

BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO



Agenda

Board of Directors Meeting

October 4, 2023, 2:00 pm

San Mateo County Transit District

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

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

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

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

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

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public 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, October 4, 2023

2:00 pm

1. Call to Order/Pledge of Allegiance

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

2. Swearing-in:

2.a. Brooks Esser for a term ending 12-31-2024 (Representing the Public)

3. Roll Call

4. Consent Calendar

4.a. Approval of Minutes of the Board of Directors Meeting of September 6, 2023 Motion

4.b. Acceptance of Statement of Revenues and Expenses for the Fiscal Year Ended June 30, 2023 Motion

4.c. Acceptance of Statement of Revenues and Expenses for the Period Ending August 31, 2023 Motion

4.d. Award of Contract for Hazardous Waste Disposal Services Resolution

4.e. Award of Contract for On-call Heavy-duty Towing Services Resolution

4.f. Approval of the 2024 Board of Directors Meeting Calendar Motion

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 Informational

6.a. Proclamation Honoring Filipino American History Month Motion

- | | |
|---|---------------|
| 6.b. Proclamation Declaring October as Cybersecurity Awareness Month | Motion |
| 7. Report of the General Manager/CEO | Informational |
| 8. Board Member Requests/Comments | |
| 9. Recess to Committee Meetings | |
| 9.a. Community Relations Committee / Committee of the Whole
<i>M. Chuang (Chair), R. Mueller, P. Ratto</i> | |
| 9.a.1. Call to Order | |
| 9.a.2. Approval of Minutes of the Community Relations Committee Meeting of September 6, 2023 | Motion |
| 9.a.3. Appointment of Arden Margulis, Representing Community Riders, to the Citizens Advisory Committee | Motion |
| 9.a.4. Accessible Services Update | Informational |
| 9.a.5. Paratransit Coordinating Council Update | Informational |
| 9.a.6. Citizens Advisory Committee Update | Informational |
| 9.a.7. Monthly Performance Report August 2023 | Informational |
| 9.a.8. Adjourn | |
| 9.b. Finance Committee / Committee of the Whole
<i>J. Gee (Chair), M. Chuang, M. Fraser</i> | |
| 9.b.1. Call to Order | |
| 9.b.2. Approval of Minutes of the Finance Committee Meeting of August 2, 2023 | Motion |
| 9.b.3. Establish the Scope of the North Base Building 200 Project | Motion |
| 9.b.4. Authorize Amendment to a Single-source Contract with Year Up for Provision of Interns | Motion |
| 9.b.5. Adjourn | |

9.c. Strategic Planning, Development, and Sustainability Committee /
Committee of the Whole

D. Canepa (Chair), R. Medina, P. Ratto

9.c.1. Call to Order

9.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of August 2, 2023 Motion

9.c.3. Bus Stop Improvement Plan (BSIP) Project Update Informational

9.c.4. Adjourn

9.d. Legislative Committee / Committee of the Whole

R. Mueller (Chair), R. Medina

9.d.1. Call to Order

9.d.2. Approval of Minutes of the Legislative Committee Meeting of September 6, 2023 Motion

9.d.3. State and Federal Legislative Update and Approval of Legislative Proposal: Support Senate Bill (SB) 410 (Becker) Motion

9.d.4. Adjourn

10. Reconvene Board of Directors Meeting

11. Matters for Board Consideration: Community Relations Committee

11.a. Appointment of Arden Margulis, Representing Community Riders, to the Citizens Advisory Committee Informational

11.b. Accessible Services Update Informational

11.c. Paratransit Coordinating Council Update Informational

11.d. Citizens Advisory Committee Update Informational

11.e. Monthly Performance Report | August 2023 Informational

12. Matters for Board Consideration: Finance Committee

- | | |
|---|------------|
| 12.a. Establish the Scope of the North Base Building 200 Project | Motion |
| 12.b. Authorizing an Amendment to a Contract with Year Up, Inc. for Provision of Interns for a Total Not-to-exceed Contract Amount to \$355,050 | Resolution |

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

- | | |
|---|---------------|
| 13.a. Bus Stop Improvement Plan (BSIP) Project Update | Informational |
|---|---------------|

14. Matters for Board Consideration: Legislative Committee

- | | |
|--|--------|
| 14.a. State and Federal Legislative Update and Approval of Legislative Proposal: Support Senate Bill (SB) 410 (Becker) | Motion |
|--|--------|

15. Communications to the Board of Directors Informational

16. Date/Time of Next Regular Meeting - Wednesday, November 1, 2023 at 2:00 pm

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

17. General Counsel Report

- | | |
|--|------------|
| 17.a. Amendment of Settlement Authority Policy for General Liability, Employment, and Workers' Compensation Claims | Resolution |
| 17.b. Closed Session: Threat to Public Services or Facilities Pursuant to Government Code Section 54957(a) | |

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>.

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Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

Minutes of Board of Directors Meeting

September 6, 2023

Members Present: D. Canepa, M. Chuang, M. Fraser (Vice Chair), J. Gee, R. Medina,
(In Person) R. Mueller (arrived at 2:08 pm), J. Powell (Chair), P. Ratto

Members Present: None
(Via Teleconference)

Members Absent: None

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

1. Call to Order/Pledge of Allegiance

Chair Josh Powell called the meeting to order at 2:01 pm and requested that Director Canepa lead the Pledge of Allegiance.

2. Roll Call

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

3. Consent Calendar

3.a. Approval of Minutes of the Board of Directors Meeting of August 2, 2023

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

3.c. Acceptance of Quarterly Fuel Hedge Update

3.d. Award of Contract for Bus Tire Leasing Services – Approved by Resolution No. 2023-42

Motion/Second: Canepa/Chuang

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

Noes: None

Absent: Mueller

4. Public Comment for Items Not on the Agenda

There were no public comments.

5. Report of the Chair

5.a. Resolution Honoring Hispanic Heritage Month – Approved by Resolution No. 2023-43

Tasha Bartholomew, Media Relations Manager, summarized the resolution for the record.

Motion/Second: Medina/Gee

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

Noes: None

Absent: Mueller

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

Director Jeff Gee reported on behalf of the Board Nominating Committee that they recommended Brooks Esser for the seat vacated by Rose Guilbault.

Motion/Second: Gee/Chuang

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

Noes: None

Absent: Mueller

6. Report of the General Manager/CEO

April Chan, General Manager/CEO, said the report was in the packet. She noted that the first of 17 battery electric buses, Bus No. 1000, had arrived and was operating on El Camino Real.

Director Ray Mueller arrived at 2:08 pm.

She reported that the full \$15.2 million payment has been received from VTA (Santa Clara Valley Transportation Authority) and SFMTA (San Francisco Municipal Transportation Agency) in accordance with the Caltrain governance MOU (Memorandum of Understanding). She said they will be kicking off the District strategic planning process, with the first meeting tentatively scheduled for November 9.

7. Board Member Requests/Comments

There were no requests or comments.

8. Recess to Committee Meetings

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

9. Reconvene Board of Directors Meeting

Chair Powell reconvened the Board meeting at 3:12 pm.

10. Matters for Board Consideration: Community Relations Committee

Chair Powell reported on the following items:

10.a. Accessible Services Update

10.b. Paratransit Coordinating Council Update

10.c. Citizens Advisory Committee Update

10.d. Mobility Management Report: Annual Summary

10.e. Monthly Performance Report | July 2023

11. Matters for Board Consideration: Legislative Committee

Chair Powell reported on the following item:

11.a. State and Federal Legislative Update

12. Communications to the Board of Directors

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

13. Date/Time of Next Regular Meeting

Chair Powell announced the time and location of the next meeting as Wednesday, October 4, 2023 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

14. General Counsel Report

14.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Rachel Burry v. San Mateo County Transit District; San Mateo County Superior Court Case No. 22-CIV-01453

14.b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Silvia Angulo v. San Mateo County Transit District; San Mateo County Superior Court Case No.23-CIV-01027

Joan Cassman, Legal Counsel, announced the closed sessions.

The Board recessed to closed session at 3:13 pm and reconvened at 4:03 pm.

Ms. Cassman said the Board heard the reports and gave authorization, and that there was no reportable action.

15. Adjourn

The meeting adjourned at 4:04 pm.

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenses for the Fiscal Year Ended June 30, 2023**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the fiscal year ended June 30, 2023 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through June 30, 2023. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide an easy comparison of current year-to-date actuals to information for the prior year-to-date actuals, including dollar and percentage variances.

Year to Date Revenues: As of June year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$58.7 million higher than the prior year. This is primarily driven by the increases in Passenger Fares (page 1, line 1), Local TDA and STA Funds (page 1, line 2), Operating Grants (page 1, line 5), District Sales Tax (page 1, line 10), Measure W Sales Tax (page 1, line 11), Investment Income (page 1, line 12), and Other Interest, Rent & Other Income (page 1, line 13). The Local TDA and STA Funds (page 1, line 2) significantly increased due to the repayment of \$8.0 million in STA funds related to the acquisition of the Caltrain right of way. Operating Grants (page 1, line 5) significantly increased by \$7.0 million in OBAG funds due to additional repayment of the acquisition of the Caltrain right of way which will be applied to District preventive maintenance activities that otherwise would have been funded by District sales tax revenue. The increases are partially offset by the decreases in CARES ACT and CRRSSAA and ARPA (page 1, line 4).

Year to Date Expenses: As of June year-to-date actual, the Total Uses of Funds (page 1, line 42) are \$77.3 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 22), A.D.A. Programs (page 1, line 23), Other Multi-Modal Programs (page 1, line 24), and Sales Tax Allocation for Capital Programs (page 1, line 34), Reserve for Sales Tax Stabilization Fund (page 1, line 39), and Reserve for Pension (page 1, line 40). The increases are partially offset by decreases in Reserve for Operating Reserve Fund (page 1, line 38).

Other Information: The Agency accounts for revenue and expenditures on a modified cash basis (only material revenues and expenses are accrued) on the monthly financial statement. As

such, the variance between the current year actual and the prior year actual may show noticeable variances due to the timing of expenditures.

Budget Impact

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

Prepared By: Jeannie Chen Acting Director, Accounting

650-508-6259

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2023
JUNE 2023

Preliminary

% OF YEAR ELAPSED: 100.0%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	8,913,313	11,225,627	2,312,314	25.9%	9,739,000	10,500,000	761,000
2 Local TDA and STA Funds	49,344,349	73,921,593	24,577,244	49.8%	65,886,455	73,886,455	8,000,000
3 Pass through to Other Agencies	597,375	597,375	-	-	597,375	597,375	-
4 CARES ACT and CRRSAA and ARPA	15,633,362	11,882,760	(3,750,602)	(24.0%)	11,882,760	11,882,760	-
5 Operating Grants	2,860,731	10,570,362	7,709,631	269.5%	3,931,070	3,931,070	-
6 SMCTA Measure A	3,859,822	4,689,847	830,025	21.5%	4,330,880	4,691,800	360,920
7 AB434 Funds, TA Funded Shuttle & Other	619,490	140,805	(478,685)	(77.3%)	114,300	114,300	-
8 Subtotal - Operating Revenues	81,828,441	113,028,369	31,199,928	38.1%	96,481,840	105,603,760	9,121,920
Other Revenue Sources							
9 District Sales Tax	112,905,953	117,919,911	5,013,958	4.4%	108,272,000	117,295,000	9,023,000
11 Measure W Sales Tax	56,123,833	58,706,459	2,582,626	4.6%	54,136,000	58,647,500	4,511,500
12 Investment Income	2,537,968	12,111,954	9,573,986	377.2%	2,840,000	9,300,000	6,460,000
13 Other Interest, Rent & Other Income	7,546,750	12,740,384	5,193,634	68.8%	9,249,477	10,846,077	1,596,600
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	25,484,594	30,646,734	5,162,140	20.3%	47,076,041	47,076,041	-
15							
16 Subtotal - Other Revenues	204,599,098	232,125,442	27,526,344	13.5%	221,573,518	243,164,618	21,591,100
17 Total Revenues	286,427,539	345,153,811	58,726,272	20.5%	318,055,358	348,768,378	30,713,020
18 Total Sources of Funds	286,427,539	345,153,811	58,726,272	20.5%	318,055,358	348,768,378	30,713,020
19							
USES OF FUNDS							
20 PCJPB, SMCTA & SAMTR Capital W&B	25,484,594	30,646,734	5,162,140	20.3%	47,076,041	47,076,041	-
22 Motor Bus	123,838,097	154,474,956	30,636,859	24.7%	157,050,222	153,879,772	(3,170,450)
23 A. D. A. Programs	16,987,575	20,521,579	3,534,004	20.8%	21,144,933	19,156,669	(1,988,264)
24 Other Multi-Modal Programs	2,073,207	5,135,130	3,061,923	147.7%	5,952,149	5,308,054	(644,095)
25 Pass through to Other Agencies	597,375	597,375	-	-	597,375	597,375	-
26 Land Transfer Interest Expense	86,445	-	(86,445)	(100.0%)	95,411	-	(95,411)
27 Total Operating Expense	169,067,293	211,375,775	42,308,482	25.0%	231,916,131	226,017,911	(5,898,220)
28							
29 Total Operating Surplus / (Deficit)	117,360,246	133,778,037	16,417,790	14.0%	86,139,227	122,750,467	36,611,240
30							
31 District Sales Tax Capital	3,642,205	5,527,400	1,885,195	51.8%	5,527,400	5,527,400	-
32 Measure W Sales Tax Capital	6,810,721	23,535,988	16,725,267	245.6%	23,535,988	23,535,988	-
33 Reserves for Future Capital Allocation	-	15,000,000	15,000,000	100.0%	-	15,000,000	15,000,000
34 Sales Tax Allocation - Capital Program	10,452,926	44,063,388	33,610,462	321.5%	29,063,388	44,063,388	15,000,000
35							
36 Total Debt Service	19,236,326	19,144,577	(91,749)	(0.5%)	19,144,578	19,144,578	-
37							
38 Operating Reserve	35,377,373	2,000,000	(33,377,373)	(35,377,373)	27,814,124	2,000,000	(25,814,124)
39 Sales Tax Stabilization Fund	16,902,979	30,779,130	13,876,151	(16,902,979)	8,120,400	30,779,130	22,658,730
40 Pension	-	21,000,000	21,000,000	-	21,000,000	21,000,000	-
41							
42 Total Uses of Funds	251,036,896	328,362,870	77,325,973	30.8%	337,058,621	343,005,007	5,946,386
43							
44 SURPLUS/(DEFICIT)	35,390,643	16,790,942	(18,599,701)	(52.6%)	(19,003,263)	5,763,371	24,766,634
45							
46 Draw from Prior Years' Surplus	-	-	-	-	19,003,263	-	(19,003,263)
47 ADJUSTED SURPLUS/(DEFICIT)	35,390,643	16,790,942	(18,599,701)	(52.6%)	-	5,763,371	5,763,371

Statement of Revenues and Expenses								
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2023 JUNE 2023								
% OF YEAR ELAPSED: 100.0%								
REVENUE	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	
OPERATING REVENUES - MOTOR BUS								
1 PASSENGER FARES	8,482,053	10,696,283	2,214,230	26.1%	9,309,000	10,000,000	691,000	
2								
3 LOCAL (TDA) TRANSIT FUND	35,071,204	53,028,002	17,956,798	51.2%	53,028,002	53,028,002	-	
4								
5 STATE TRANSIT ASSISTANCE	10,630,852	17,130,331	6,499,479	61.1%	9,095,193	17,095,193	8,000,000	
6								
7 OPERATING GRANTS	861,024	8,385,053	7,524,029	873.8%	1,341,421	1,341,421	-	
8								
9 DISTRICT SALES TAX REVENUE	62,112,084	47,494,990	(14,617,093)	(23.5%)	78,814,747	58,426,702	(20,388,045)	
10								
11 INVESTMENT INTEREST INCOME	2,131,182	11,555,984	9,424,802	442.2%	2,475,000	8,771,849	6,296,849	
12								
13 OTHER REVENUE SOURCES:								
14 Rental Income	1,944,573	2,843,899	899,326	46.2%	1,555,354	3,155,354	1,600,000	
15 Advertising Income	833,992	1,347,317	513,325	61.6%	1,246,099	1,246,099	-	
16 Other Income	1,771,132	1,993,096	221,964	12.5%	185,406	815,152	629,746	
17 TOTAL OTHER REVENUES	4,549,697	6,184,312	1,634,615	35.9%	2,986,859	5,216,605	2,229,746	
18								
19 TOTAL MOTOR BUS	123,838,097	154,474,956	30,636,860	24.7%	157,050,222	153,879,772	(3,170,450)	
20								
21 AMERICAN DISABILITIES ACT:								
22 Passenger Fares Redi-Wheels	431,260	529,344	98,084	22.7%	430,000	540,000	110,000	
23 Local TDA 4.5 Redi-Wheels	1,845,853	2,790,948	945,095	51.2%	2,790,948	2,790,948	-	
24 Local STA - Paratransit	1,796,440	972,312	(824,128)	(45.9%)	972,312	972,312	-	
25 Operating Grants	1,999,707	2,185,309	185,602	9.3%	2,589,649	2,589,649	-	
26 Sales Tax Revenue - ADA	5,446,368	7,483,999	2,037,631	37.4%	8,466,144	5,877,948	(2,588,196)	
27 Interest Income - Paratransit Fund	406,786	555,970	149,184	36.7%	365,000	494,012	129,012	
28 SMCTA Measure A Redi-Wheels	3,859,822	4,689,847	830,025	21.5%	4,330,880	4,691,800	360,920	
29 Measure M Paratransit	1,201,340	1,313,851	112,511	09.4%	1,200,000	1,200,000	-	
30 TOTAL ADA PROGRAMS	16,987,575	20,521,579	3,534,005	20.8%	21,144,933	19,156,669	(1,988,264)	
31								
32 MULTI-MODAL TRANSIT PROGRAMS:								
33								
34 AB434 Funds-SamTrans Shuttle	619,490	140,805	(478,685)	(77.3%)	114,300	114,300	-	
35 Employer SamTrans Shuttle Funds	1,249,536	4,331,118	3,081,582	246.6%	4,880,200	4,247,054	(633,146)	
36 Dumbarton Rental Income	546,176	911,103	364,927	66.8%	182,418	182,418	-	
37 Sales Tax Revenue - Gen. Operating Asst.	(341,996)	(247,896)	94,100	27.5%	775,231	764,282	(10,949)	
38								
39 TOTAL MULTIMODAL	2,073,207	5,135,130	3,061,923	147.7%	5,952,149	5,308,054	(644,095)	
40								
41 TOTAL REVENUES	142,898,879	180,131,665	37,232,786	26.1%	184,147,304	178,344,495	(5,802,809)	

<i>Statement of Revenues and Expenses</i>								
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2023 JUNE 2023								
% OF YEAR ELAPSED: 100.0%								
EXPENSES	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	
DISTRICT OPERATED BUSES								
1 Motor Bus Wages & Benefits	67,469,509	81,953,607	14,484,098	21.5%	83,118,235	80,455,163	(2,663,072)	
2								
3 Services:								
4 Board of Directors	164,315	112,807	(51,508)	(31.3%)	118,733	118,733	-	
5 Contracted Vehicle Maintenance	1,105,423	1,156,983	51,560	4.7%	1,252,376	1,252,376	-	
6 Property Maintenance	1,852,114	1,944,768	92,655	5.0%	2,020,714	1,866,714	(154,000)	
7 Professional Services	5,971,963	5,741,090	(230,874)	(3.9%)	6,131,919	5,981,919	(150,000)	
8 Technical Services	8,349,879	10,234,821	1,884,942	22.6%	10,840,170	10,400,000	(440,170)	
9 Other Services	3,663,379	4,164,440	501,062	13.7%	4,666,269	5,545,244	878,975	
10 Materials & Supply:								
11 Fuel and Lubricants*	3,629,985	5,457,290	1,827,306	50.3%	5,817,626	5,817,626	-	
12 Bus Parts and Materials	2,489,318	3,316,429	827,112	33.2%	2,483,496	3,108,496	625,000	
13 Uniforms and Driver Expense	666,272	437,473	(228,799)	(34.3%)	799,140	676,471	(122,669)	
14 Timetables and Tickets	99,118	70,015	(29,103)	(29.4%)	175,633	175,633	-	
15 Office Supplies / Printing	447,090	609,608	162,518	36.4%	402,243	535,796	133,553	
16 Other Materials and Supply	122,734	205,717	82,983	67.6%	132,550	214,741	82,191	
17								
18 Utilities:								
19 Telephone	683,701	822,768	139,067	20.3%	669,200	669,200	-	
20 Other Utilities	1,534,171	1,590,610	56,439	3.7%	1,676,400	1,676,400	-	
21 Insurance	2,769,848	2,955,003	185,155	6.7%	3,030,945	3,030,945	-	
22 Claims Reserves and Payments	(1,038,692)	1,991,276	3,029,968	291.7%	600,000	1,171,918	571,918	
23 Workers' Compensation	1,771,016	4,516,507	2,745,491	155.0%	3,790,476	3,790,476	-	
24 Taxes and License Fees	939,795	676,012	(263,783)	(28.1%)	668,846	668,846	-	
25 Leases and Rentals	76,239	81,909	5,670	7.4%	81,900	81,900	-	
26 Promotional and Legal Advertising	456,151	946,118	489,968	107.4%	1,299,786	1,161,536	(138,250)	
27 Training and Business Travel	169,223	309,312	140,089	82.8%	790,790	690,440	(100,350)	
28 Dues and Membership	154,891	145,597	(9,293)	(6.0%)	250,032	250,032	-	
29 Postage and Other	122,459	159,988	37,529	30.6%	207,492	207,492	-	
30								
31 Total District Operated Buses	103,669,899	129,600,150	25,930,251	25.0%	131,024,971	129,548,097	(1,476,874)	
32								
33 CONTRACTED BUS SERVICES								
34 Contracted Urban Bus Service	17,612,372	19,088,020	1,475,648	8.4%	20,514,800	18,500,000	(2,014,800)	
35 Coastside Services	1,635,585	1,904,926	269,341	16.5%	2,450,000	1,805,000	(645,000)	
36 Redi Coast Non-ADA	180,585	246,384	65,799	36.4%	322,900	212,000	(110,900)	
37 La Honda - Pescadero	34,388	48,563	14,175	41.2%	52,600	52,600	-	
38 SamCoast - Pescadero	142,951	231,510	88,559	62.0%	198,000	158,000	(40,000)	
39 CUB Related Wages & Benefits	416,976	626,203	209,228	50.2%	626,527	605,512	(21,015)	
40 CUB Related Other Support	100,897	233,939	133,042	131.9%	140,760	204,931	64,171	
41 CUB Insurance	1,255,604	1,397,472	141,868	11.3%	1,519,664	1,519,664	-	
42 CUB Claims Reserves & Payments	(1,211,158)	1,097,790	2,308,948	190.6%	200,000	1,273,968	1,073,968	
43 Total Contracted Bus Service	20,168,198	24,874,806	4,706,608	23.3%	26,025,251	24,331,675	(1,693,576)	
44								
45 TOTAL MOTOR BUS	123,838,097	154,474,956	30,636,859	24.7%	157,050,222	153,879,772	(3,170,450)	

* Fuel and Lubricants costs were reduced by a realized gain of \$358,740 from the fuel hedge program.

