies: cost accounting standards.</p>	<p>This bill is in the Senate Local Government 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>
<p>AB 2286 Aguiar-Curry D</p> <p>Vehicles: autonomous vehicles.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would require a manufacturer of an autonomous vehicle to report to the department a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing 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>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2302 Addis D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill is on the Senate Floor.</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>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2421 Low D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Senate Labor, Public Employment, and Retirement Committee.</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 the Senate Local Government 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, existing law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. Existing law defines “fraud, waste, or abuse” to mean any activity by a local agency or employee that is undertaken in the performance of the employee’s official duties, as described, that is in violation of any local, state, or federal law or regulation relating to, among other things, corruption. This bill would also authorize a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding improper governmental activity, and would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity. The bill would expand the above-described duties and authorizations to the auditor’s or controller’s designee, as specified. The bill would revise the definition of “fraud, waste, or abuse” to also define “improper governmental activity,” and expand the scope of those terms 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>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

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 Housing 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 in the Senate Labor, Public Employment, and Retirement Committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. 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>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
AB 2661 Soria D Electricity: Westlands Water District.	This bill is in the Senate Energy, Utilities, and Communications Committee.	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.	Watch
AB 2669 Ting D Toll bridges: tolls.	This bill is in the Senate Appropriations Committee.	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.	Watch

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2712 Friedman D</p> <p>Preferential parking privileges: transit-oriented development.</p>	<p>This bill is in the Senate Housing Committee.</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>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
AB 2715 Boerner D Ralph M. Brown Act: closed sessions.	This bill is in the Senate Judiciary 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

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<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. Pursuant to the existing law described above, ACA 1 is scheduled to appear on the ballot at the November 5, 2024, statewide general election. 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 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. The bill would define “public infrastructure” to exclude the construction, reconstruction, rehabilitation, or replacement of a sports stadium or arena where the majority of the use of the facility is for private ticketed activities. The bill would prohibit ACA 1 bonded indebtedness from being used for the acquisition or lease of any real property that has, at the time of acquisition or lease, been improved with one to 4 dwelling units, except as specified. The bill would also prohibit any ACA 1 bonded indebtedness, when added to existing bonded indebtedness of a local government, from exceeding the applicable statutory limit on the maximum amount of bonded indebtedness that a local government is authorized to incur. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

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 in the Senate Revenue & Taxation Committee.</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 in the Senate Transportation Committee.</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>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

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 in the Senate Housing Committee.</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, as specified. 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 a transit priority area, as specified, 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 would prohibit a local agency from imposing a land dedication requirement, as defined, on a housing development to widen a roadway if the land dedication requirement is for the purpose of mitigating vehicular traffic impacts, achieving an adopted traffic level of service related to vehicular traffic, or achieving a desired roadway width. The bill, notwithstanding that prohibition, would authorize a local agency to, among other things, impose a land dedication requirement on a housing development if the housing development is not located in a transit priority area and the housing development has a linear street frontage of 500 feet or more. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