Statement of Revenues and Expenses

OPERATING EXPENSES
FISCAL YEAR 2023
JUNE 2023

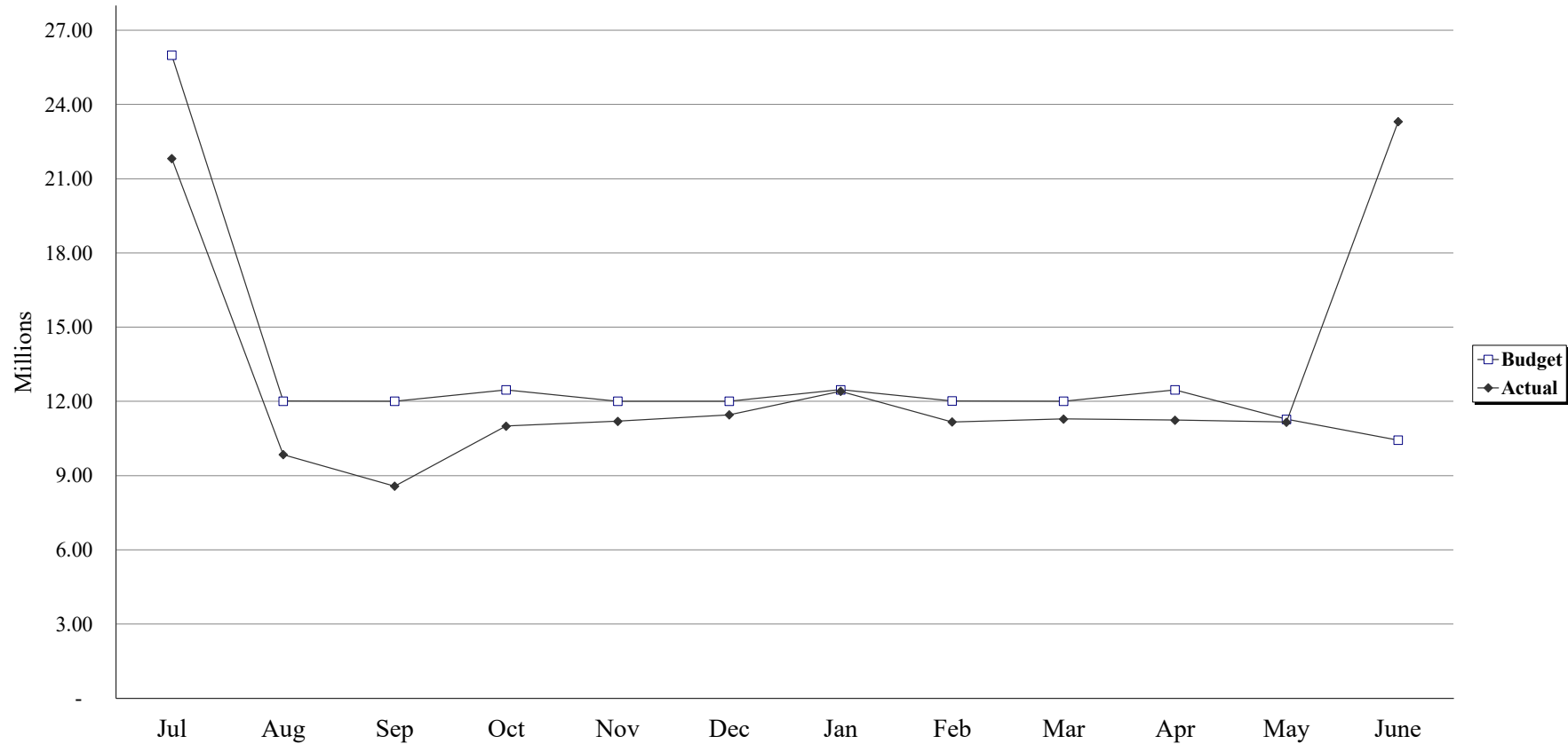
% OF YEAR ELAPSED: 100.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR	CURRENT	\$	%			\$
	ACTUAL	ACTUAL	VARIANCE	VARIANCE	BUDGET	FORECAST	VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
Elderly & Disabled/Redi-Wheels	7,853,736	9,444,882	1,591,146	20.3%	9,144,000	8,285,000	(859,000)
ADA Sedans / Taxi Service	2,284,149	2,703,836	419,686	18.4%	2,641,000	2,457,000	(184,000)
Coastside ADA	1,370,335	2,063,640	693,306	50.6%	2,590,700	1,828,400	(762,300)
ADA Related Wages & Benefits	2,630,748	3,049,409	418,661	15.9%	3,052,675	2,947,711	(104,964)
ADA Related Other Support	1,876,478	2,083,395	206,917	11.0%	2,328,014	2,250,014	(78,000)
ADA Insurance	1,056,526	1,175,814	119,288	11.3%	1,188,544	1,188,544	-
ADA Claims Reserves & Payments	(84,397)	603	85,000	100.7%	200,000	200,000	-
TOTAL ADA PROGRAMS	16,987,575	20,521,579	3,534,004	20.8%	21,144,933	19,156,669	(1,988,264)
MULTI-MODAL TRANSIT PROGRAMS							
SamTrans Shuttle Service	1,738,301	4,589,583	2,851,282	164.0%	5,287,500	4,654,354	(633,146)
Shuttle Related Wages & Benefits	77,999	270,423	192,424	246.7%	265,637	256,282	(9,355)
Dumbarton M.O.W.	74,190	68,662	(5,529)	(7.5%)	184,012	182,418	(1,594)
Maintenance Multimodal Facilities	182,717	206,462	23,745	13.0%	215,000	215,000	-
TOTAL MULTI-MODAL PROGRAMS	2,073,207	5,135,130	3,061,923	416.3%	5,952,149	5,308,054	(644,095)
TOTAL OPERATING EXPENSES	142,898,879	180,131,665	37,232,786	26.1%	184,147,304	178,344,495	(5,802,809)

SAN MATEO COUNTY TRANSIT DISTRICT

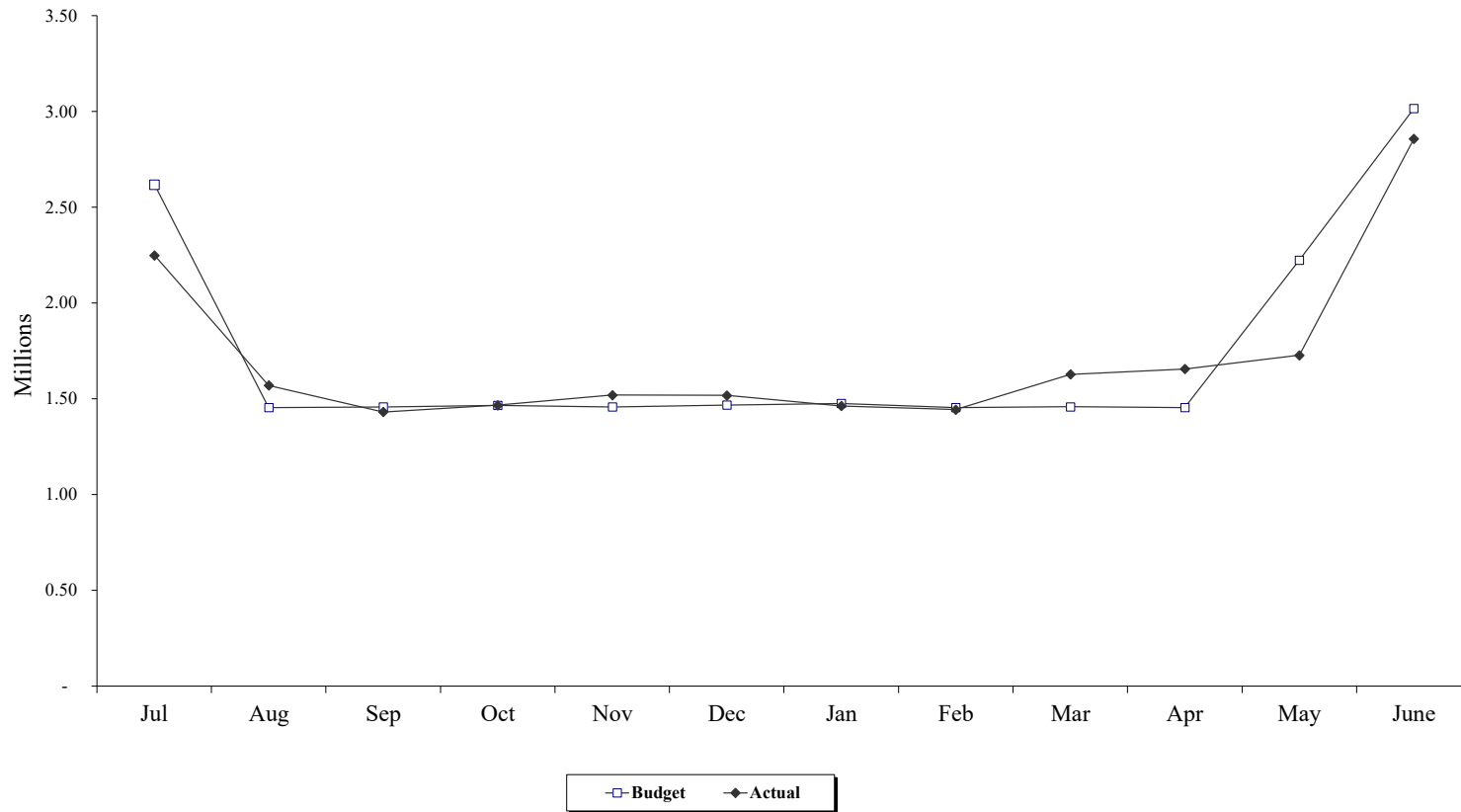
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2023



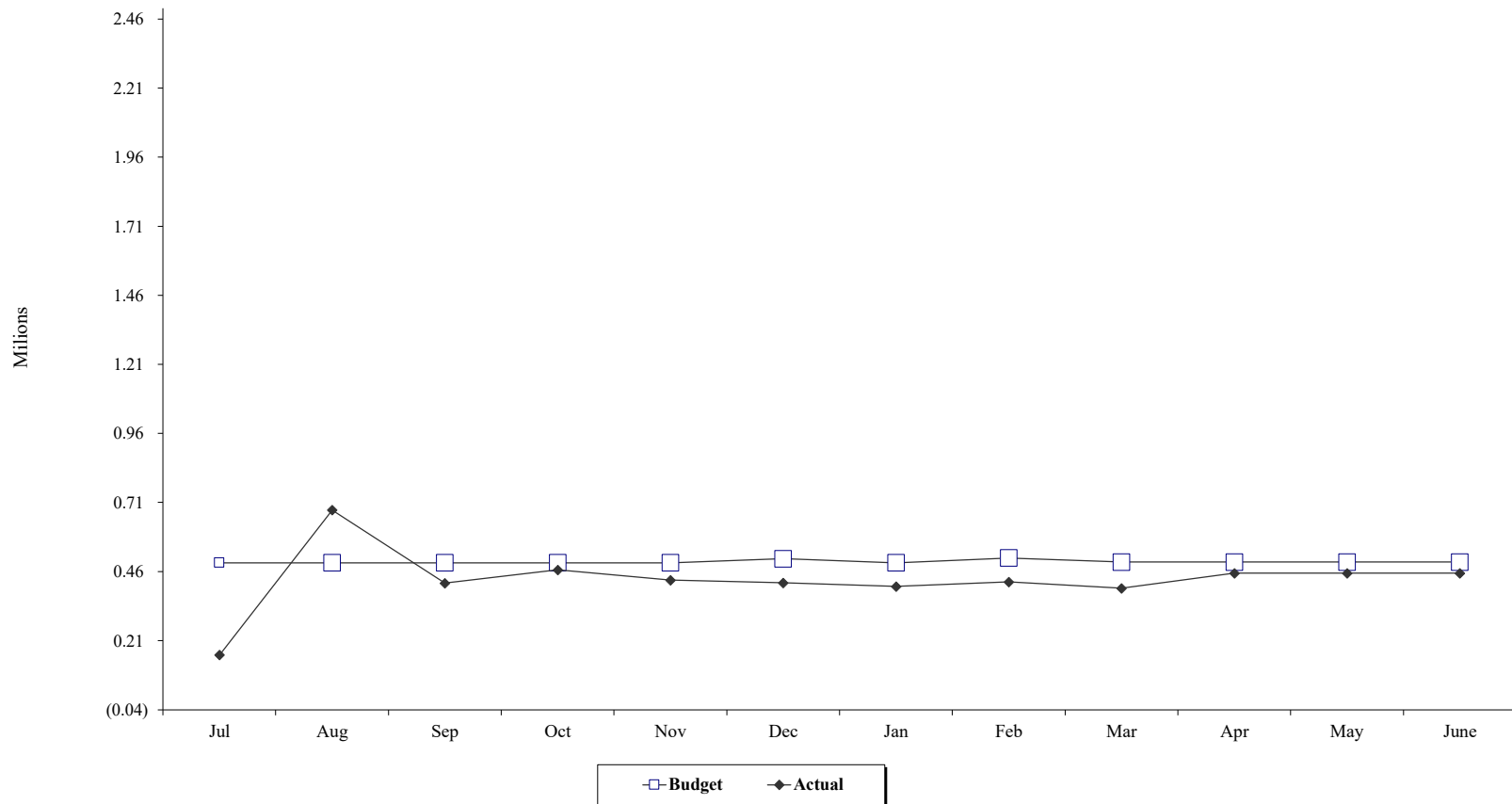
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	25,998,477	12,010,496	12,006,708	12,464,158	12,007,068	12,010,331	12,471,549	12,016,401	12,005,328	12,466,433	11,276,118	10,434,468
Actual	21,818,382	9,845,874	8,573,523	11,005,352	11,196,251	11,453,519	12,411,184	11,166,355	11,291,241	11,244,921	11,160,894	23,307,459
CUMULATIVE EXPENSES												
Budget	25,998,477	38,008,973	50,015,681	62,479,839	74,486,907	86,497,238	98,968,787	110,985,188	122,990,516	135,456,949	146,733,067	157,167,535
Actual	21,818,382	31,664,256	40,237,779	51,243,131	62,439,382	73,892,902	86,304,086	97,470,441	108,761,682	120,006,603	131,167,497	154,474,956
Variance - F(U)	4,180,095	6,344,717	9,777,902	11,236,708	12,047,525	12,604,336	12,664,701	13,514,747	14,228,834	15,450,346	15,565,570	2,692,579
Variance %	16.1%	16.7%	19.5%	18.0%	16.2%	14.6%	12.8%	12.2%	11.6%	11.4%	10.6%	1.7%

SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2023



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,618,125	1,454,381	1,457,281	1,465,281	1,457,381	1,467,281	1,475,231	1,454,381	1,457,781	1,454,381	2,223,731	3,014,735
Actual	2,248,116	1,568,907	1,430,922	1,466,196	1,519,028	1,517,065	1,462,229	1,442,824	1,627,347	1,655,246	1,726,857	2,856,842
CUMULATIVE EXPENSES												
Budget	2,618,125	4,072,506	5,529,787	6,995,068	8,452,449	9,919,730	11,394,961	12,849,342	14,307,123	15,761,504	17,985,235	20,999,969
Actual	2,248,116	3,817,023	5,247,946	6,714,142	8,233,169	9,750,234	11,212,463	12,655,287	14,282,634	15,937,881	17,664,738	20,521,579
Variance - F(U)	370,008	255,482	281,840	280,926	219,280	169,496	182,497	194,055	24,489	(176,378)	320,496	478,390
Variance %	14.1%	6.3%	5.1%	4.0%	2.6%	1.7%	1.6%	1.5%	0.2%	-1.1%	1.8%	2.3%

SAN MATEO COUNTY TRANSIT DISTRICT MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL FISCAL YEAR 2023



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	491,809	491,309	491,309	491,309	491,309	506,309	491,309	509,309	494,309	494,309	494,309	494,301
Actual	158,050	683,102	418,126	465,795	428,828	419,131	405,792	422,373	399,615	453,969	404,581	475,769
CUMULATIVE EXPENSES												
Budget	491,809	983,118	1,474,427	1,965,736	2,457,045	2,963,354	3,454,663	3,963,972	4,458,281	4,952,590	5,446,899	5,941,200
Actual	158,050	841,152	1,259,278	1,725,072	2,153,900	2,573,031	2,978,823	3,401,196	3,800,812	4,254,780	4,659,361	5,135,130
Variance - F(U)	333,759	141,966	215,149	240,664	303,145	390,323	475,840	562,776	657,469	697,810	787,538	806,070
Variance %	67.9%	14.4%	14.6%	12.2%	12.3%	13.2%	13.8%	14.2%	14.7%	14.1%	14.5%	13.6%

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

6/30/2023

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$ 119,591,708.80
Bank of America Checking (Restricted)	17,343,110.99
CAMP	177,425,845.00
LAIF	5,190,989.89
ICD Investment (Market values)	1,017,139.93

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	204,376,911.83
MMF - US Bank Custodian Account	10,248,413.49

TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT	1,599,169.29
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TOTAL	<u><u>\$536,793,289.22</u></u>
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* Fund Managed by PFM Investment Advisor

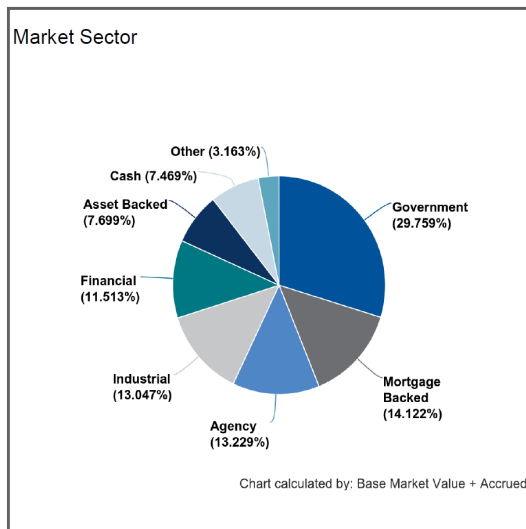
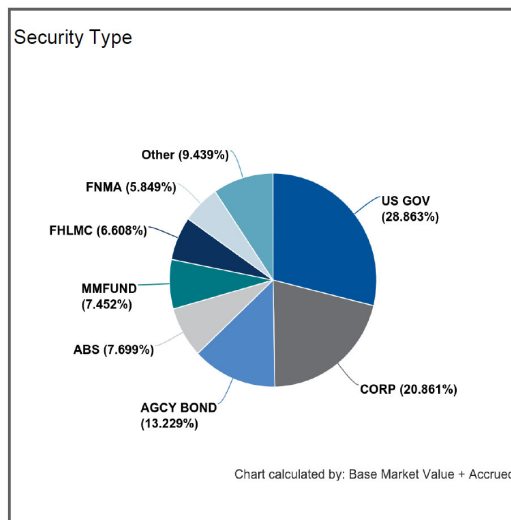
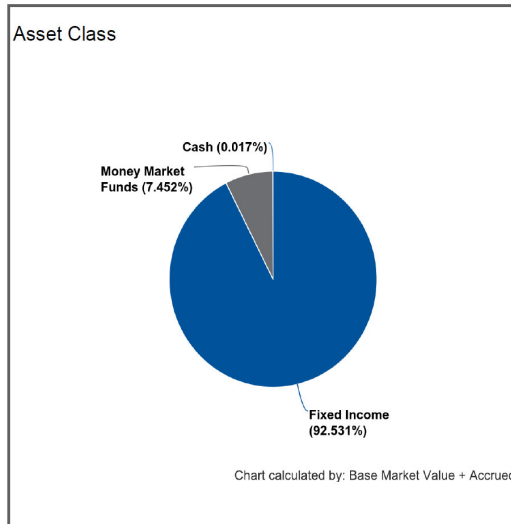
** Institutional Cash Distributors, LLC is an independent portal that helps organizations make short-term investments simple, safe, and efficient.

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	38,099.03
MMFund (incl LAIF and ICD)	16,456,543.31
Fixed Income	204,338,812.80
Duration	1.876
Convexity	0.056
WAL	2.018
Years to Final Maturity	2.870
Years to Effective Maturity	2.689
Yield	5.072
Book Yield	2.025
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
Other	34.915%
United States	28.863%
Federal Home Loan Mortgage Corporation	16.850%
Federal National Mortgage Association	9.691%
U.S. Bancorp Asset Management, Inc.	4.641%
(SMT - LAIF) State of California	2.351%
The Toronto-Dominion Bank	1.367%
Berkshire Hathaway Inc.	1.322%
---	100.000%

Footnotes: 1,2

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

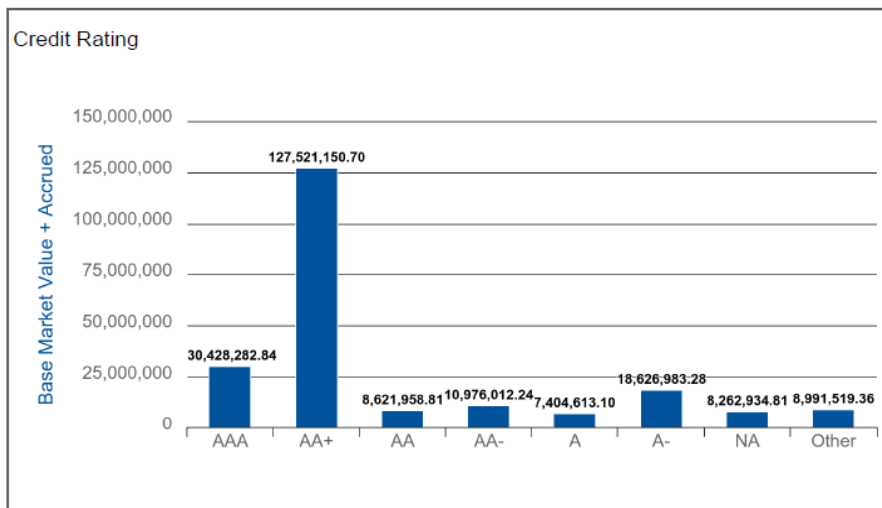


Risk Summary

06/01/2023 - 06/30/2023

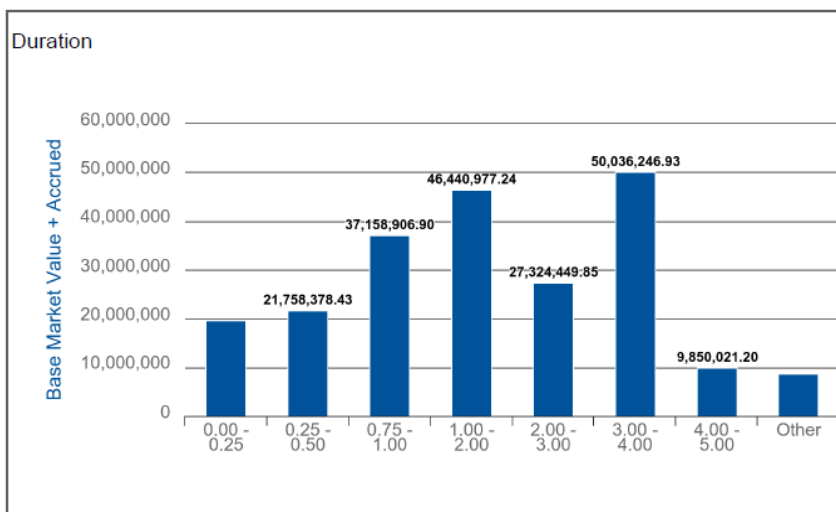
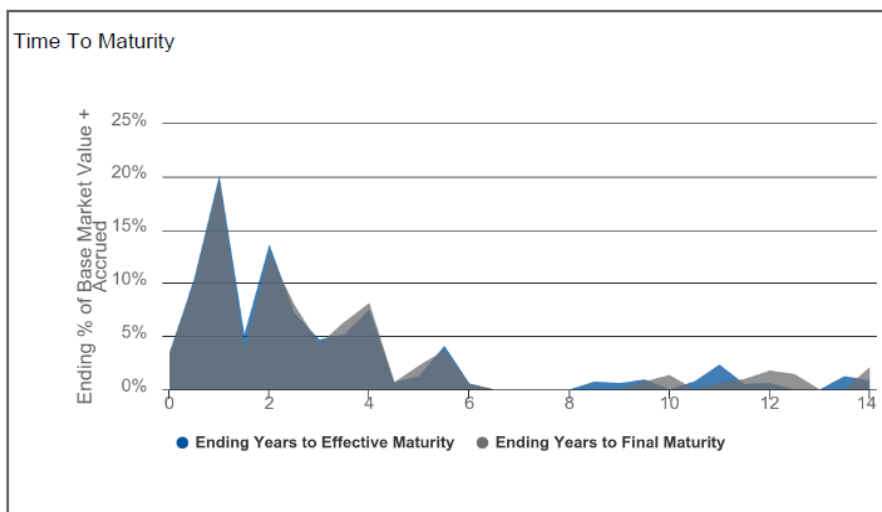
SAM Transit District Agg (136232)

Dated: 07/17/2023



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	8.125%	2.989%	1.769%	0.896%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	24.216%	9.902%	9.381%	19.032%	4.089%	0.000%	0.000%	0.000%	0.000%
A	3.665%	7.349%	1.224%	2.730%	0.371%	0.000%	0.000%	0.000%	0.000%
BBB	0.520%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.602%	0.789%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

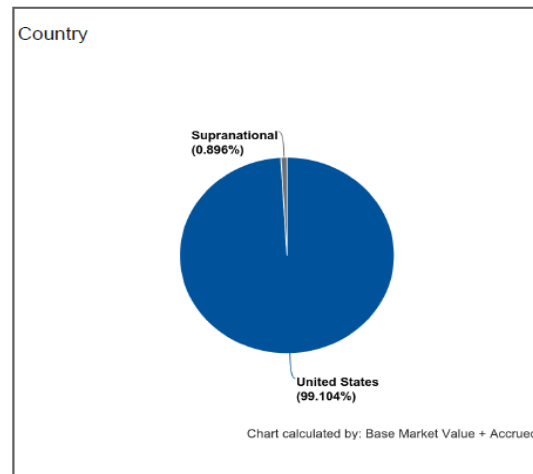
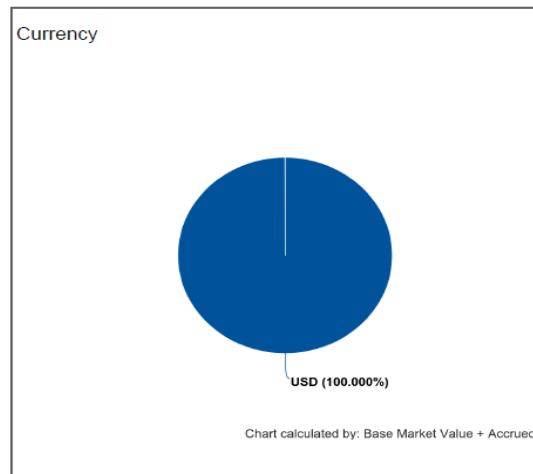
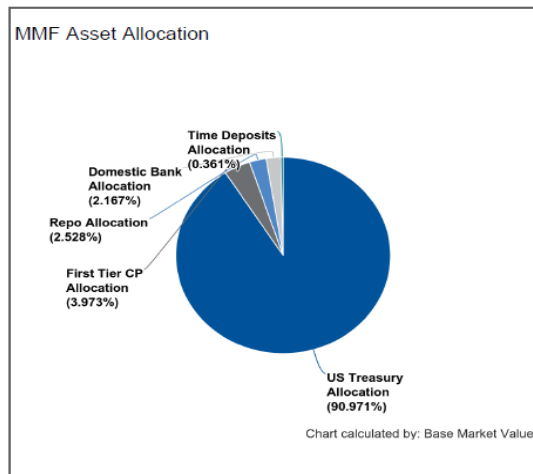
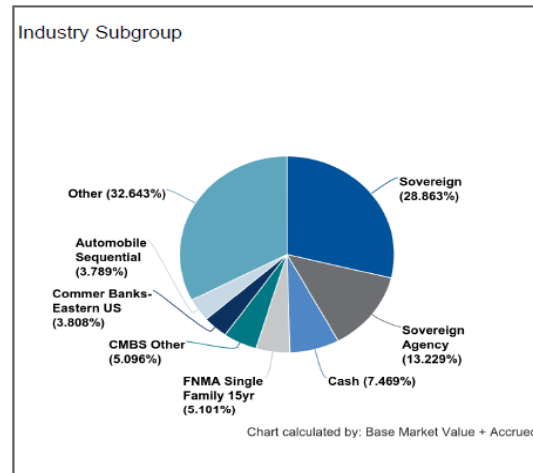
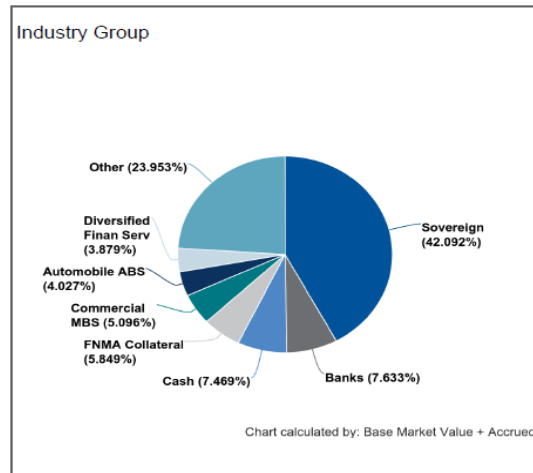
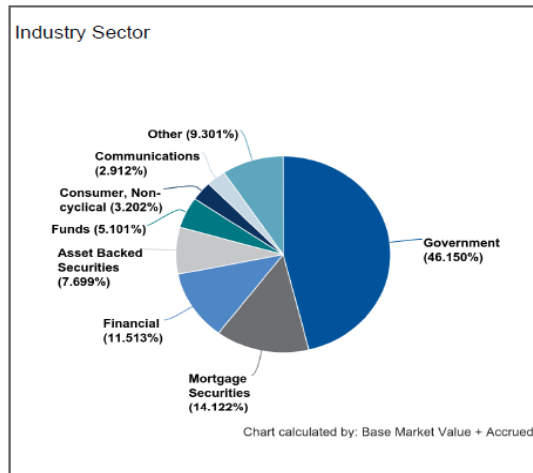


Risk Summary

06/01/2023 - 06/30/2023

SAM Transit District Agg (136232)

Dated: 07/17/2023



CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 06/30/2023
 Base Currency: USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	32,824.01	---	06/30/2023	32,824.01	0.00	32,824.01	32,824.01
CASH			32,824.01	---		32,824.01	0.00	32,824.01	32,824.01

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,689,043.51	---	06/30/2023	8,689,043.51	0.00	8,689,043.51	8,689,043.51
MMFUND			8,689,043.51			8,689,043.51	0.00	8,689,043.51	8,689,043.51

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,721,867.52	---		8,721,867.52	0.00	8,721,867.52	8,721,867.52

- * 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: 06/30/2023
Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02582JJZ4	AMXCA 2023-1 A	680,000.00	06/14/2023	05/15/2028	679,939.68	1,563.81	675,988.00	677,551.81
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	1,217.46	605,608.00	606,825.46
ABS	05591RAD6	BMWLT 2021-1 A4	181,479.85	03/10/2021	07/25/2024	181,472.65	11.19	180,681.34	180,692.53
ABS	09661RAD3	BMWOT 2020-A A3	16,138.99	07/15/2020	10/25/2024	16,137.77	1.29	16,055.55	16,056.84
ABS	14041NFV6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,398,491.75	1,398,852.31
ABS	14041NFY2	COMET 2021-3 A	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,077,422.10	1,077,951.34
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	439,493.20	439,650.62
ABS	14315FAD9	CARMX 2020-3 A3	67,281.66	07/22/2020	03/17/2025	67,270.13	18.54	66,719.86	66,738.40
ABS	14316HAC6	CARMX 2020-4 A3	173,028.35	10/21/2020	08/15/2025	172,990.26	38.45	169,093.68	169,132.13
ABS	14316NAC3	CARMX 2021-1 A3	125,463.87	01/27/2021	12/15/2025	125,439.08	18.96	121,829.18	121,848.14
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	04/15/2027	1,229,970.97	2,170.27	1,200,529.20	1,202,699.47
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	837,685.80	837,915.22
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	515.60	1,249,879.60	1,250,395.20
ABS	344928AD8	FORDO 2023-A A3	470,000.00	03/31/2023	03/15/2026	469,950.98	971.33	464,040.40	465,011.73
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	367,694.25	367,803.33
ABS	362590AC5	GMCAR 2020-3 A3	165,694.85	08/19/2020	04/16/2025	165,656.94	31.07	163,249.19	163,280.26
ABS	36260KAC8	GMCAR 2020-4 A3	136,708.17	10/14/2020	08/18/2025	136,678.95	21.65	134,092.94	134,114.58
ABS	380140AC7	GMCAR 213 A3	509,355.03	07/21/2021	06/16/2026	509,323.55	101.87	489,225.31	489,327.19
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	441,498.80	441,611.24
ABS	44891RAC4	HART 2020-C A3	438,355.77	10/28/2020	05/15/2025	438,254.81	74.03	430,053.31	430,127.34
ABS	44933LAC7	HART 2021-A A3	198,283.49	04/28/2021	09/15/2025	198,262.63	33.49	193,084.50	193,117.99
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	341,037.85	341,154.61
ABS	47787NAC3	JDOT 2020-B A3	23,089.26	07/22/2020	11/15/2024	23,085.74	5.23	22,923.48	22,928.71
ABS	50117TAC5	KCOT 2021-1 A3	298,913.45	04/14/2021	08/15/2025	298,852.30	82.37	288,744.42	288,826.78
ABS	65479CAD0	NAROT 2020-B A3	2,595.85	06/30/2020	07/15/2024	2,595.78	0.63	2,590.89	2,591.53
ABS	65480BAC1	NAROT 2021-A A3	1,097,316.58	06/23/2021	10/15/2025	1,097,298.04	160.94	1,065,099.37	1,065,260.31
ABS	89237VAB5	TAOT 2020-C A3	113,389.62	07/27/2020	10/15/2024	113,380.89	22.17	112,611.77	112,633.94
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	331,609.80	331,660.98
ABS	92290BAA9	VZOT 2020-B A	141,900.43	08/12/2020	02/20/2025	141,870.63	20.38	140,909.97	140,930.35
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	588,586.35	589,261.09
ABS	92868KAC7	VALET 2021-1 A3	681,710.20	12/13/2021	06/22/2026	681,683.48	212.47	655,893.84	656,106.31
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	536,698.40	536,900.00
ABS			15,285,705.42			15,283,945.92	9,835.65	14,809,122.10	14,818,957.75

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,069.44	925,200.00	926,269.44
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	670.31	501,028.00	501,698.31
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,197.92	924,820.00	926,017.92
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	194.44	918,080.00	918,274.44
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,706.25	1,182,935.00	1,184,641.25
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	900.00	1,087,584.00	1,088,484.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	271.53	1,126,471.00	1,126,742.53
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,666.67	1,459,824.00	1,462,490.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	2,204.86	2,482,500.00	2,484,704.86
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	863.19	1,090,012.00	1,090,875.19
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,177.08	1,486,380.00	1,487,557.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	1,327.08	1,179,581.00	1,180,908.08
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	312.50	1,181,556.00	1,181,868.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	496.53	1,277,523.00	1,278,019.53
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	1,500.00	7,827,200.00	7,828,700.00
AGCY BOND			25,700,000.00			25,664,557.87	16,557.81	24,650,694.00	24,667,251.81

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	3,380.65	---	06/30/2023	3,380.65	0.00	3,380.65	3,380.65
CASH			3,380.65			3,380.65	0.00	3,380.65	3,380.65

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 Brancel	2,500,000.00	10/31/2022	10/27/2025	2,500,000.00	93,205.48	2,509,150.00	2,602,355.48
CD			2,500,000.00			2,500,000.00	93,205.48	2,509,150.00	2,602,355.48

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	2,635.00	892,017.00	894,652.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	805.44	1,260,729.95	1,261,535.39
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	5,720.00	848,936.00	854,656.00
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	240.00	872,406.00	872,646.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	1,562.50	931,690.00	933,252.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	1,562.50	931,690.00	933,252.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,093.75	652,183.00	653,276.75
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	20,772.92	1,299,259.00	1,320,031.92
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	9,375.00	864,423.00	873,798.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	941.15	308,363.25	309,304.40
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	4,102.43	758,378.50	762,480.93
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	12,916.67	777,304.00	790,220.67
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	483.63	1,007,622.00	1,008,105.63
CORP	06051GJRI	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	748.27	383,488.00	384,236.27
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	23,831.25	2,429,757.00	2,453,588.25
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	18,285.00	2,524,770.00	2,543,055.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/13/2027	1,343,182.50	11,028.75	1,218,429.00	1,229,457.75
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	1,942.50	843,318.00	845,260.50
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	2,242.50	377,403.00	379,645.50
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	934.64	458,232.85	459,167.49
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	2,760.94	438,206.70	440,967.64
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	5,680.21	910,451.50	916,131.71
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	6,814.13	867,600.00	874,414.13
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	16,651.25	882,576.00	899,227.25
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	798.00	134,274.00	135,072.00
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	22,244.44	1,270,646.00	1,292,890.44
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	8,092.50	438,669.00	446,761.50
CORP	46647PC7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	398.27	551,371.20	551,769.47
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	6,865.94	711,180.00	718,045.94
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	912.25	202,072.60	202,984.85
CORP	58933YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	2,549.25	506,049.30	508,598.55
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	27,710.08	1,275,677.00	1,303,387.08
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	2,925.00	368,199.00	371,124.00
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	337.33	211,635.60	211,972.93
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	13,825.00	888,669.00	902,494.00
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	537.64	392,898.60	393,436.24
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	1,252.36	601,148.15	602,400.51
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	15,316.64	2,213,546.60	2,228,863.24
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,062.19	477,551.25	478,613.44
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	2,813.00	374,772.00	377,585.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	2,158.00	219,700.80	221,858.80
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,105.00	425,794.50	428,899.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	931.50	127,738.35	128,669.85
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	966.00	132,469.40	133,435.40
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	105.63	232,471.20	232,576.83
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	7,059.38	1,205,302.00	1,212,361.38
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	676.78	265,171.20	265,847.98
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	18,120.00	1,736,190.00	1,754,310.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	1,689.86	1,039,956.50	1,041,646.36

CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	7,354.75	907,642.80	914,997.55
CORP			41,755,000.00			42,229,183.20	302,937.18	39,650,029.80	39,952,966.98

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479MZ14	MUFG Bank - New York Branch	2,000,000.00	03/31/2023	12/01/2023	1,929,766.67	0.00	1,951,940.00	1,951,940.00
CP			2,000,000.00			1,929,766.67	0.00	1,951,940.00	1,951,940.00

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	873,023.60	06/25/2021	06/01/2035	940,682.93	2,546.32	830,524.81	833,071.13
FHLMC	3133L7LB1	FH RC1222	987,204.63	10/19/2021	12/01/2034	1,061,244.97	2,879.35	941,082.42	943,961.77
FHLMC	3133L9AJ2	FH RC2709	1,079,578.04	10/18/2022	09/01/2037	1,060,010.68	4,048.42	1,059,573.45	1,063,621.87
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	628,472.00	630,130.58
FHLMC	3137F62S5	FHMS K-J31 A1	62,577.48	10/29/2020	05/26/2026	62,576.22	29.67	60,006.79	60,036.47
FHLMC	3137H4RZ5	FHMS K-J36 A1	123,604.74	12/16/2021	12/25/2026	123,604.25	133.70	113,272.62	113,406.32
FHLMC	3137H8B42	FHMS K-J40 A1	830,865.98	07/14/2022	06/25/2028	830,856.01	2,354.12	788,766.00	791,120.12
FHLMC	3137H8H79	FHMS K-J41 A1	1,792,042.70	08/04/2022	01/25/2029	1,792,021.20	4,684.70	1,694,573.50	1,699,258.20
FHLMC	3137H92N8	FHMS K-J42 A1	1,096,220.55	09/15/2022	07/25/2029	1,096,178.90	3,564.54	1,049,390.01	1,052,954.56
FHLMC	3137H9MM8	FHMS K-J43 A1	1,795,994.05	12/15/2022	12/25/2028	1,795,963.51	1,310.18	1,751,866.47	1,753,176.65
FHLMC	3137H9QT9	FHMS K-J44 A1	1,794,738.26	02/23/2023	01/25/2029	1,794,682.62	6,817.01	1,771,388.71	1,778,205.73
FHLMC	3137HA4K9	FHMS K-J45 A1	1,799,512.70	05/25/2023	11/25/2028	1,799,509.11	6,680.69	1,765,897.81	1,772,578.50
FHLMC			12,885,362.73			13,039,525.72	36,707.28	12,454,814.61	12,491,521.90

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	1,046,237.74	12/29/2020	09/25/2033	1,061,032.19	871.86	968,878.92	969,750.78
FHLMC CMO	3137F7DH5	FHR 5048 B	670,509.24	11/30/2020	05/25/2033	678,995.37	558.76	592,220.58	592,779.34
FHLMC CMO			1,716,746.98			1,740,027.56	1,430.62	1,561,099.50	1,562,530.12