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 is in the Senate Rules Committee, pending referral to policy committee.</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 an owner or developer, as defined, undertaking any public works 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 an owner or developer that undertakes a development project that includes work subject to the requirements of public works. The bill would subject an owner or developer, 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>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This measure was chaptered in September 2023.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, including downpayment assistance, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, city and county, or special district, as applicable, and the proposition includes specified accountability requirements. The measure would prohibit a city, county, city and county, or special district from placing a proposition on the ballot pursuant to these provisions if the voters have previously approved a proposition pursuant to these provisions or the below special tax provisions until all funds from the previous proposition are committed to programs and projects listed in the specific local program or ordinance, as described. The measure, subject to certain vote thresholds, would authorize the Legislature to enact laws establishing additional accountability measures and laws for the downpayment assistance programs authorized by the measure, as specified. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Support May 2023</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>ACA 10 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This measure is on the Assembly Floor.</p>	<p>Assembly Constitutional Amendment No. 1 of the 2023–24 Regular Session (ACA 1) would, if adopted by the people, amend Section 4 of Article XIII A, Section 2 of Article XIII C, and Section 3 of Article XIII D of, and would add Section 2.5 of Article XIII C to, the California Constitution, relative to local finance. Under these provisions, ACA 1 would condition the imposition, extension, or increase of a sales and use tax or transactions and use tax imposed in accordance with specified law or a parcel tax by a local government for the purposes of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, including downpayment assistance, or permanent supportive housing, or the acquisition or lease of real property for those purposes, on the proposition proposing that tax being approved by a majority vote of the membership of the governing board of the local government and by 55% of its voters voting on the proposition and the proposition includes specified accountability requirements. ACA 1 would also make conforming changes. This measure would remove the above-described provisions of ACA 1 relating to special taxes and make conforming changes in other provisions of ACA 1. The measure would direct the Secretary of State to make those amendments in ACA 1. ACA 1 would create an additional exception to the 1% ad valorem property tax rate limit for an ad valorem tax or special assessment to pay the interest and redemption charges on bonded indebtedness incurred by a city, county, or special district, as defined, to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, including downpayment assistance, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, city and county, or special district, as applicable, voting on the proposition on or after the effective date of ACA 1 and on the proposition including specified accountability requirements. ACA 1 would provide that this exception applies to an ad valorem tax for these purposes that is submitted at the same election as ACA 1. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
ACA 13 Ward D Voting thresholds.	This measure was chaptered in November 2023.	The California Constitution provides that a proposed constitutional amendment and a statewide initiative measure each take effect only if approved by a majority of the votes cast on the amendment or measure. This measure would further provide that an initiative measure that includes one or more provisions that would amend the Constitution to increase the voter approval requirement to adopt any state or local measure would be approved by the voters only if the proportion of votes cast in favor of the initiative measure is equal to or greater than the highest voter approval requirement that the initiative measure would impose. The measure would specify that this voter approval requirement would apply to statewide initiative measures that appear on the ballot on or after January 1, 2024. This bill contains other related provisions and other existing laws.	Watch
SB 532 Wiener D Parking payment zones.	This bill is in the Assembly Transportation Committee.	Existing law allows a local authority to establish parking meter zones and fix the rate of fees for those zones by ordinance. Existing law prohibits a local authority from requiring payment of parking meter fees by a mobile device, as specified. This bill would instead authorize a local authority to require payment of parking fees by a mobile device, if it meets certain requirements, such as adopting an accessible and equitable parking cash payment plan that does not utilize parking meters or payment centers in parking payment zones to provide reasonably accessible alternative means for payment of parking fees using cash. The bill would require a local authority to consult with specified stakeholders in the development of the plan and would require a local authority that adopts a plan to provide to its governing body and the Legislature, as specified, an evaluation of the plan to determine the plan’s impact on equity, accessibility, and costs.	Watch

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 537 Becker D</p> <p>Department of General Services: memorial to forcibly deported Mexican Americans and Mexican immigrants.</p>	<p>This bill is in the Assembly Governmental Organization Committee.</p>	<p>This bill was amended and is no longer relevant to transportation. Previously, the bill would have provided a narrow exemption for cross-county bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members.</p> <p>Existing law provides for various memorials and monuments on the grounds of the State Capitol. Existing law requires the Department of General Services to maintain state buildings and grounds. Existing law, the Apology Act for the 1930s Mexican Repatriation Program, makes findings and declarations regarding the unconstitutional removal and coerced emigration of United States citizens and legal residents of Mexican descent, between the years 1929 and 1944, to Mexico from the United States during the 1930s “Mexican Repatriation” Program. Existing law expresses the apology of the State of California to those individuals who were illegally deported and coerced into emigrating to Mexico and requires that a plaque to commemorate those individuals be installed and maintained by the Department of Parks and Recreation in an appropriate public place in Los Angeles. This bill would authorize a nonprofit organization representing Mexican Americans or Mexican immigrants, in consultation with the Department of General Services, to plan, construct, and maintain a memorial to Mexican Americans and Mexican immigrants who were forcibly deported from the United States during the Great Depression, as provided. The bill would require the nonprofit organization to submit a plan for the memorial to the department for its review and approval. The bill would require the memorial to be located at an appropriate public place in Los Angeles. The bill would require these provisions to be funded exclusively through private sources.</p>	<p>Watch</p>
<p>SB 898 Skinner D</p> <p>Criminal procedure: sexual assault resentencing.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>This bill was amended and is no longer relevant to transportation. Previously, the bill would have required, 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.</p> <p>Existing law authorizes the Secretary of the Department of Corrections and Rehabilitation, under specified guidelines, to grant up to 12 additional months of reduction of a sentence to a prisoner who has performed a heroic act in a life-threatening situation or who has provided exceptional assistance in maintaining the safety and security of a prison. This bill would authorize the secretary to grant up to 12 additional months of reduction of a sentence to a prisoner who has been a victim of sexual assault while incarcerated.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 904 Dodd D</p> <p>Sonoma-Marín Area Rail Transit District.</p>	<p>This bill is in the Assembly Transportation Committee.</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>
<p>SB 960 Wiener D</p> <p>Transportation: planning: complete streets facilities: transit priority projects.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would 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>
<p>SB 1134 Caballero D</p> <p>Surplus land.</p>	<p>This bill is in the Assembly Local Government Committee.</p>	<p>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. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