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	972,521.12	05/18/2021	03/01/2035	1,042,117.17	2,431.30	910,318.67	912,749.98
FNMA	3140Q9FM0	FN CA1971	1,190,468.92	01/18/2022	06/01/2033	1,256,130.72	3,472.20	1,133,754.98	1,137,227.18
FNMA	3140QGKN6	FN CA8400	983,216.53	03/22/2021	12/01/2035	1,075,700.33	2,867.71	936,769.38	939,637.09
FNMA	3140X92C8	FN FM6170	818,137.55	06/25/2021	07/01/2035	886,656.57	2,727.13	792,963.46	795,690.58
FNMA	3140X9K46	FN FM5714	659,739.63	03/25/2021	11/01/2035	718,703.85	2,199.13	639,234.92	641,434.05
FNMA	3140XALC4	FN FM6622	1,211,661.73	03/29/2021	02/01/2036	1,274,138.04	2,524.30	1,105,592.86	1,108,117.16
FNMA	3140XC4K1	FN FM8925	1,167,753.62	11/16/2021	08/01/2034	1,266,282.83	3,892.51	1,145,811.53	1,149,704.04
FNMA	3140XHQQ3	FN FS2262	1,592,188.58	06/30/2022	06/01/2037	1,612,339.71	5,307.30	1,536,748.57	1,542,055.87
FNMA	3140XJHF3	FN FS2929	1,625,159.05	10/18/2022	09/01/2037	1,576,658.21	5,417.20	1,568,668.52	1,574,085.72
FNMA	3140XJH87	FN FS2986	1,486,585.63	10/21/2022	10/01/2032	1,442,452.62	4,955.29	1,441,527.22	1,446,482.51
FNMA			11,707,432.35			12,151,180.06	35,794.06	11,211,390.11	11,247,184.17

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	1,719,679.08	03/31/2023	04/25/2035	1,752,796.33	7,165.33	1,719,008.41	1,726,173.73
FNMA CMO			1,719,679.08			1,752,796.33	7,165.33	1,719,008.41	1,726,173.73

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	990,122.37	---	06/30/2023	990,122.37	0.00	990,122.37	990,122.37
MMFUND			990,122.37			990,122.37	0.00	990,122.37	990,122.37

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	1,883.18	255,000.00	256,883.18
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	617.77	390,513.10	391,130.87
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,013.46	221,398.00	223,411.46
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	2,201.50	323,141.00	325,342.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	4,088.50	600,119.00	604,207.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,572.50	230,815.00	232,387.50
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,771.46	499,829.00	501,600.46
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,593.75	712,035.00	713,628.75
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,063.13	369,659.70	370,722.83
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,727.55	298,254.00	299,981.55
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	4,098.67	1,482,848.00	1,486,946.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,681.88	545,249.50	546,931.38
MUNI			6,375,000.00			6,378,878.00	24,313.33	5,928,861.30	5,953,174.63

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	2,500.00	1,713,582.00	1,716,082.00
SUPRANATIONAL			1,800,000.00			1,799,064.00	2,500.00	1,713,582.00	1,716,082.00

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	15,163.04	3,896,720.00	3,911,883.04
US GOV	912828T91	UNITED STATES TREASURY	300,000.00	07/08/2019	10/31/2023	297,398.44	821.33	296,460.00	297,281.33
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	6,296.88	2,272,860.00	2,279,156.88
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	1,277.17	462,480.00	463,757.17
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	5,108.70	1,849,920.00	1,855,028.70
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	3,959.24	1,433,688.00	1,437,647.24
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	271.74	4,835,150.00	4,835,421.74
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	80.16	1,426,369.25	1,426,449.41
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	35.33	628,569.50	628,604.83
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	24.46	435,163.50	435,187.96
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	73.37	1,305,490.50	1,305,563.87
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	40.42	808,095.00	808,135.42
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	16.98	2,283,200.00	2,283,216.98
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	81.97	1,465,905.00	1,465,986.97
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	3.57	315,479.50	315,483.07
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	12.23	1,081,644.00	1,081,656.23
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	73.37	6,489,864.00	6,489,937.37
US GOV	91282CBV2	UNITED STATES TREASURY	14,000,000.00	12/06/2021	04/15/2024	13,877,500.00	11,045.08	13,459,180.00	13,470,225.08
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	20,385.87	4,156,460.00	4,176,845.87
US GOV	91282CFB2	UNITED STATES TREASURY	5,950,000.00	05/05/2023	07/31/2027	5,748,955.08	68,252.42	5,609,481.50	5,677,733.92
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	21,794.89	1,791,263.00	1,813,057.89
US GOV			59,425,000.00			58,763,544.96	154,818.21	56,303,442.75	56,458,260.96

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	2,983.75	1,348,128.00	1,351,111.75
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	2,982.99	1,197,450.00	1,200,432.99
YANKEE			2,645,000.00			2,633,825.00	5,966.74	2,545,578.00	2,551,544.74

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	186,508,429.58	---		186,859,798.32	691,231.69	178,002,215.60	178,693,447.28

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

CLEARWATER

ANALYTICS

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 06/30/2023
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02582JJZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2028	104,990.69	241.47	104,380.50	104,621.97
ABS	05522RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	189.60	94,316.00	94,505.60
ABS	05591RAD6	BMWLT 2021-1 A4	31,881.60	03/10/2021	07/25/2024	31,880.33	1.97	31,741.32	31,743.28
ABS	09661RAD3	BMWOT 2020-A A3	4,611.14	07/15/2020	10/25/2024	4,610.79	0.37	4,587.30	4,587.67
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	241,773.15	241,835.48
ABS	14041NFY2	COMET 2021-3 A	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	202,310.70	202,410.08
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	76,433.60	76,460.98
ABS	14315FAD9	CARMX 2020-3 A3	19,436.92	07/22/2020	03/17/2025	19,433.59	5.36	19,274.63	19,279.98
ABS	14316HAC6	CARMX 2020-4 A3	40,712.55	10/21/2020	08/15/2025	40,703.59	9.05	39,786.75	39,795.80
ABS	14316NAC3	CARMX 2021-1 A3	22,140.68	01/27/2021	12/15/2025	22,136.31	3.35	21,499.27	21,502.61
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	04/15/2027	194,995.40	344.07	190,327.80	190,671.87
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	145,889.10	145,929.06
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	78.06	189,224.80	189,302.86
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	03/15/2026	69,992.70	144.67	69,112.40	69,257.07
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	62,078.25	62,096.67
ABS	36260KAC8	GMCAR 2020-4 A3	29,050.49	10/14/2020	08/18/2025	29,044.28	4.60	28,494.75	28,499.35
ABS	380140AC7	GMCAR 213 A3	87,675.86	07/21/2021	06/16/2026	87,670.45	17.54	84,210.91	84,228.45
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	81,581.30	81,602.08
ABS	44891RAC4	HART 2020-C A3	96,438.27	10/28/2020	05/15/2025	96,416.06	16.29	94,611.73	94,628.02
ABS	44933LAC7	HART 2021-A A3	38,472.92	04/28/2021	09/15/2025	38,468.87	6.50	37,464.16	37,470.65
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	57,640.20	57,659.93
ABS	47787NAC3	JDOT 2020-B A3	5,541.42	07/22/2020	11/15/2024	5,540.58	1.26	5,501.64	5,502.89
ABS	65479CAD0	NAROT 2020-B A3	713.86	06/30/2020	07/15/2024	713.84	0.17	712.50	712.67
ABS	89237VAB5	TAOT 2020-C A3	12,062.73	07/27/2020	10/15/2024	12,061.80	2.36	11,979.98	11,982.33
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	64,342.20	64,352.13
ABS	92290BAA9	VZOT 2020-B A	20,665.11	08/12/2020	02/20/2025	20,660.77	2.97	20,520.87	20,523.84
ABS	92868KAC7	VALET 2021-1 A3	114,447.70	12/13/2021	06/22/2026	114,443.21	35.67	110,113.56	110,149.23
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	91,047.05	91,081.25
ABS			2,253,851.25			2,253,581.92	1,437.40	2,180,956.40	2,182,393.80

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	294.10	254,430.00	254,724.10
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	140.16	104,760.40	104,900.56
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	329.43	254,325.50	254,654.93
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	53.47	252,472.00	252,525.47
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	360.94	250,236.25	250,597.19
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	206.25	249,238.00	249,444.25
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	59.03	244,885.00	244,944.03
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	583.33	319,336.50	319,919.83
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	705.56	794,400.00	795,105.56
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	266.81	336,912.80	337,179.61
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	360.97	455,823.20	456,184.17

AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	561.46	499,053.50	499,614.96
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	67.71	256,003.80	256,071.51
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	105.03	270,245.25	270,350.28
AGCY BOND			4,775,000.00			4,764,077.24	4,094.24	4,542,122.20	4,546,216.44

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	1,894.37	---	06/30/2023	1,894.37	0.00	1,894.37	1,894.37
CASH			1,894.37			1,894.37	0.00	1,894.37	1,894.37

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	3,625.22	400,984.00	404,609.22
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	14,912.88	401,464.00	416,376.88
CD			800,000.00			800,000.00	18,538.10	802,448.00	820,986.10

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	150.06	234,888.85	235,038.91
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	845.00	125,411.00	126,256.00
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	66.67	242,335.00	242,401.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	429.69	256,214.75	256,644.44
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	3,195.83	199,886.00	203,081.83
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,604.17	240,117.50	242,721.67
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	159.27	52,184.55	52,343.82
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	723.96	133,831.50	134,555.46
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	87.93	183,204.00	183,291.93
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	374.13	191,744.00	192,118.13
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	3,751.22	382,461.75	386,212.97
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	2,708.89	374,040.00	376,748.89
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,633.89	180,508.00	182,141.89
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	345.00	58,062.00	58,407.00
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	173.44	85,032.90	85,206.34
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	415.63	65,966.60	66,382.23
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,614.38	258,759.90	260,374.28
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	4,625.35	245,160.00	249,785.35
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	114.00	19,182.00	19,296.00
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	3,422.22	195,484.00	198,906.22
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	190.46	98,833.00	99,023.46
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	140.77	194,881.20	195,021.97
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	915.46	94,824.00	95,739.46
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	133.50	29,571.60	29,705.10
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	396.00	78,609.60	79,005.60
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	4,263.09	196,258.00	200,521.09
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	450.00	56,646.00	57,096.00
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	53.67	33,669.30	33,722.97
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,840.28	246,852.50	250,692.78
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	207.08	99,402.45	99,609.53

CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	2,399.39	346,757.30	349,156.69
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	182.40	82,003.75	82,186.15
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	421.95	56,215.80	56,637.75
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	314.71	32,039.70	32,354.41
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	862.50	118,276.25	119,138.75
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	172.50	23,655.25	23,827.75
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	345.00	47,310.50	47,655.50
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	1,125.00	192,080.00	193,205.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	293.89	180,862.00	181,155.89
CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	1,107.17	136,634.40	137,741.57
CORP			6,390,000.00			6,393,763.10	45,255.51	6,069,856.90	6,115,112.41

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	162,046.14	06/25/2021	06/01/2035	174,604.72	472.63	154,157.74	154,630.37
FHLMC	3133L7LB1	FH RC1222	177,696.84	10/19/2021	12/01/2034	191,024.09	518.28	169,394.84	169,913.12
FHLMC	3133L9AJ2	FH RC2709	175,049.44	10/18/2022	09/01/2037	171,876.67	656.44	171,805.77	172,462.21
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	169,204.00	169,650.54
FHLMC	3137F62S5	FHMS K-J31 A1	14,758.84	10/29/2020	05/26/2026	14,758.54	7.00	14,152.55	14,159.54
FHLMC	3137H4RZ5	FHMS K-J36 A1	19,664.39	12/16/2021	12/25/2026	19,664.31	21.27	18,020.64	18,041.91
FHLMC	3137H8B42	FHMS K-J40 A1	138,477.66	07/14/2022	06/25/2028	138,476.00	392.35	131,461.00	131,853.35
FHLMC	3137H8H79	FHMS K-J41 A1	298,673.78	08/04/2022	01/25/2029	298,670.20	780.78	282,428.92	283,209.70
FHLMC	3137H92N8	FHMS K-J42 A1	183,530.14	09/15/2022	07/25/2029	183,523.16	596.78	175,689.73	176,286.51
FHLMC	3137H9MM8	FHMS K-J43 A1	274,387.98	12/15/2022	12/25/2028	274,383.31	200.17	267,646.27	267,846.43
FHLMC	3137H9QT9	FHMS K-J44 A1	274,196.12	02/23/2023	01/25/2029	274,187.63	1,041.49	270,628.83	271,670.32
FHLMC	3137HA4K9	FHMS K-J45 A1	274,925.55	05/25/2023	11/25/2028	274,925.00	1,020.66	269,789.94	270,810.60
FHLMC			2,168,406.89			2,199,761.61	6,154.39	2,094,380.23	2,100,534.62

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	141,838.49	11/30/2020	05/25/2033	143,633.64	118.20	125,277.43	125,395.63
FHLMC CMO			141,838.49			143,633.64	118.20	125,277.43	125,395.63

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	171,621.38	05/18/2021	03/01/2035	183,903.03	429.05	160,644.47	161,073.53
FNMA	3140Q9FM0	FN CA1971	178,570.34	01/18/2022	06/01/2033	188,419.61	520.83	170,063.25	170,584.08
FNMA	3140QGKN6	FN CA8400	192,444.80	03/22/2021	12/01/2035	210,546.64	561.30	183,353.71	183,915.01
FNMA	3140X92C8	FN FM6170	153,400.79	06/25/2021	07/01/2035	166,248.11	511.34	148,680.65	149,191.98
FNMA	3140X9K46	FN FM5714	117,810.65	03/25/2021	11/01/2035	128,339.97	392.70	114,149.09	114,541.79
FNMA	3140XALC4	FN FM6622	227,186.57	03/29/2021	02/01/2036	238,900.88	473.31	207,298.66	207,771.97
FNMA	3140XC4K1	FN FM8925	218,953.80	11/16/2021	08/01/2034	237,428.03	729.85	214,839.66	215,569.51
FNMA	3140XJHF3	FN FS2929	270,859.84	10/18/2022	09/01/2037	262,776.37	902.87	261,444.75	262,347.62
FNMA	3140XJJ87	FN FS2986	210,477.37	10/21/2022	10/01/2032	204,228.82	701.59	204,097.80	204,799.39
FNMA			1,741,325.54			1,820,791.46	5,222.83	1,664,572.04	1,669,794.87

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	261,022.72	03/31/2023	04/25/2035	266,049.45	1,087.59	260,920.92	262,008.51
FNMA CMO			261,022.72			266,049.45	1,087.59	260,920.92	262,008.51

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	569,247.59	---	06/30/2023	569,247.59	0.00	569,247.59	569,247.59
MMFUND			569,247.59			569,247.59	0.00	569,247.59	569,247.59

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	406.18	55,000.00	55,406.18
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	107.75	68,112.75	68,220.50
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	525.25	57,756.00	58,281.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	345.95	50,779.30	51,125.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	471.75	69,244.50	69,716.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	817.70	120,023.80	120,841.50
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	370.40	104,509.70	104,880.10
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	223.13	77,582.90	77,806.03
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	287.93	49,709.00	49,996.93
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	704.46	254,864.50	255,568.96
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	365.63	118,532.50	118,898.13
MUNI			1,105,000.00			1,105,886.10	4,626.10	1,026,114.95	1,030,741.05

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	381.94	261,797.25	262,179.19
SUPRANATIONAL			275,000.00			274,857.00	381.94	261,797.25	262,179.19

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	2,327.11	839,970.00	842,297.11
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	1,711.11	617,625.00	619,336.11
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	383.15	138,744.00	139,127.15
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	255.43	92,496.00	92,751.43
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	57.07	1,015,381.50	1,015,438.57
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	23.10	410,987.75	411,010.85
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	6.79	120,878.75	120,885.54
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	9.51	169,230.25	169,239.76
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	24.46	435,163.50	435,187.96
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	11.89	237,675.00	237,686.89
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	1.53	135,205.50	135,207.03
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	5.35	473,219.25	473,224.60

US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	442.26	315,164.50	315,606.76
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	1,173.17	400,905.00	402,078.17
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	391.06	133,635.00	134,026.06
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	3,011.55	614,022.50	617,034.05
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	10,037.12	824,923.75	834,960.87
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	3,441.30	282,831.00	286,272.30
US GOV			7,650,000.00			7,556,204.12	23,312.94	7,258,058.25	7,281,371.19

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	534.72	241,600.00	242,134.72
YANKEE			250,000.00			250,000.00	534.72	241,600.00	242,134.72

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	28,382,586.84	---	---	28,399,747.60	110,763.97	27,099,246.53	27,210,010.50

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

CLEARWATER ANALYTICS.

Report: Trade Activity
Account: SAM Transit District Agg (136232)
Date: 06/01/2023 - 06/30/2023
Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	(1,000,000.00)	0.250	Maturity	06/26/2023	06/26/2023	06/26/2023	(1,000,000.00)	0.00	1,000,000.00
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	(275,000.00)	0.250	Maturity	06/26/2023	06/26/2023	06/26/2023	(275,000.00)	0.00	275,000.00
36261RAD0	GMALT 2021-1 A4	(163,842.41)	0.330	Principal Paydown	06/20/2023	06/20/2023	02/20/2025	(163,842.41)	0.00	163,842.41
65480BAC1	NAROT 2021-A A3	(84,239.15)	0.330	Principal Paydown	06/15/2023	06/15/2023	10/15/2025	(84,239.16)	0.00	84,239.16
36261RAD0	GMALT 2021-1 A4	(27,973.09)	0.330	Principal Paydown	06/20/2023	06/20/2023	02/20/2025	(27,973.09)	0.00	27,973.09
14316NAC3	CARMX 2021-1 A3	(10,621.38)	0.340	Principal Paydown	06/15/2023	06/15/2023	12/15/2025	(10,621.37)	0.00	10,621.37
14316NAC3	CARMX 2021-1 A3	(1,874.36)	0.340	Principal Paydown	06/15/2023	06/15/2023	12/15/2025	(1,874.36)	0.00	1,874.36
05591RAD6	BMWLT 2021-1 A4	(124,945.25)	0.370	Principal Paydown	06/25/2023	06/25/2023	07/25/2024	(124,945.25)	0.00	124,945.25
05591RAD6	BMWLT 2021-1 A4	(21,949.84)	0.370	Principal Paydown	06/25/2023	06/25/2023	07/25/2024	(21,949.84)	0.00	21,949.84
36260KAC8	GMCAR 2020-4 A3	(16,707.24)	0.380	Principal Paydown	06/16/2023	06/16/2023	08/18/2025	(16,707.24)	0.00	16,707.24
44891RAC4	HART 2020-C A3	(57,208.97)	0.380	Principal Paydown	06/15/2023	06/15/2023	05/15/2025	(57,208.98)	0.00	57,208.98
44933LAC7	HART 2021-A A3	(18,555.13)	0.380	Principal Paydown	06/15/2023	06/15/2023	09/15/2025	(18,555.13)	0.00	18,555.13
36260KAC8	GMCAR 2020-4 A3	(3,550.29)	0.380	Principal Paydown	06/16/2023	06/16/2023	08/18/2025	(3,550.29)	0.00	3,550.29
44891RAC4	HART 2020-C A3	(12,585.97)	0.380	Principal Paydown	06/15/2023	06/15/2023	05/15/2025	(12,585.97)	0.00	12,585.97
44933LAC7	HART 2021-A A3	(3,600.25)	0.380	Principal Paydown	06/15/2023	06/15/2023	09/15/2025	(3,600.25)	0.00	3,600.25
89237VAB5	TAOT 2020-C A3	(36,821.35)	0.440	Principal Paydown	06/15/2023	06/15/2023	10/15/2024	(36,821.35)	0.00	36,821.35
89237VAB5	TAOT 2020-C A3	(3,917.16)	0.440	Principal Paydown	06/15/2023	06/15/2023	10/15/2024	(3,917.17)	0.00	3,917.17
362590AC5	GMCAR 2020-3 A3	(25,274.08)	0.450	Principal Paydown	06/16/2023	06/16/2023	04/16/2025	(25,274.07)	0.00	25,274.07
92290BAA9	VZOT 2020-B A	(60,177.25)	0.470	Principal Paydown	06/20/2023	06/20/2023	02/20/2025	(60,177.25)	0.00	60,177.25
92290BAA9	VZOT 2020-B A	(8,763.68)	0.470	Principal Paydown	06/20/2023	06/20/2023	02/20/2025	(8,763.68)	0.00	8,763.68
09661RAD3	BMWOT 2020-A A3	(10,565.46)	0.480	Principal Paydown	06/25/2023	06/25/2023	10/25/2024	(10,565.46)	0.00	10,565.46
380140AC7	GMCAR 213 A3	(32,493.50)	0.480	Principal Paydown	06/16/2023	06/16/2023	06/16/2026	(32,493.50)	0.00	32,493.50
09661RAD3	BMWOT 2020-A A3	(3,018.70)	0.480	Principal Paydown	06/25/2023	06/25/2023	10/25/2024	(3,018.70)	0.00	3,018.70
380140AC7	GMCAR 213 A3	(5,593.14)	0.480	Principal Paydown	06/16/2023	06/16/2023	06/16/2026	(5,593.14)	0.00	5,593.14
14316HAC6	CARMX 2020-4 A3	(18,644.10)	0.500	Principal Paydown	06/15/2023	06/15/2023	08/15/2025	(18,644.10)	0.00	18,644.10
14316HAC6	CARMX 2020-4 A3	(4,386.85)	0.500	Principal Paydown	06/15/2023	06/15/2023	08/15/2025	(4,386.85)	0.00	4,386.85
47787NAC3	JDOT 2020-B A3	(7,199.27)	0.510	Principal Paydown	06/15/2023	06/15/2023	11/15/2024	(7,199.27)	0.00	7,199.27
47787NAC3	JDOT 2020-B A3	(1,727.82)	0.510	Principal Paydown	06/15/2023	06/15/2023	11/15/2024	(1,727.82)	0.00	1,727.82
65479CAD0	NAROT 2020-B A3	(13,169.19)	0.550	Principal Paydown	06/15/2023	06/15/2023	07/15/2024	(13,169.19)	0.00	13,169.19
65479CAD0	NAROT 2020-B A3	(3,621.53)	0.550	Principal Paydown	06/15/2023	06/15/2023	07/15/2024	(3,621.53)	0.00	3,621.53
3137F62S5	FHMS K-J31 A1	(1,518.47)	0.569	Principal Paydown	06/01/2023	06/01/2023	05/26/2026	(1,518.47)	0.00	1,518.47
3137F62S5	FHMS K-J31 A1	(358.13)	0.569	Principal Paydown	06/01/2023	06/01/2023	05/26/2026	(358.13)	0.00	358.13
14315FAD9	CARMX 2020-3 A3	(17,476.47)	0.620	Principal Paydown	06/15/2023	06/15/2023	03/17/2025	(17,476.47)	0.00	17,476.47
50117TAC5	KCOT 2021-1 A3	(22,471.84)	0.620	Principal Paydown	06/15/2023	06/15/2023	08/15/2025	(22,471.84)	0.00	22,471.84
14315FAD9	CARMX 2020-3 A3	(5,048.76)	0.620	Principal Paydown	06/15/2023	06/15/2023	03/17/2025	(5,048.76)	0.00	5,048.76
3137F7DH5	FHR 5048 B	(16,909.65)	1.000	Principal Paydown	06/01/2023	06/01/2023	05/25/2033	(16,909.65)	0.00	16,909.65
3133Q5GZ3	FHS 370 A3	(28,068.82)	1.000	Principal Paydown	06/01/2023	06/01/2023	09/25/2033	(28,068.82)	0.00	28,068.82
3137F7DH5	FHR 5048 B	(3,577.04)	1.000	Principal Paydown	06/01/2023	06/01/2023	05/25/2033	(3,577.04)	0.00	3,577.04
92868KAC7	VALET 2021-1 A3	(3,289.80)	1.020	Principal Paydown	06/20/2023	06/20/2023	06/22/2026	(3,289.79)	0.00	3,289.79
92868KAC7	VALET 2021-1 A3	(552.30)	1.020	Principal Paydown	06/20/2023	06/20/2023	06/22/2026	(552.30)	0.00	552.30
3137H4RZ5	FHMS K-J36 A1	(699.58)	1.298	Principal Paydown	06/01/2023	06/01/2023	12/25/2026	(699.58)	0.00	699.58
3137H4RZ5	FHMS K-J36 A1	(111.30)	1.298	Principal Paydown	06/01/2023	06/01/2023	12/25/2026	(111.30)	0.00	111.30
912828T91	UNITED STATES TREASURY	(300,000.00)	1.625	Sell	06/07/2023	06/14/2023	10/31/2023	(295,898.44)	(596.13)	296,494.57
912828T91	UNITED STATES TREASURY	(200,000.00)	1.625	Sell	06/08/2023	06/15/2023	10/31/2023	(197,304.69)	(406.25)	197,710.94
912828T91	UNITED STATES TREASURY	(300,000.00)	1.625	Sell	06/15/2023	06/16/2023	10/31/2023	(296,015.63)	(622.62)	296,638.25
3140XALC4	FN FM6622	(21,022.61)	2.500	Principal Paydown	06/01/2023	06/01/2023	02/01/2036	(21,022.61)	0.00	21,022.61
3140XALC4	FN FM6622	(3,941.74)	2.500	Principal Paydown	06/01/2023	06/01/2023	02/01/2036	(3,941.74)	0.00	3,941.74
91282CFB2	UNITED STATES TREASURY	1,900,000.00	2.750	Buy	06/02/2023	06/06/2023	07/31/2027	1,811,976.56	18,186.46	(1,830,163.02)
91282CFB2	UNITED STATES TREASURY	300,000.00	2.750	Buy	06/02/2023	06/06/2023	07/31/2027	286,101.56	2,871.55	(288,973.11)

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
3140K7XA6	FN BP0672	(6,896.49)	3.000	Principal Paydown	06/01/2023	06/01/2023	03/01/2035	(6,896.49)	0.00	6,896.49
3140K7XA6	FN BP0672	(1,217.03)	3.000	Principal Paydown	06/01/2023	06/01/2023	03/01/2035	(1,217.03)	0.00	1,217.03
3137H8H79	FHMS K-J41 A1	(923.24)	3.137	Principal Paydown	06/01/2023	06/01/2023	01/25/2029	(923.24)	0.00	923.24
3137H8H79	FHMS K-J41 A1	(153.87)	3.137	Principal Paydown	06/01/2023	06/01/2023	01/25/2029	(153.87)	0.00	153.87
3137H8B42	FHMS K-J40 A1	(892.70)	3.400	Principal Paydown	06/25/2023	06/25/2023	06/25/2028	(892.70)	0.00	892.70
3137H8B42	FHMS K-J40 A1	(148.78)	3.400	Principal Paydown	06/25/2023	06/25/2023	06/25/2028	(148.78)	0.00	148.78
3132CWMM3	FH SB0364	(20,921.19)	3.500	Principal Paydown	06/01/2023	06/01/2023	06/01/2035	(20,921.19)	0.00	20,921.19
3140QGKN6	FN CA8400	(8,736.04)	3.500	Principal Paydown	06/01/2023	06/01/2023	12/01/2035	(8,736.04)	0.00	8,736.04
3133L7LB1	FH RC1222	(40,583.48)	3.500	Principal Paydown	06/01/2023	06/01/2023	12/01/2034	(40,583.48)	0.00	40,583.48
3140Q9FM0	FN CA1971	(13,686.92)	3.500	Principal Paydown	06/01/2023	06/01/2023	06/01/2033	(13,686.92)	0.00	13,686.92
3132CWMM3	FH SB0364	(3,883.28)	3.500	Principal Paydown	06/01/2023	06/01/2023	06/01/2035	(3,883.28)	0.00	3,883.28
3140QGKN6	FN CA8400	(1,709.90)	3.500	Principal Paydown	06/01/2023	06/01/2023	12/01/2035	(1,709.90)	0.00	1,709.90
3133L7LB1	FH RC1222	(7,305.03)	3.500	Principal Paydown	06/01/2023	06/01/2023	12/01/2034	(7,305.03)	0.00	7,305.03
3140Q9FM0	FN CA1971	(2,053.04)	3.500	Principal Paydown	06/01/2023	06/01/2023	06/01/2033	(2,053.04)	0.00	2,053.04
3137H92N8	FHMS K-J42 A1	(897.27)	3.902	Principal Paydown	06/01/2023	06/01/2023	07/25/2029	(897.27)	0.00	897.27
3137H92N8	FHMS K-J42 A1	(150.22)	3.902	Principal Paydown	06/01/2023	06/01/2023	07/25/2029	(150.22)	0.00	150.22
3140X9K46	FN FM5714	(5,525.09)	4.000	Principal Paydown	06/01/2023	06/01/2023	11/01/2035	(5,525.09)	0.00	5,525.09
3140X92C8	FN FM6170	(47,254.91)	4.000	Principal Paydown	06/01/2023	06/01/2023	07/01/2035	(47,254.91)	0.00	47,254.91
3140XC4K1	FN FM8925	(10,666.88)	4.000	Principal Paydown	06/01/2023	06/01/2023	08/01/2034	(10,666.88)	0.00	10,666.88
3140XHQQ3	FN FS2262	(14,772.44)	4.000	Principal Paydown	06/01/2023	06/01/2023	06/01/2037	(14,772.44)	0.00	14,772.44
3140XJHF3	FN FS2929	(23,384.48)	4.000	Principal Paydown	06/01/2023	06/01/2023	09/01/2037	(23,384.48)	0.00	23,384.48
3140XJJ87	FN FS2986	(20,400.11)	4.000	Principal Paydown	06/01/2023	06/01/2023	10/01/2032	(20,400.11)	0.00	20,400.11
3140X9K46	FN FM5714	(986.62)	4.000	Principal Paydown	06/01/2023	06/01/2023	11/01/2035	(986.62)	0.00	986.62
3140X92C8	FN FM6170	(8,860.30)	4.000	Principal Paydown	06/01/2023	06/01/2023	07/01/2035	(8,860.30)	0.00	8,860.30
3140XC4K1	FN FM8925	(2,000.04)	4.000	Principal Paydown	06/01/2023	06/01/2023	08/01/2034	(2,000.04)	0.00	2,000.04
3140XJHF3	FN FS2929	(3,897.41)	4.000	Principal Paydown	06/01/2023	06/01/2023	09/01/2037	(3,897.41)	0.00	3,897.41
3140XJJ87	FN FS2986	(2,888.34)	4.000	Principal Paydown	06/01/2023	06/01/2023	10/01/2032	(2,888.34)	0.00	2,888.34
3137H9MM8	FHMS K-J43 A1	(582.41)	4.377	Principal Paydown	06/25/2023	06/25/2023	12/25/2028	(582.41)	0.00	582.41
3137H9MM8	FHMS K-J43 A1	(88.98)	4.377	Principal Paydown	06/25/2023	06/25/2023	12/25/2028	(88.98)	0.00	88.98
3137HA4K9	FHMS K-J45 A1	(487.30)	4.455	Principal Paydown	06/01/2023	06/01/2023	11/25/2028	(487.30)	0.00	487.30
3137HA4K9	FHMS K-J45 A1	(74.45)	4.455	Principal Paydown	06/01/2023	06/01/2023	11/25/2028	(74.45)	0.00	74.45
3133L9AJ2	FH RC2709	(6,812.15)	4.500	Principal Paydown	06/01/2023	06/01/2023	09/01/2037	(6,812.15)	0.00	6,812.15
3133L9AJ2	FH RC2709	(1,104.56)	4.500	Principal Paydown	06/01/2023	06/01/2023	09/01/2037	(1,104.56)	0.00	1,104.56
3137H9QT9	FHMS K-J44 A1	(1,028.20)	4.558	Principal Paydown	06/01/2023	06/01/2023	01/25/2029	(1,028.20)	0.00	1,028.20
3137H9QT9	FHMS K-J44 A1	(157.09)	4.558	Principal Paydown	06/01/2023	06/01/2023	01/25/2029	(157.09)	0.00	157.09
31846V534	FIRST AMER:US TRS MM Y	31,540.44	4.680	Buy	06/02/2023	06/02/2023	06/30/2023	31,540.44	0.00	(31,540.44)
31846V534	FIRST AMER:US TRS MM Y	2,495,741.10	4.680	Buy	---	---	06/30/2023	2,495,741.10	0.00	(2,495,741.10)
31846V534	FIRST AMER:US TRS MM Y	(3,705,639.99)	4.680	Sell	---	---	06/30/2023	(3,705,639.99)	0.00	3,705,639.99
31846V534	FIRST AMER:US TRS MM Y	478,408.46	4.680	Buy	---	---	06/30/2023	478,408.46	0.00	(478,408.46)
31846V534	FIRST AMER:US TRS MM Y	(669,502.40)	4.680	Sell	---	---	06/30/2023	(669,502.40)	0.00	669,502.40
05522RDG0	BACCT 2023-1 A	610,000.00	4.790	Buy	06/08/2023	06/16/2023	05/15/2026	609,861.90	0.00	(609,861.90)
05522RDG0	BACCT 2023-1 A	95,000.00	4.790	Buy	06/08/2023	06/16/2023	05/15/2026	94,978.49	0.00	(94,978.49)
02582JJZ4	AMXCA 2023-1 A	680,000.00	4.870	Buy	06/07/2023	06/14/2023	05/15/2028	679,939.68	0.00	(679,939.68)
02582JJZ4	AMXCA 2023-1 A	105,000.00	4.870	Buy	06/07/2023	06/14/2023	05/15/2028	104,990.69	0.00	(104,990.69)
254683CZ6	DCENT 2023-2 A	1,255,000.00	4.930	Buy	06/21/2023	06/28/2023	06/15/2028	1,254,830.45	0.00	(1,254,830.45)
254683CZ6	DCENT 2023-2 A	190,000.00	4.930	Buy	06/21/2023	06/28/2023	06/15/2028	189,974.33	0.00	(189,974.33)
31394CP22	FNR 2005-33 QE	(20,531.50)	5.000	Principal Paydown	06/01/2023	06/01/2023	04/25/2035	(20,531.50)	0.00	20,531.50
31394CP22	FNR 2005-33 QE	(3,116.39)	5.000	Principal Paydown	06/01/2023	06/01/2023	04/25/2035	(3,116.39)	0.00	3,116.39
902656602	UBS SL ESG PRIME PFD	16,503.02	5.150	Buy	06/01/2023	06/01/2023	06/30/2023	16,507.97	0.00	(16,507.97)
---	---	514,199.60	3.690	---	---	---	03/30/2025	422,639.43	19,433.01	(442,072.44)

* 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 JUNE 2023

BUDGET AMENDMENTS

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

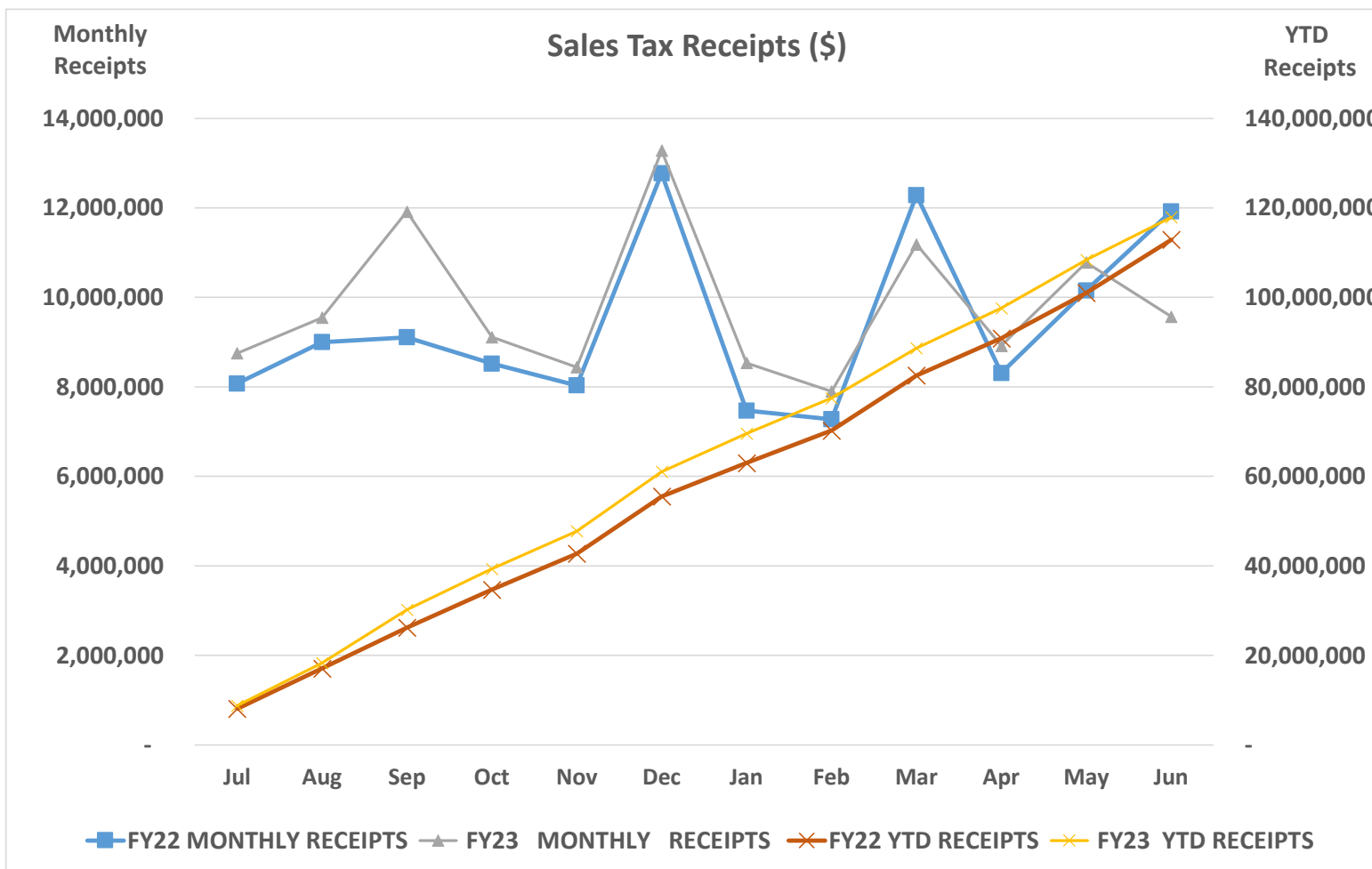
BUDGET REVISIONS

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

BUDGET TRANSFERS

Amount	From	Line	Amount	To	Line	Justification
Jun-23	\$ (833,000)	CC 020601 Contracted Urban Bus 525100	34	\$ 40,000	CC 020604 SamCoast - Pescadero 525160	38 To align with the increased rates and fixed fees of Coastside
				\$ 690,000	CC 050301 Elderly & Disabled RW 525110	46 amended agreement and increased hours and ridership of Redi-
				\$ 19,000	CC 050401 Elderly & Disabled RW 525110	46 Wheel and ADA Taxi services.
				\$ 84,000	CC 050501 ADA Sedans / Taxi Service 525125	47
\$ (1,100,000)	CC 032011 Professional Services 525050	7	\$ 2,663,072	MB Wages & Benefits 512000	1	Adjust FY23 Year-End Fringe Benefits
\$ (150,000)	CC 060300 Technical Services 523040	8	\$ 21,015	CUB Wages & Benefits 512000	39	
\$ (250,000)	CC 060100 Technical Services 523060	8	\$ 104,964	ADA Wages & Benefits 512000	51	
\$ (300,000)	CC 060600 Technical Services 525068	8	\$ 9,355	CC 080301 Shuttle Wages & Benefits 512000	62	
\$ (900,000)	CC 060300 Other Services 525090	9	\$ 1,594	CC 080304 Dumbarton M.O.W 512000	63	
\$ (100,000)	CC 040802 Other Services 530040	9				
<u>\$ (3,633,000)</u>	Total		<u>\$ 3,633,000</u>	Total		

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



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

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

	FY22	FY23		FY22	FY23	
	MONTHLY	MONTHLY	MONTHLY	YTD	YTD	YTD
	RECEIPTS*	RECEIPTS*	% Change	RECEIPTS	RECEIPTS	% Change
Jul	8,073,453	8,751,087	8.4%	8,073,453	8,751,087	8.4%
Aug	8,998,280	9,545,280	6.1%	17,071,733	18,296,367	7.2%
Sep	9,104,933	11,914,443	30.9%	26,176,665	30,210,810	15.4%
Oct	8,516,856	9,109,158	7.0%	34,693,522	39,319,968	13.3%
Nov	8,032,736	8,437,702	5.0%	42,726,257	47,757,670	11.8%
Dec	12,772,114	13,282,326	4.0%	55,498,371	61,039,996	10.0%
Jan	7,468,855	8,533,234	14.3%	62,967,226	69,573,230	10.5%
Feb	7,276,489	7,899,675	8.6%	70,243,715	77,472,905	10.3%
Mar	12,281,405	11,183,491	(8.9%)	82,525,120	88,656,396	7.4%
Apr	8,307,361	8,918,606	7.4%	90,832,481	97,575,002	7.4%
May	10,152,361	10,777,353	6.2%	100,984,842	108,352,355	7.3%
Jun	11,921,111	9,567,557	(19.7%)	112,905,953	117,919,911	4.4%
Total	<u>112,905,953</u>	<u>117,919,911</u>				

**San Mateo County Transit District
Staff Report**

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

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the period ending August 31, 2023 and supplemental information.

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

Year to Date Revenues: As of August year-to-date actual, the Total Sources of Funds (page 1, line 16) are \$2.7 million higher than the prior year. This is primarily driven by the increases in Investment Income (page 1, line 12).

Year to Date Expenses: As of August year-to-date actual, the Total Uses of Funds (page 1, line 36) are \$7.2 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 20) 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.