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 in the Assembly Labor & Employment Committee.</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>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 1325 Durazo D</p> <p>Public contracts: best value procurement: goods.</p>	<p>This bill is in the Assembly Local Government Committee.</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>
<p>SB 1387 Newman D</p> <p>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility: schoolbus grant requirements.</p>	<p>This bill is in the Assembly Transportation Committee.</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. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
SB 1420 Caballero D Hydrogen.	This bill is in the Assembly Utilities & Energy Committee.	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. The bill would also require that no less than 60% of the retail hydrogen produced or dispensed in California for use in transportation is qualified clean hydrogen by December 31, 2045. This bill contains other related provisions and other existing laws.	Watch
SB 1434 Durazo D Unemployment insurance: benefit and contribution changes.	This bill is in the Senate Labor, Public Employment, and Retirement Committee.	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.	Watch
SB 1509 Stern D Negligent Operator Treatment (NOT) in California Act.	This bill is in the Assembly Transportation Committee.	Existing law provides that a person who drives a vehicle upon a highway in willful or wanton disregard for the safety of persons or property is guilty of reckless driving, punishable by specified imprisonment in the county jail or a fine, or both. 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 for reckless driving of a motor vehicle result in 2 violation points. This bill, the Negligent Operator Treatment (NOT) in California Act, would specify that there is a rebuttable presumption that 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 is reckless driving. The bill would provide that a conviction of the offense of reckless driving based solely on this rebuttable presumption is punishable as an infraction only.	Watch

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 915 Cortese D</p> <p>Local government: autonomous vehicle service.</p>	<p>This bill is in the Assembly Transportation Committee.</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 a city with a population of 250,000 or greater that an autonomous vehicle service, as defined, 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 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. The bill would authorize a city with a population of less than 250,000 that shares a border or is contiguous to a city that has enacted an autonomous vehicle services ordinance to enact an ordinance substantially consistent with that autonomous vehicle services ordinance. This bill contains other related provisions and other existing laws. This bill is not technically dead, but with the bill's hearing being cancelled in the Assembly Transportation Committee, it is unlikely to move forward this legislative session.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 1031 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is no longer moving forward this session.</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, except as specified, 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 commission, in consultation with county transportation authorities, to develop an expenditure plan for the expenditure of the revenues expected to be generated by the tax or surcharge, together with other federal, state, and local funds expected to be available for transportation improvements, as specified. The bill would require, before the election on the tax or surcharge, the expenditure plan to be approved by county transportation authorities representing counties meeting certain criteria, as provided. 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 allocate those revenues in accordance with specified requirements. This bill contains other related provisions and other existing laws.</p>	<p>Oppose Unless Amended May 2024</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 6 Friedman D</p> <p>Transportation planning: regional transportation plans: reduction of greenhouse gas emissions.</p>	<p>This bill is no longer moving forward this session.</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 include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional 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. Existing law requires the state board to update the regional targets every 8 years until 2050. Existing law requires a metropolitan planning organization, before adopting a sustainable communities strategy, to quantify the reduction in the emissions of greenhouse gases projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the regional targets. This bill would require the state board to update the regional targets indefinitely, rather than only until 2050, and authorize the state board to update the years to which those targets apply, as specified. The bill would additionally require a metropolitan planning organization, before adopting amendments to a regional transportation plan that could impact a sustainable communities strategy, to quantify the reduction in the emissions of greenhouse gases projected to be achieved by those amendments and set forth the difference, if any, between the amount of that reduction and the regional targets established by the state board. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 7 Friedman D</p> <p>Transportation: planning: project selection processes.</p>	<p>This bill is no longer moving forward this session.</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 6/17/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 817 Pacheco D</p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This bill failed passage 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 provide 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. The bill would require at least one staff member of the local agency to be present at a designated primary physical meeting location during the meeting. The bill would require the local agency to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. 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 April 2023</p>

**San Mateo County Transit District
State Legislative Matrix 6/17/2024**

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 no longer moving forward this session.</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 1837 Papan D</p> <p>San Francisco Bay area: public transit: Regional Network Management Council.</p>	<p>This bill is no longer moving forward this session.</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>Support June 2024</p>