Budget Impact

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

Prepared By:	Kyle Huie	Acting Senior Accountant	650-551-6180
	Jeannie Chen	Acting Director, Accounting	650-508-6259

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2024
AUGUST 2023

% OF YEAR ELAPSED: 16.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	1,705,165	2,237,864	532,699	31.2%	11,506,000	11,506,000	-
2 Local TDA and STA Funds	10,981,076	11,477,966	496,890	4.5%	68,867,790	68,867,790	-
3 Pass through to Other Agencies	99,562	-	(99,562)	(100.0%)	-	-	-
4 CARES ACT and CRRSAA and ARPA	-	-	-	0.0%	-	-	-
5 Operating Grants	46,152	46,152	-	0.0%	4,300,863	4,300,863	-
6 SMCTA Measure A	721,814	775,094	53,280	7.4%	4,650,560	4,650,560	-
7 AB434 Funds, TA Funded Shuttle & Other	18,353	-	(18,353)	(100.0%)	-	-	-
8 Subtotal - Operating Revenues	13,572,122	14,537,075	964,954	7.1%	89,325,213	89,325,213	-
Other Revenue Sources							
9 District Sales Tax	17,837,787	16,642,000	(1,195,787)	(6.7%)	116,264,000	116,264,000	-
11 Measure W Sales Tax	8,918,893	8,321,000	(597,893)	(6.7%)	58,132,000	58,132,000	-
12 Investment Income	678,349	3,154,786	2,476,437	365.1%	8,098,649	8,098,649	-
13 Other Interest, Rent & Other Income	1,726,070	1,811,165	85,095	4.9%	10,206,685	10,206,685	-
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	6,778,112	7,749,653	971,541	14.3%	55,308,187	55,308,187	-
15 Subtotal - Other Revenues	35,939,211	37,678,604	1,739,393	4.8%	248,009,521	248,009,521	-
16 Total Sources of Funds	49,511,333	52,215,679	2,704,346	5.5%	337,334,734	337,334,734	-
USES OF FUNDS							
19 PCJPB, SMCTA & SAMTR Capital W&B	6,778,112	7,749,653	971,541	14.3%	55,308,187	55,308,187	-
20 Motor Bus	31,664,256	34,021,132	2,356,876	7.4%	181,990,458	181,990,458	-
21 A. D. A. Programs	3,817,024	3,524,073	(292,951)	(7.7%)	20,673,892	20,673,892	-
22 Other Multi-Modal Programs	841,152	856,175	15,023	1.8%	6,489,357	6,489,357	-
23 Pass through to Other Agencies	99,562	-	(99,562)	(100.0%)	-	-	-
24 Land Transfer Interest Expense	-	-	-	0.0%	-	-	-
25 Total Operating Expense	43,200,105	46,151,032	2,950,927	6.8%	264,461,894	264,461,894	-
26							
27 Total Operating Surplus / (Deficit)	6,311,228	6,064,647	(246,581)	(3.9%)	72,872,840	72,872,840	-
28							
29 District Sales Tax Capital	921,233	2,282,846	1,361,613	147.8%	13,697,076	13,697,076	-
30 Measure W Sales Tax Capital	3,922,665	4,787,095	864,431	22.0%	28,722,572	28,722,572	-
31 Reserves for Future Measure W Capital Allocation	-	2,113,785	2,113,785	100.0%	12,682,709	12,682,709	-
32 Sales Tax Allocation - Capital Program	4,843,898	9,183,726	4,339,828	89.6%	55,102,357	55,102,357	-
33							
34 Total Debt Service	1,316,514	1,227,505	(89,008)	(6.8%)	19,142,898	19,142,898	-
35							
36 Total Uses of Funds	49,360,517	56,562,264	7,201,747	14.6%	338,707,149	338,707,149	-
37							
38 SURPLUS/(DEFICIT)	150,816	(4,346,585)	(4,497,401)	(2982.0%)	(1,372,415)	(1,372,415)	-
39 Draw from Prior Years' Surplus	-	-	-	-	1,372,415	1,372,415	-
40 ADJUSTED SURPLUS/(DEFICIT)	150,816	(4,346,585)	(4,497,401)	(2982.0%)	-	-	-

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2024 AUGUST 2023							
% OF YEAR ELAPSED: 16.7%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	1,625,939	2,140,418	514,478	31.6%	11,000,000	11,000,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	8,838,000	8,932,292	94,292	1.1%	53,593,748	53,593,748	-
4							
5 STATE TRANSIT ASSISTANCE	1,515,866	1,897,764	381,898	25.2%	11,386,584	11,386,584	-
6							
7 OPERATING GRANTS	46,152	46,152	-	0.0%	1,587,507	1,587,507	-
8							
9 DISTRICT SALES TAX REVENUE	18,324,630	16,045,018	(2,279,612)	(12.4%)	80,222,063	80,222,063	-
10							
11 MEASURE W SALES TAX	-	988,182	988,182	100.0%	13,201,881	13,201,881	-
12							
13 INVESTMENT INTEREST INCOME	615,611	3,067,974	2,452,364	398.4%	7,431,808	7,431,808	-
14							
15 OTHER REVENUE SOURCES:							
16 Rental Income	366,340	429,377	63,036	17.2%	2,195,931	2,195,931	-
17 Advertising Income	254,501	330,249	75,748	29.8%	1,009,299	1,009,299	-
18 Other Income	77,217	143,707	66,490	86.1%	361,637	361,637	-
19 TOTAL OTHER REVENUES	698,059	903,333	205,274	29.4%	3,566,867	3,566,867	-
20							
21 TOTAL MOTOR BUS	31,664,256	34,021,132	2,356,876	7.4%	181,990,458	181,990,458	-
22							
23 AMERICAN DISABILITIES ACT:							
24 Passenger Fares Redi-Wheels	79,226	97,446	18,220	23.0%	506,000	506,000	-
25 Local TDA 4.5 Redi-Wheels	465,158	470,120	4,962	1.1%	2,820,723	2,820,723	-
26 Local STA - Paratransit	162,052	177,790	15,738	9.7%	1,066,735	1,066,735	-
27 Operating Grants	-	-	-	0.0%	2,713,356	2,713,356	-
28 Sales Tax Revenue - ADA	2,179,510	958,406	(1,221,104)	(56.0%)	3,524,839	3,524,839	-
29 Measure W Sales Tax - ADA	-	958,406	958,406	100.0%	3,524,838	3,524,838	-
30 Interest Income - Paratransit Fund	62,739	86,812	24,073	38.4%	666,841	666,841	-
31 SMCTA Measure A Redi-Wheels	721,814	775,094	53,280	7.4%	4,650,560	4,650,560	-
32 Measure M Paratransit	146,525	-	(146,525)	(100.0%)	1,200,000	1,200,000	-
33 TOTAL ADA PROGRAMS	3,817,024	3,524,073	(292,950)	(7.7%)	20,673,892	20,673,892	-
34							
35 MULTI-MODAL TRANSIT PROGRAMS:							
36							
37 AB434 Funds-SamTrans Shuttle	18,353	-	(18,353)	(100.0%)	-	-	-
38 Employer SamTrans Shuttle Funds	787,617	730,031	(57,585)	(7.3%)	5,257,400	5,257,400	-
39 Dumbarton Rental Income	93,869	177,801	83,931	89.4%	182,418	182,418	-
40 Sales Tax Revenue - Gen. Operating Asst.	(58,687)	(51,657)	7,030.00	12.0%	1,049,539	1,049,539	-
41							
42 TOTAL MULTIMODAL	841,152	856,175	15,023	1.8%	6,489,357	6,489,357	-
43							
44 TOTAL REVENUES	36,322,431	38,401,380	2,078,949	5.7%	209,153,707	209,153,707	-

Statement of Revenues and Expenses

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

% OF YEAR ELAPSED: 16.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	19,353,084	21,753,248	2,400,164	12.4%	99,038,865	99,038,865	-
2							
3 Services:							
4 Board of Directors	43,375	16,337	(27,038)	(62.3%)	142,484	142,484	-
5 Contracted Vehicle Maintenance	240,219	186,892	(53,326)	(22.2%)	1,197,256	1,197,256	-
6 Property Maintenance	153,062	255,180	102,118	66.7%	2,732,602	2,732,602	-
7 Professional Services	226,493	706,624	480,132	212.0%	6,007,989	6,007,989	-
8 Technical Services	1,016,633	1,130,224	113,591	11.2%	12,630,427	12,630,427	-
9 Other Services	140,310	680,521	540,211	385.0%	5,001,819	5,001,819	-
10 Materials & Supply:							
11 Fuel and Electricity*	694,129	771,980	77,851	11.2%	4,897,400	4,897,400	-
12 Bus Parts and Materials	374,917	550,719	175,801	46.9%	3,500,510	3,500,510	-
13 Uniforms and Driver Expense	57,907	98,399	40,491	69.9%	960,134	960,134	-
14 Timetables and Tickets	25,519	5,568	(19,951)	(78.2%)	175,633	175,633	-
15 Office Supplies / Printing	129,732	152,064	22,332	17.2%	830,799	830,799	-
16 Other Materials and Supply	47,095	34,322	(12,773)	(27.1%)	183,800	183,800	-
17							
18 Utilities:							
19 Telephone	67,697	83,494	15,798	23.3%	745,200	745,200	-
20 Other Utilities	134,796	263,586	128,790	95.5%	1,842,600	1,842,600	-
21 Insurance	2,796,199	560,559	(2,235,641)	(80.0%)	3,309,439	3,309,439	-
22 Claims Reserves and Payments	111,118	(24,202)	(135,319)	(121.8%)	800,000	800,000	-
23 Workers Compensation	484,396	480,000	(4,396)	(0.9%)	3,835,476	3,835,476	-
24 Taxes and License Fees	133,740	99,456	(34,284)	(25.6%)	448,804	448,804	-
25 Leases and Rentals	7,080	21,793	14,714	207.8%	241,894	241,894	-
26 Promotional and Legal Advertising	91,270	63,612	(27,658)	(30.3%)	1,403,486	1,403,486	-
27 Training and Business Travel	27,630	55,137	27,506	99.6%	963,040	963,040	-
28 Dues and Membership	70,694	25,290	(45,404)	(64.2%)	262,707	262,707	-
29 Postage and Other	39,748	9,981	(29,767)	(74.9%)	218,244	218,244	-
30							
31 Total District Operated Buses	26,466,843	27,980,785	1,513,942	5.7%	151,370,608	151,370,608	-
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	3,400,000	3,570,827	170,827	5.0%	21,596,300	21,596,300	-
35 Coastside Services	248,818	511,220	262,402	105.5%	2,070,800	2,070,800	-
36 Redi Coast Non-ADA	29,868	48,651	18,783	62.9%	246,380	246,380	-
37 La Honda - Pescadero	-	15,960	15,960	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	26,781	65,067	38,286	143.0%	210,327	210,327	-
39 Microtransit	-	676,585	676,585	100.0%	3,319,877	3,319,877	-
40 CUB Related Wages & Benefits	75,436	101,465	26,029	34.5%	705,256	705,256	-
41 CUB Related Other Support	8,438	27,306	18,868	223.6%	160,360	160,360	-
42 CUB Insurance	1,397,472	262,403	(1,135,069)	(81.2%)	1,657,950	1,657,950	-
43 CUB Claims Reserves & Payments	10,600	760,862	750,262	7,077.9%	600,000	600,000	-
44 Total Contracted Bus Service	5,197,413	6,040,347	842,934	16.2%	30,619,850	30,619,850	-
45							
46 TOTAL MOTOR BUS	31,664,256	34,021,132	2,356,876	7.4%	181,990,458	181,990,458	-

* Fuel and Electricity costs were increased by a realized gain of \$40,761 from the fuel hedge program.

Statement of Revenues and Expenses

OPERATING EXPENSES
FISCAL YEAR 2024
AUGUST 2023

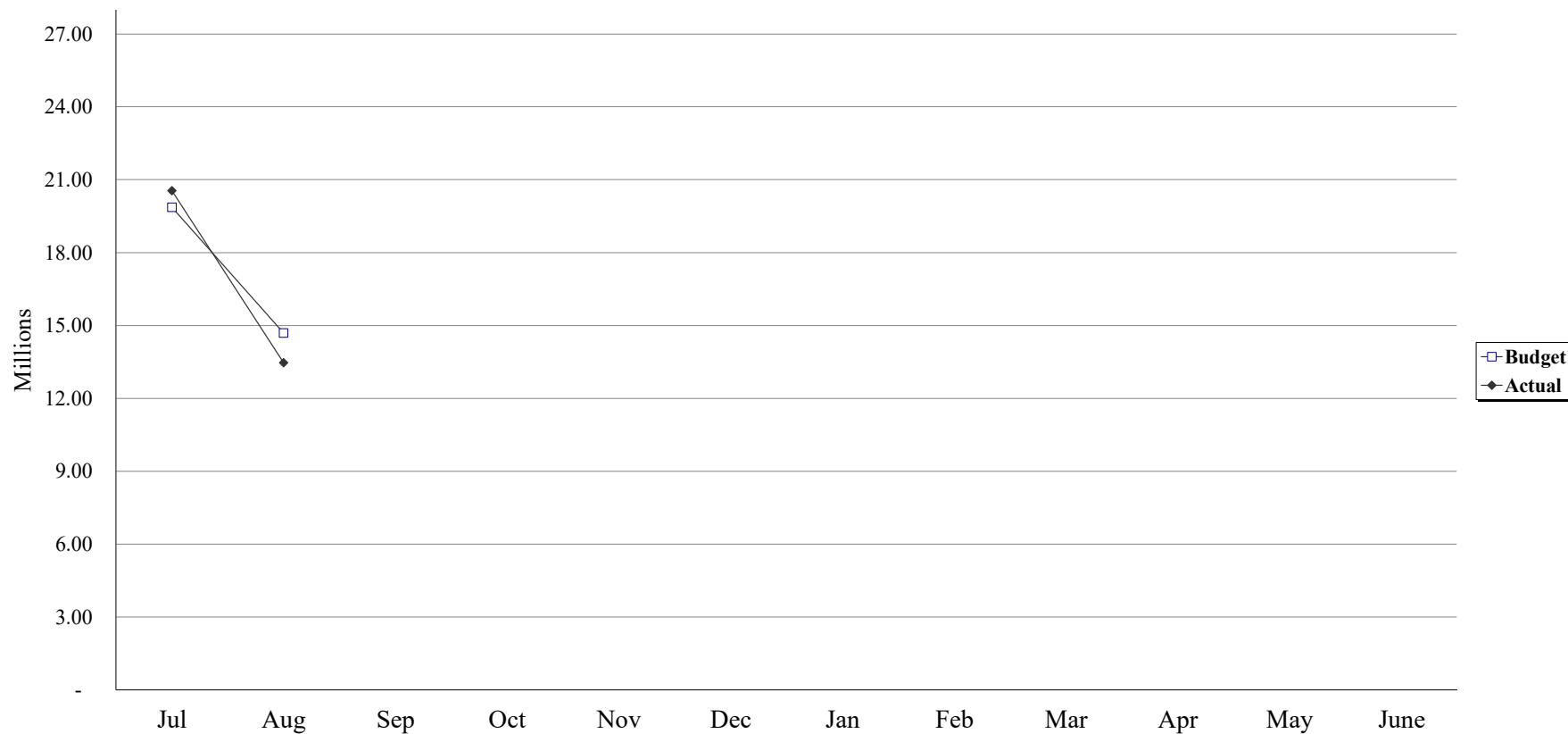
% OF YEAR ELAPSED: 16.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
47 Elderly & Disabled/Redi-Wheels	1,364,249	1,577,485	213,236	15.6%	8,465,551	8,465,551	-
48 ADA Sedans / Taxi Service	400,385	598,937	198,553	49.6%	2,390,907	2,390,907	-
49 Coastside ADA	251,759	433,433	181,674	72.2%	2,281,914	2,281,914	-
50 ADA Related Wages & Benefits	439,328	495,468	56,139	12.8%	3,328,660	3,328,660	-
51 ADA Related Other Support	186,889	197,619	10,731	5.7%	2,701,942	2,701,942	-
52 ADA Insurance	1,174,414	220,631	(953,783)	(81.2%)	1,304,918	1,304,918	-
53 ADA Claims Reserves & Payments	-	500	500	100.0%	200,000	200,000	-
54 TOTAL ADA PROGRAMS	3,817,024	3,524,073	(292,951)	(7.7%)	20,673,892	20,673,892	-
MULTI-MODAL TRANSIT PROGRAMS							
56 SamTrans Shuttle Service	788,225	770,179	(18,046)	(2.3%)	5,782,900	5,782,900	-
57 Shuttle Related Wages & Benefits	29,820	39,511	9,691	32.5%	285,439	285,439	-
58 Dumbarton M.O.W.	7,706	576	(7,129)	(92.5%)	182,418	182,418	-
59 Maintenance Multimodal Facilities	15,400	45,908	30,507	198.1%	238,600	238,600	-
60 TOTAL MULTI-MODAL PROGRAMS	841,152	856,175	15,023	135.8%	6,489,357	6,489,357	-
61 TOTAL OPERATING EXPENSES	36,322,431	38,401,380	2,078,948	5.7%	209,153,707	209,153,707	-

SAN MATEO COUNTY TRANSIT DISTRICT

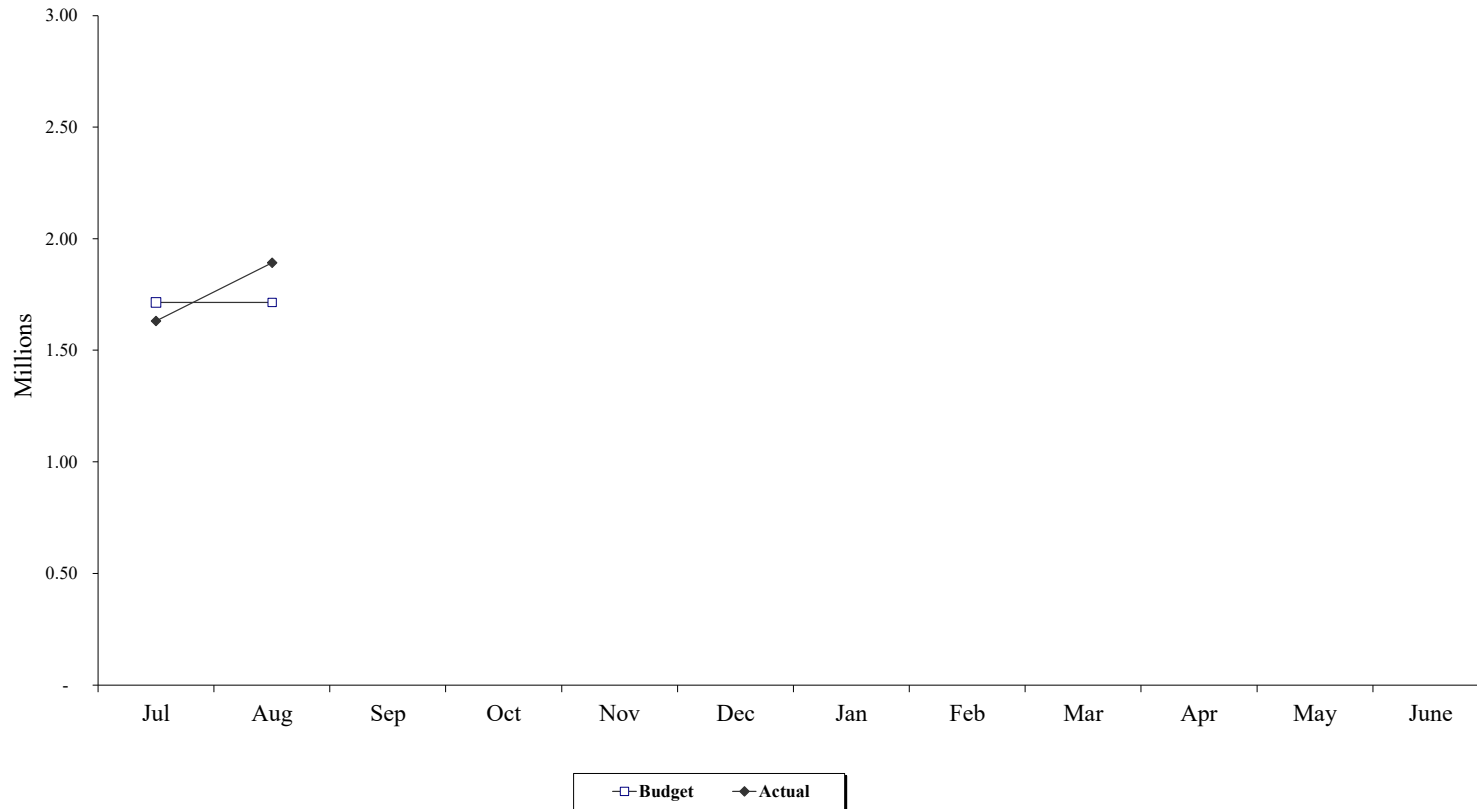
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2024



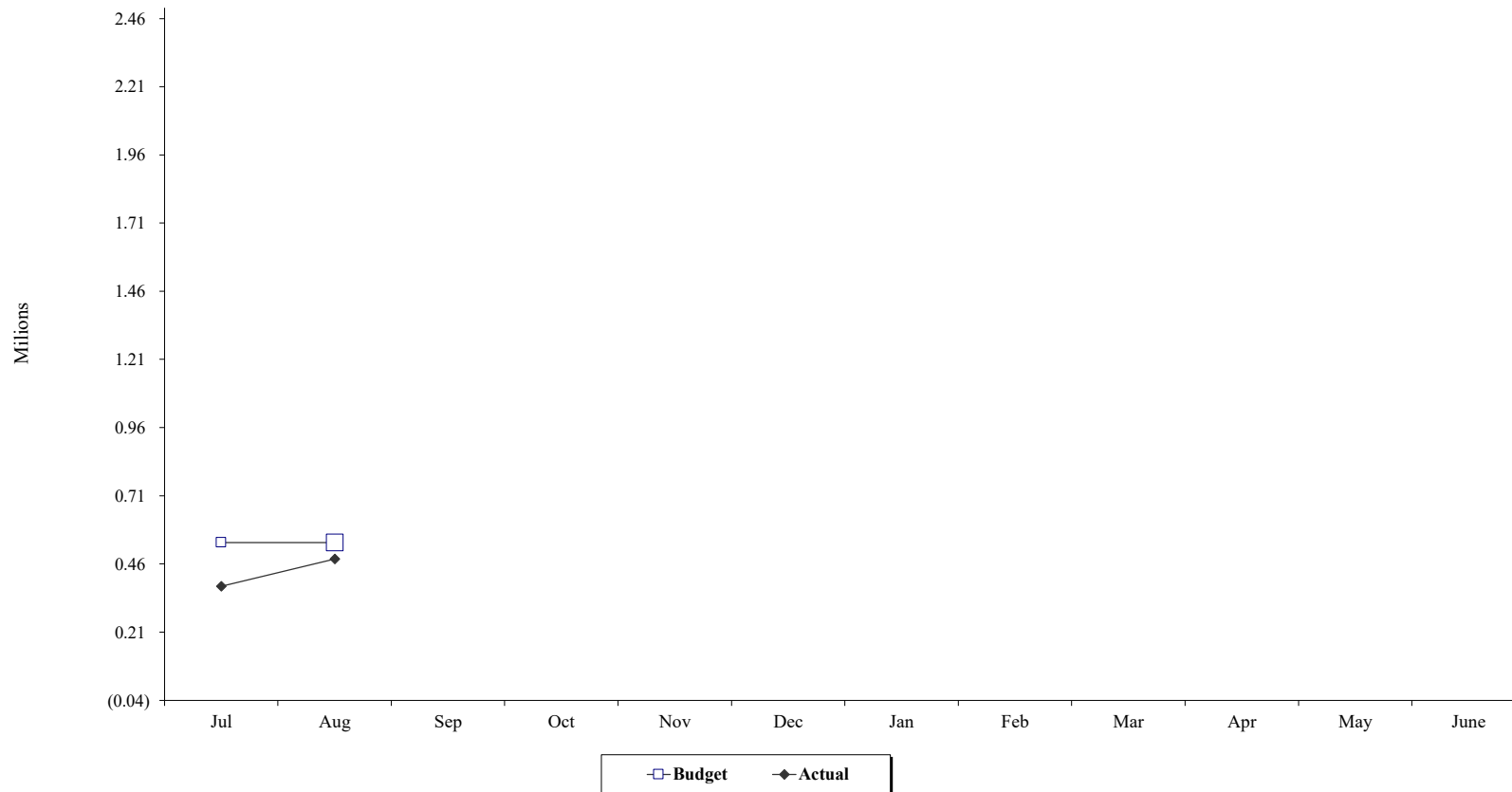
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	19,866,045	14,694,052										
Actual	20,546,859	13,474,273										
CUMULATIVE EXPENSES												
Budget	19,866,045	34,560,097										
Actual	20,546,859	34,021,132										
Variance - F(U)	(680,814)	538,965										
Variance %	-3.4%	1.6%										

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,715,532	1,715,532										
Actual	1,631,213	1,892,860										
CUMULATIVE EXPENSES												
Budget	1,715,532	3,431,064										
Actual	1,631,213	3,524,073										
Variance - F(U)	84,319	(93,009)										
Variance %	4.9%	-2.7%										

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										
Actual	378,152	478,023										
CUMULATIVE EXPENSES												
Budget	538,655	1,076,810										
Actual	378,152	856,175										
Variance - F(U)	160,503	598,787										
Variance %	29.8%	55.6%										

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

	8/31/2023
LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF	
Bank of America (unrestricted: includes Checking)	\$ 123,248,357
Bank of America (Restricted: includes grant/endowment funds)	17,381,168
CAMP	179,062,058
LAIF	5,481,669
ICD Investment (Market values)**	1,026,048
 INVESTMENT FUNDS	
Investment Portfolio (Market Values+ Accrued interest)*	204,291,802
MMF - US Bank Custodian Account	11,749,987
 TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT	 4,809,489
 TOTAL	 <u>\$ 547,050,576</u>

* Fund Managed by PFM Investment Advisor

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

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	42,485.36
MMFund (incl LAIF and ICD)	18,257,702.94
Fixed Income	204,249,316.47
Duration	1.864
Convexity	0.057
WAL	2.007
Years to Final Maturity	2.837
Years to Effective Maturity	2.649
Yield	5.158
Book Yield	2.211
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
Other	33.845%
United States	28.235%
Federal Home Loan Mortgage Corporation	17.281%
Federal National Mortgage Association	9.437%
U.S. Bancorp	6.066%
(SM - LAIF) State of California	2.463%
The Toronto-Dominion Bank	1.368%
Berkshire Hathaway Inc.	1.306%
---	100.000%

Footnotes: 1,2

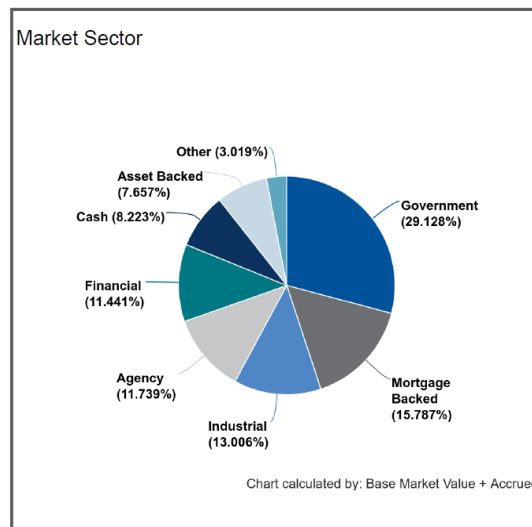
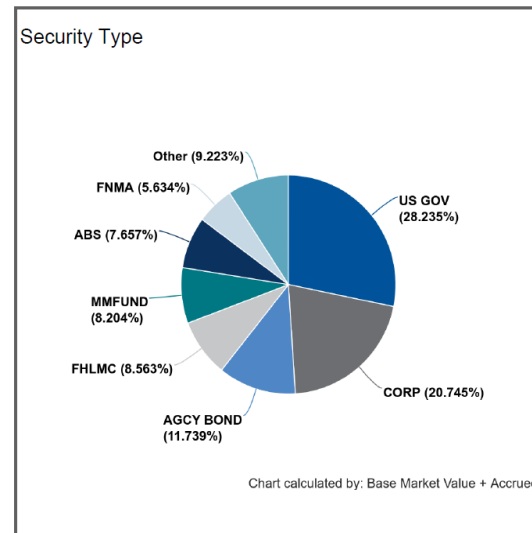
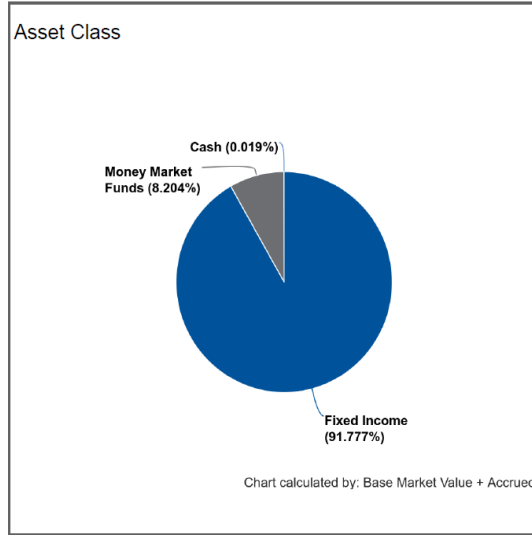
Footnotes:
1) Grouped by Issuer Concentration
2) Groups sorted by: % of Base Market Value+Accrued

Risk Summary

08/01/2023 - 08/31/2023

SAM Transit District Agg (136232)

Dated: 09/13/2023

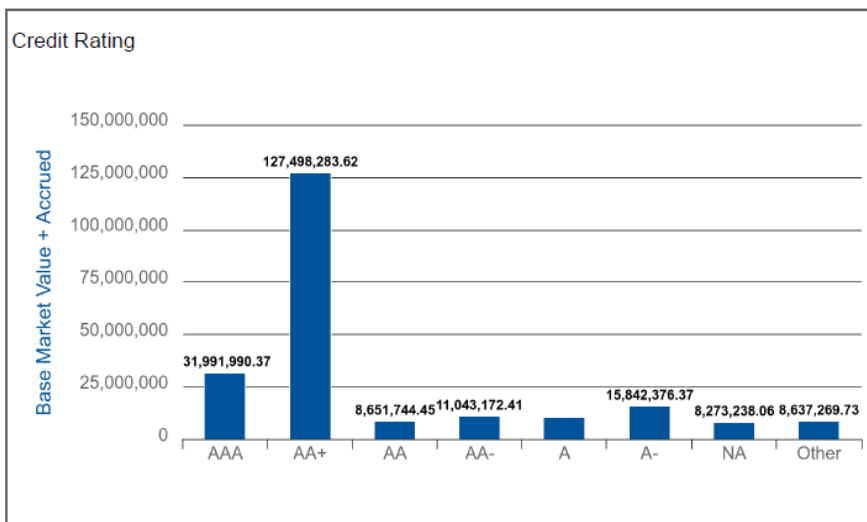


Risk Summary

08/01/2023 - 08/31/2023

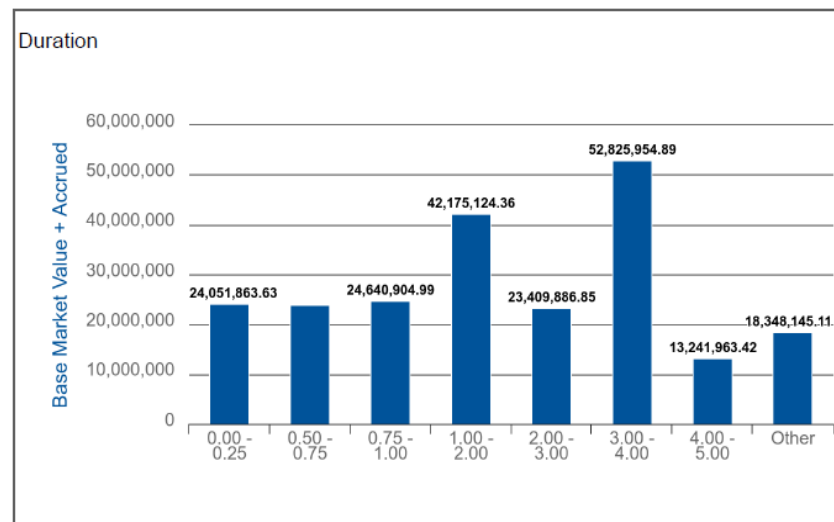
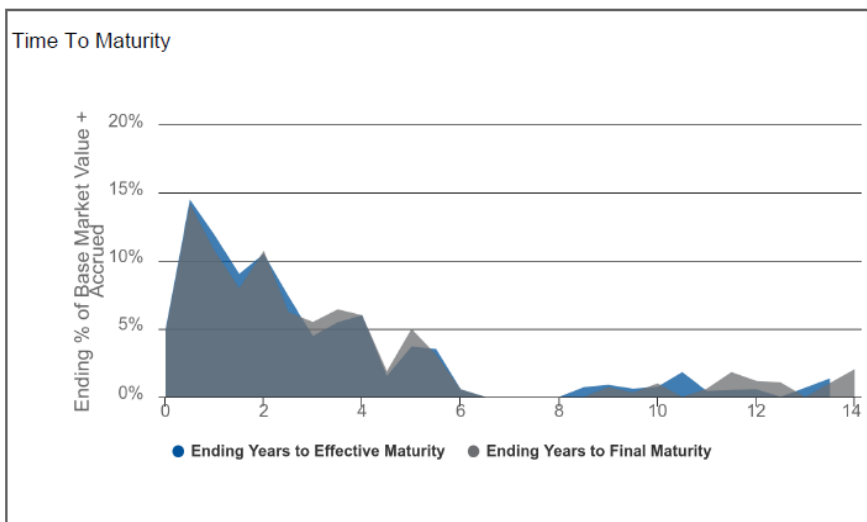
SAM Transit District Agg (136232)

Dated: 09/13/2023



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	9.149%	2.121%	2.212%	0.894%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	22.359%	11.651%	7.091%	20.137%	4.900%	0.000%	0.000%	0.000%	0.000%
A	5.900%	4.385%	1.216%	2.705%	1.050%	0.000%	0.000%	0.000%	0.000%
BBB	0.511%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.461%	0.793%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

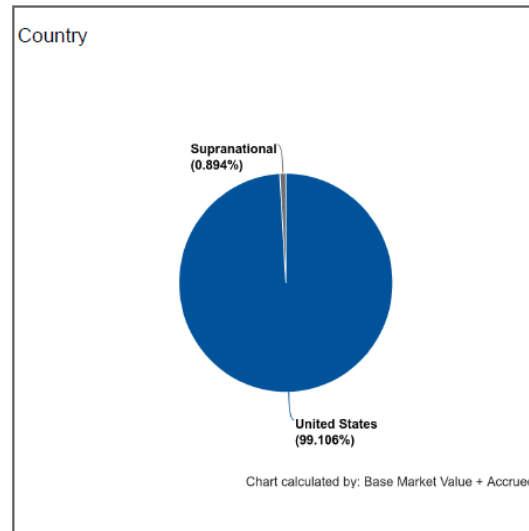
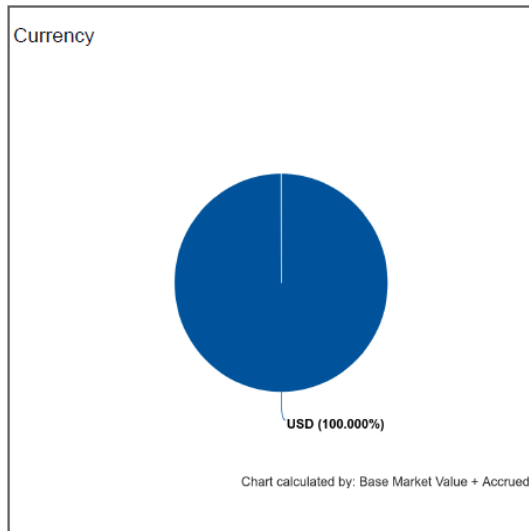
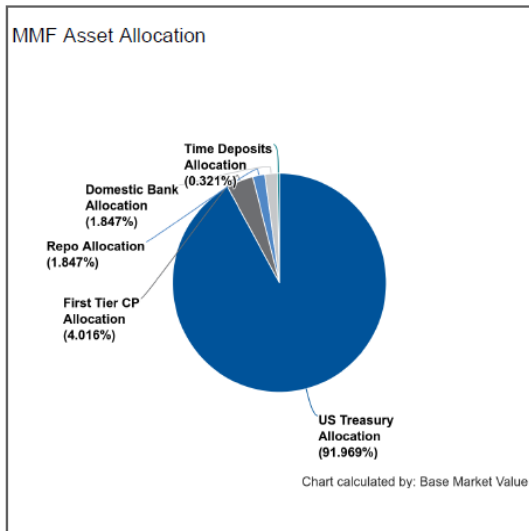
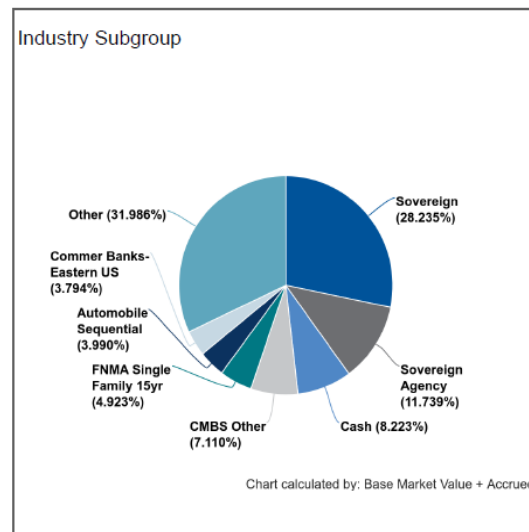
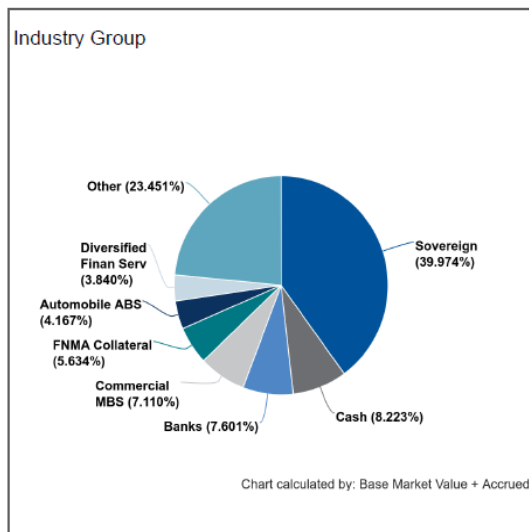
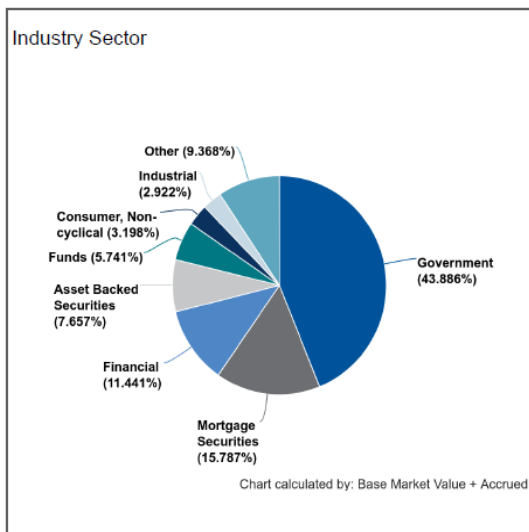


Risk Summary

08/01/2023 - 08/31/2023

SAM Transit District Agg (136232)

Dated: 09/13/2023



CLEARWATER

ANALYTICS

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 08/31/2023
 Base Currency: USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	36,529.53	---	08/31/2023	36,529.53	0.00	36,529.53	36,529.53
CASH			36,529.53			36,529.53	0.00	36,529.53	36,529.53

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	8,757,180.49	---	08/31/2023	8,757,180.49	0.00	8,757,180.49	8,757,180.49
MMFUND		FIRST AMER:US TRS MM Y	8,757,180.49			8,757,180.49	0.00	8,757,180.49	8,757,180.49

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,793,710.02	---		8,793,710.02	0.00	8,793,710.02	8,793,710.02

- * 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: 08/31/2023
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02582JJZ4	AMXCA 2023-1 A	680,000.00	06/14/2023	05/15/2028	679,939.68	1,471.82	676,158.00	677,629.82
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	1,298.62	604,912.60	606,211.22
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,410,793.25	1,411,153.81
ABS	14041NFY2	COMET 2021-3 A	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,085,391.30	1,085,920.54
ABS	14044CAC6	COPAR 2021-1 A3	428,396.35	10/27/2021	09/15/2026	428,388.26	146.61	410,489.38	410,635.99
ABS	14315FAD9	CARMX 2020-3 A3	35,759.52	07/22/2020	03/17/2025	35,753.39	9.85	35,585.37	35,595.22
ABS	14316HAC6	CARMX 2020-4 A3	137,964.08	10/21/2020	08/15/2025	137,933.71	30.66	135,341.38	135,372.04
ABS	14316NAC3	CARMX 2021-1 A3	106,198.89	01/27/2021	12/15/2025	106,177.90	16.05	103,513.12	103,529.17
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	04/15/2027	1,229,970.97	2,170.27	1,201,316.40	1,203,486.67
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	844,654.50	844,883.92
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	2,749.84	1,248,072.40	1,250,822.24
ABS	31680EAD3	FITAT 2023-1 A3	1,265,000.00	08/23/2023	08/15/2028	1,264,921.57	1,554.54	1,268,390.20	1,269,944.74
ABS	344928AD8	FORDO 2023-A A3	470,000.00	03/31/2023	03/15/2026	469,950.98	971.33	463,053.40	464,024.73
ABS	362554AC1	GMCAR 2021-4 A3	352,159.36	10/21/2021	09/16/2026	352,150.38	99.78	337,523.61	337,623.39
ABS	362590AC5	GMCAR 2020-3 A3	117,452.22	08/19/2020	04/16/2025	117,425.35	22.02	116,961.27	116,983.30
ABS	36260KAC8	GMCAR 2020-4 A3	105,730.82	10/14/2020	08/18/2025	105,708.22	16.74	104,103.62	104,120.36
ABS	380140AC7	GMCAR 213 A3	447,911.04	07/21/2021	06/16/2026	447,883.36	89.58	432,216.24	432,305.82
ABS	43815GAC3	HAROT 2021-4 A3	421,306.25	11/24/2021	01/21/2026	421,217.44	102.99	405,435.65	405,538.63
ABS	44891RAC4	HART 2020-C A3	328,470.54	10/28/2020	05/15/2025	328,394.90	55.48	323,753.71	323,809.18
ABS	44933LAC7	HART 2021-A A3	162,662.04	04/28/2021	09/15/2025	162,644.93	27.47	159,098.12	159,125.59
ABS	44935FAD6	HART 2021-C A3	325,600.83	11/17/2021	05/15/2026	325,528.15	107.09	314,224.34	314,331.43
ABS	47787NAC3	JDOT 2020-B A3	11,145.67	07/22/2020	11/15/2024	11,143.97	2.53	11,102.09	11,104.62
ABS	50117TAC5	KCOT 2021-1 A3	256,422.89	04/14/2021	08/15/2025	256,370.43	70.66	249,045.61	249,116.26
ABS	65480BAC1	NAROT 2021-A A3	938,730.24	06/23/2021	10/15/2025	938,714.37	137.68	912,689.86	912,827.54
ABS	89237VAB5	TAOT 2020-C A3	47,528.33	07/27/2020	10/15/2024	47,524.67	9.29	47,363.88	47,373.17
ABS	89238EAD8	TLOT 2021-A A4	233,581.40	04/21/2021	08/20/2025	233,532.61	35.69	232,789.56	232,825.25
ABS	92290BA9	VZOT 2020-B A	45,010.67	08/12/2020	02/20/2025	45,001.22	6.46	44,879.69	44,886.15
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	592,022.75	592,697.49
ABS	92868KAC7	VALET 2021-1 A3	602,405.14	12/13/2021	06/22/2026	602,381.52	187.75	580,622.17	580,809.92
ABS	98163KAC6	WOART 2021-D A3	502,550.72	11/03/2021	10/15/2026	502,482.27	180.92	482,433.61	482,614.53
ABS			15,231,986.99			15,230,311.88	13,365.69	14,833,937.06	14,847,302.75

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,902.78	931,010.00	932,912.78
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	1,014.06	503,261.00	504,275.06
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,239.58	931,450.00	933,689.58
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,027.78	923,990.00	925,017.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	81.25	1,188,525.00	1,188,606.25
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,900.00	1,093,296.00	1,095,196.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	750.69	1,135,671.00	1,136,421.69
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	666.67	1,469,888.00	1,470,554.67
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	1,321.53	1,098,933.00	1,100,254.53
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,802.08	1,498,545.00	1,500,347.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	2,139.58	1,186,172.00	1,188,311.58
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	562.50	1,192,596.00	1,193,158.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,038.19	1,288,521.00	1,289,559.19
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	4,833.33	7,884,000.00	7,888,833.33
AGCY BOND			23,200,000.00			23,167,107.87	21,280.03	22,325,858.00	22,347,138.03

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	4,798.53	---	08/31/2023	4,798.53	0.00	4,798.53	4,798.53
CASH			4,798.53			4,798.53	0.00	4,798.53	4,798.53

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	116,986.30	2,506,950.00	2,623,936.30
CD			2,500,000.00			2,500,000.00	116,986.30	2,506,950.00	2,623,936.30

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	7,735.00	895,140.00	902,875.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	1,791.69	1,271,171.05	1,272,962.74
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	10,120.00	851,672.80	861,792.80
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	3,840.00	876,033.00	879,873.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	3,437.50	935,140.00	938,577.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	3,437.50	935,140.00	938,577.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	2,406.25	654,598.00	657,004.25
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	31,335.42	1,295,710.00	1,327,045.42
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	1,875.00	870,930.00	872,805.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	128.65	310,716.25	310,844.90
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	560.76	760,937.00	761,497.76
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	2,583.33	778,664.00	781,247.33
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	2,901.80	1,012,286.00	1,015,187.80
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,398.93	386,408.00	387,806.93
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	5,381.25	2,440,017.00	2,445,398.25
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	28,635.00	2,501,982.00	2,530,617.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	3,378.75	1,223,019.00	1,226,397.75
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	4,273.50	846,603.00	850,876.50
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	4,485.00	377,757.90	382,242.90
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000.00	07/25/2023	07/14/2028	1,309,932.00	8,401.25	1,304,303.00	1,312,704.25
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	46.18	913,957.00	914,003.18
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	757.13	870,921.00	871,678.13
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	5,101.25	885,330.00	890,431.25
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	1,428.00	134,468.60	135,896.60
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	4,911.11	1,270,451.00	1,275,362.11
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	2,242.50	437,292.00	439,534.50
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,194.80	556,956.60	558,151.40
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	378.44	716,280.00	716,658.44
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	2,432.67	201,836.85	204,269.52
CORP	58933YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	6,025.50	502,629.70	508,655.20
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	7,434.41	1,272,817.00	1,280,251.41
CORP	63743HFE1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	487.50	370,472.70	370,960.20
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	1,602.33	212,115.20	213,717.53
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	3,325.00	890,280.00	893,605.00
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	194.03	606,285.30	606,479.33
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	23,595.91	2,225,103.40	2,248,699.31
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2024	03/18/2024	494,752.50	1,680.94	481,936.95	483,617.89
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	485.00	377,976.00	378,461.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	598.00	218,815.20	219,413.20
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	405.00	428,220.00	428,625.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	121.50	128,466.00	128,587.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	126.00	133,224.00	133,350.00
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	593.13	233,875.20	234,468.33
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	14,118.75	1,212,330.00	1,226,448.75
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	92.51	267,615.60	267,708.11
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	3,720.00	1,747,116.00	1,750,836.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	3,894.03	1,040,370.50	1,044,264.53
CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	13,399.75	901,551.30	914,951.05
CORP			41,710,000.00			42,195,166.45	228,497.93	39,766,921.10	39,995,419.03

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479MZ14	MUFG Bank, Ltd., New York Branch	2,000,000.00	03/31/2023	12/01/2023	1,929,766.67	0.00	1,971,800.00	1,971,800.00
CP			2,000,000.00			1,929,766.67	0.00	1,971,800.00	1,971,800.00

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	854,164.61	06/25/2021	06/01/2035	920,362.37	2,491.31	808,979.31	811,470.62
FHLMC	3133L7LB1	FH RC1222	940,705.53	10/19/2021	12/01/2034	1,011,258.44	2,743.72	896,238.37	898,982.10
FHLMC	3133L9AJ2	FH RC2709	1,064,234.64	10/18/2022	09/01/2037	1,044,945.39	3,990.88	1,038,118.33	1,042,109.21
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	629,804.50	631,463.08
FHLMC	3137F62S5	FHMS K-J31 A1	59,072.71	10/29/2020	05/26/2026	59,071.53	28.01	56,989.81	57,017.82
FHLMC	3137H4RZ5	FHMS K-J36 A1	122,115.52	12/16/2021	12/25/2026	122,115.03	132.09	112,404.90	112,536.99
FHLMC	3137H8B42	FHMS K-J40 A1	828,717.63	07/14/2022	06/25/2028	828,707.69	2,348.03	785,632.60	787,980.64
FHLMC	3137H8H79	FHMS K-J41 A1	1,734,376.91	08/04/2022	01/25/2029	1,734,356.10	4,533.95	1,621,139.45	1,625,673.40
FHLMC	3137H92N8	FHMS K-J42 A1	1,094,254.25	09/15/2022	07/25/2029	1,094,212.67	3,558.15	1,044,575.11	1,048,133.26
FHLMC	3137H9MM8	FHMS K-J43 A1	1,794,676.23	12/15/2022	12/25/2028	1,794,645.72	1,309.22	1,747,871.07	1,749,180.29
FHLMC	3137H9QT9	FHMS K-J44 A1	1,792,363.61	02/23/2023	01/25/2029	1,792,308.04	6,807.99	1,761,445.34	1,768,253.33
FHLMC	3137HA4K9	FHMS K-J45 A1	1,798,361.41	05/25/2023	11/25/2028	1,798,357.81	6,676.42	1,757,178.93	1,763,855.35
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000.00	07/20/2023	06/25/2028	1,817,978.40	7,228.50	1,793,772.00	1,801,000.50
FHLMC	3137HAD45	FHMS K-J46 A1	1,449,300.91	07/27/2023	06/25/2028	1,449,264.68	5,769.43	1,437,286.21	1,443,055.63
FHLMC	3137HAGY6	FHMS K-752 A1	840,000.00	08/24/2023	01/25/2029	815,187.24	2,998.80	819,974.40	822,973.20
FHLMC			16,822,343.97			16,964,966.44	52,275.09	16,311,410.32	16,363,685.40

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	997,240.49	12/29/2020	09/25/2033	1,011,342.09	831.03	923,524.47	924,355.50
FHLMC CMO	3137F7DH5	FHR 5048 B	644,294.29	11/30/2020	05/25/2033	652,448.63	536.91	568,460.85	568,997.76
FHLMC CMO			1,641,534.78			1,663,790.73	1,367.95	1,491,985.32	1,493,353.27

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	957,724.43	05/18/2021	03/01/2035	1,026,261.58	2,394.31	892,455.51	894,849.82
FNMA	3140Q9FM0	FN CA1971	1,167,315.36	01/18/2022	06/01/2033	1,231,700.10	3,404.67	1,106,042.98	1,109,447.65
FNMA	3140Q9GK6	FN CA8400	970,159.01	03/22/2021	12/01/2035	1,061,414.59	2,829.63	927,675.75	930,505.38
FNMA	3140X92C8	FN FM6170	802,002.99	06/25/2021	07/01/2035	869,170.74	2,673.34	773,596.05	776,269.39
FNMA	3140X9K46	FN FM5714	638,248.65	03/25/2021	11/01/2035	695,292.12	2,127.50	616,586.49	618,713.98
FNMA	3140XALC4	FN FM6622	1,157,132.10	03/29/2021	02/01/2036	1,216,796.72	2,410.69	1,043,548.01	1,045,958.70
FNMA	3140XC4K1	FN FM8925	1,144,685.04	11/16/2021	08/01/2034	1,241,267.84	3,815.62	1,117,086.68	1,120,902.30
FNMA	3140XHQQ3	FN FS2262	1,554,640.07	06/30/2022	06/01/2037	1,574,315.99	5,182.13	1,499,932.29	1,505,114.42
FNMA	3140XJHF3	FN FS2929	1,588,143.46	10/18/2022	09/01/2037	1,540,747.30	5,293.81	1,525,920.00	1,531,213.81
FNMA	3140XJJ87	FN FS2986	1,432,530.44	10/21/2022	10/01/2032	1,390,002.20	4,775.10	1,381,389.11	1,386,164.21
FNMA			11,412,581.55			11,846,969.18	34,906.81	10,884,232.85	10,919,139.66

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	1,683,294.82	03/31/2023	04/25/2035	1,715,711.39	7,013.73	1,663,112.11	1,670,125.84
FNMA CMO			1,683,294.82			1,715,711.39	7,013.73	1,663,112.11	1,670,125.84

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER-US TRS MM Y	2,189,635.23	---	08/31/2023	2,189,635.23	0.00	2,189,635.23	2,189,635.23
MMFUND			2,189,635.23			2,189,635.23	0.00	2,189,635.23	2,189,635.23

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	1,235.53	392,164.30	393,399.83
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	402.69	223,129.90	223,532.59
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	733.83	325,458.00	326,191.83
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	1,362.83	604,422.00	605,784.83
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	524.17	232,470.00	232,994.17
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	354.29	504,322.50	504,676.79
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	318.75	717,802.50	718,121.25
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	212.63	372,911.85	373,124.48
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	575.85	300,102.00	300,677.85
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	6,418.67	1,500,160.00	1,506,578.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	336.38	550,574.00	550,910.38
MUNI			6,120,000.00			6,123,878.00	12,475.62	5,723,517.05	5,735,992.67

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	11,875.00	1,713,726.00	1,725,601.00
SUPRANATIONAL			1,800,000.00			1,799,064.00	11,875.00	1,713,726.00	1,725,601.00

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	30,326.09	3,917,360.00	3,947,686.09
US GOV	912828T91	UNITED STATES TREASURY	400,000.00	10/04/2019	10/31/2023	402,296.87	2,190.22	397,516.00	399,706.22
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	2,961.96	462,890.00	465,851.96
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	11,847.83	1,851,560.00	1,863,407.83
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	9,182.07	1,434,959.00	1,444,141.07
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	17,119.57	4,862,700.00	4,879,819.57
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	5,050.27	1,434,496.50	1,439,546.77
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	2,225.54	632,151.00	634,376.54
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	1,540.76	437,643.00	439,183.76
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	4,622.28	1,312,929.00	1,317,551.28
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	2,546.54	812,617.00	815,163.54
US GOV	912828ZW3	UNITED STATES TREASURY	2,400,000.00	12/24/2020	06/30/2025	2,391,187.50	1,027.17	2,205,552.00	2,206,579.17
US GOV	91282CBA8	UNITED STATES TREASURY	1,000,000.00	12/31/2020	12/15/2023	998,710.94	266.39	985,230.00	985,496.39
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	224.69	317,131.50	317,356.19
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	770.38	1,087,308.00	1,088,078.38
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	4,622.28	6,523,848.00	6,528,470.28
US GOV	91282CBV2	UNITED STATES TREASURY	14,000,000.00	12/06/2021	04/15/2024	13,877,500.00	19,938.52	13,567,400.00	13,587,338.52
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	40,771.74	4,153,028.00	4,193,799.74
US GOV	91282CFB2	UNITED STATES TREASURY	5,950,000.00	05/05/2023	07/31/2027	5,748,955.08	14,228.26	5,601,151.50	5,615,379.76
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	4,543.48	1,788,603.00	1,793,146.48
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000.00	07/07/2023	07/31/2027	1,437,669.92	3,646.74	1,435,589.25	1,439,235.99
US GOV			58,150,000.00			57,393,918.00	179,652.78	55,221,662.75	55,401,315.53

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	11,121.25	1,352,759.40	1,363,880.65
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	11,118.40	1,195,337.50	1,206,455.90
YANKEE			2,645,000.00			2,633,825.00	22,239.65	2,548,096.90	2,570,336.55

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	187,111,175.86	---	---	187,358,909.37	701,936.57	179,157,643.22	179,859,579.79

* 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: 08/31/2023
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02582JJZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2028	104,990.69	227.27	104,406.75	104,634.02
ABS	05522RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	202.24	94,207.70	94,409.94
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	243,899.85	243,962.18
ABS	14041NFY2	COMET 2021-3 A	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	203,807.10	203,906.48
ABS	14044CAC6	COPAR 2021-1 A3	74,503.71	10/27/2021	09/15/2026	74,502.31	25.50	71,389.46	71,414.95
ABS	14315FAD9	CARMX 2020-3 A3	10,330.53	07/22/2020	03/17/2025	10,328.76	2.85	10,280.22	10,283.06
ABS	14316HAC6	CARMX 2020-4 A3	32,462.14	10/21/2020	08/15/2025	32,454.99	7.21	31,845.03	31,852.24
ABS	14316NAC3	CARMX 2021-1 A3	18,740.98	01/27/2021	12/15/2025	18,737.28	2.83	18,267.02	18,269.85
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	04/15/2027	194,995.40	344.07	190,452.60	190,796.67
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	147,102.75	147,142.71
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	416.31	188,951.20	189,367.51
ABS	31680EAD3	FITAT 2023-1 A3	195,000.00	08/23/2023	08/15/2028	194,987.91	239.63	195,522.60	195,762.23
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	03/15/2026	69,992.70	144.67	68,965.40	69,110.07
ABS	362554AC1	GMCAR 2021-4 A3	59,455.48	10/21/2021	09/16/2026	59,453.96	16.85	56,984.51	57,001.35
ABS	36260KAC8	GMCAR 2020-4 A3	22,467.80	10/14/2020	08/18/2025	22,463.00	3.56	22,122.02	22,125.58
ABS	380140AC7	GMCAR 213 A3	77,099.44	07/21/2021	06/16/2026	77,094.68	15.42	74,397.88	74,413.30
ABS	43815GAC3	HAROT 2021-4 A3	77,850.07	11/24/2021	01/21/2026	77,833.66	19.03	74,917.46	74,936.49
ABS	44891RAC4	HART 2020-C A3	72,263.52	10/28/2020	05/15/2025	72,246.88	12.20	71,225.82	71,238.02
ABS	44933LAC7	HART 2021-A A3	31,561.29	04/28/2021	09/15/2025	31,557.97	5.33	30,869.78	30,875.11
ABS	44935FAD6	HART 2021-C A3	55,031.13	11/17/2021	05/15/2026	55,018.85	18.10	53,108.34	53,126.44
ABS	47787NAC3	JDOT 2020-B A3	2,674.96	07/22/2020	11/15/2024	2,674.55	0.61	2,664.50	2,665.11
ABS	89237VAB5	TAOT 2020-C A3	5,056.20	07/27/2020	10/15/2024	5,055.82	0.99	5,038.71	5,039.70
ABS	89238EAD8	TLOT 2021-A A4	45,321.77	04/21/2021	08/20/2025	45,312.30	6.92	45,168.12	45,175.05
ABS	92290BAA9	VZOT 2020-B A	6,554.95	08/12/2020	02/20/2025	6,553.58	0.94	6,535.88	6,536.82
ABS	92868KAC7	VALET 2021-1 A3	101,133.71	12/13/2021	06/22/2026	101,129.74	31.52	97,476.71	97,508.23
ABS	98163KAC6	WOART 2021-D A3	85,254.14	11/03/2021	10/15/2026	85,242.53	30.69	81,841.42	81,872.11
ABS			2,252,761.81			2,252,507.19	1,976.40	2,191,448.82	2,193,425.22

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	523.26	256,027.75	256,551.01
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	212.03	105,227.30	105,439.33
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	615.89	256,148.75	256,764.64
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	282.64	254,097.25	254,379.89
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	17.19	251,418.75	251,435.94
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	435.42	250,547.00	250,982.42
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	163.19	246,885.00	247,048.19
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	145.83	321,538.00	321,683.83
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	408.47	339,670.20	340,078.67
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	552.64	459,553.80	460,106.44
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	905.21	501,842.00	502,747.21
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	121.88	258,395.80	258,517.68
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	219.62	272,571.75	272,791.37
AGCY BOND			3,975,000.00			3,964,893.24	4,603.26	3,773,923.35	3,778,526.61

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	1,157.30	---	08/31/2023	1,157.30	0.00	1,157.30	1,157.30
CASH			1,157.30			1,157.30	0.00	1,157.30	1,157.30

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	7,434.78	400,636.00	408,070.78
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	18,717.81	401,112.00	419,829.81
CD			800,000.00			800,000.00	26,152.59	801,748.00	827,900.59

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	333.81	236,834.15	237,167.96
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	1,495.00	125,815.30	127,310.30
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,066.67	243,342.50	244,409.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	945.31	257,163.50	258,108.81
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	4,820.83	199,340.00	204,160.83
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	520.83	241,925.00	242,445.83
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	21.77	52,582.75	52,604.52
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	98.96	134,283.00	134,381.96
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	527.60	184,052.00	184,579.60
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	699.47	193,204.00	193,903.47
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	847.05	384,076.75	384,923.80
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	4,242.22	370,664.00	374,906.22
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	500.56	181,188.00	181,688.56
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	690.00	58,116.60	58,806.60
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,000.00	07/25/2023	07/14/2028	201,528.00	1,292.50	200,662.00	201,954.50
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	13.13	259,756.20	259,769.33
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	1,417.01	245,925.00	247,342.01
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	204.00	19,209.80	19,413.80
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	755.56	195,454.00	196,209.56
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	299.29	99,796.00	100,095.29
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	422.30	196,855.35	197,277.65
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	50.46	95,504.00	95,554.46
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	356.00	29,537.10	29,893.10
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	936.00	78,078.40	79,014.40
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	1,143.76	195,818.00	196,961.76
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	75.00	56,995.80	57,070.80
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	254.92	33,745.60	34,000.52
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	923.61	247,300.00	248,223.61
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	32.08	100,251.90	100,283.98
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	3,696.36	348,567.70	352,264.06
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	288.65	82,756.85	83,045.50
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	72.75	56,696.40	56,769.15
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	87.21	31,910.55	31,997.76
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	112.50	118,950.00	119,062.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	22.50	23,790.00	23,812.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	45.00	47,580.00	47,625.00
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	2,250.00	193,200.00	195,450.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	677.22	180,934.00	181,611.22
CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	2,017.17	135,717.40	137,734.57
CORP			6,430,000.00			6,435,382.50	34,255.04	6,137,579.60	6,171,834.64

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	158,545.64	06/25/2021	06/01/2035	170,832.92	462.42	150,158.57	150,621.00
FHLMC	3133L7LB1	FH RC1222	169,327.00	10/19/2021	12/01/2034	182,026.52	493.87	161,322.91	161,816.78
FHLMC	3133L9AJ2	FH RC2709	172,561.57	10/18/2022	09/01/2037	169,433.89	647.11	168,326.91	168,974.01
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	169,562.75	170,009.29
FHLMC	3137F62S5	FHMS K-J31 A1	13,932.24	10/29/2020	05/26/2026	13,931.97	6.61	13,440.99	13,447.60
FHLMC	3137H4RZ5	FHMS K-J36 A1	19,427.47	12/16/2021	12/25/2026	19,427.39	21.01	17,882.60	17,903.61
FHLMC	3137H8B42	FHMS K-J40 A1	138,119.61	07/14/2022	06/25/2028	138,117.95	391.34	130,938.77	131,330.11
FHLMC	3137H8H79	FHMS K-J41 A1	289,062.82	08/04/2022	01/25/2029	289,059.35	755.66	270,189.91	270,945.57
FHLMC	3137H92N8	FHMS K-J42 A1	183,200.94	09/15/2022	07/25/2029	183,193.98	595.71	174,883.62	175,479.32
FHLMC	3137H9MM8	FHMS K-J43 A1	274,186.65	12/15/2022	12/25/2028	274,181.98	200.02	267,035.86	267,235.88
FHLMC	3137H9QT9	FHMS K-J44 A1	273,833.33	02/23/2023	01/25/2029	273,824.85	1,040.11	269,109.70	270,149.81
FHLMC	3137HA4K9	FHMS K-J45 A1	274,749.66	05/25/2023	11/25/2028	274,749.11	1,020.01	268,457.89	269,477.90
FHLMC	3137HACX2	FHMS K-505 A2	275,000.00	07/20/2023	06/25/2028	277,746.70	1,104.35	274,048.50	275,152.85
FHLMC	3137HAD45	FHMS K-J46 A1	224,891.52	07/27/2023	06/25/2028	224,885.90	895.26	223,027.17	223,922.43
FHLMC	3137HAGY6	FHMS K-752 A1	130,000.00	08/24/2023	01/25/2029	126,159.93	464.10	126,900.80	127,364.90
FHLMC			2,771,838.43			2,801,240.40	8,544.12	2,685,286.94	2,693,831.06

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	136,293.02	11/30/2020	05/25/2033	138,017.98	113.58	120,251.33	120,364.91
FHLMC CMO			136,293.02			138,017.98	113.58	120,251.33	120,364.91

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	169,010.19	05/18/2021	03/01/2035	181,104.99	422.53	157,492.15	157,914.67
FNMA	3140Q9FM0	FN CA1971	175,097.30	01/18/2022	06/01/2033	184,755.01	510.70	165,906.45	166,417.15
FNMA	3140QGKN6	FN CA8400	189,889.06	03/22/2021	12/01/2035	207,750.50	553.84	181,573.81	182,127.66
FNMA	3140X92C8	FN FM6170	150,375.56	06/25/2021	07/01/2035	162,969.52	501.25	145,049.26	145,550.51
FNMA	3140X9K46	FN FM5714	113,972.97	03/25/2021	11/01/2035	124,159.30	379.91	110,104.73	110,484.64
FNMA	3140XALC4	FN FM6622	216,962.27	03/29/2021	02/01/2036	228,149.38	452.00	195,665.25	196,117.26
FNMA	3140XC4K1	FN FM8925	214,628.45	11/16/2021	08/01/2034	232,737.72	715.43	209,453.75	210,169.18
FNMA	3140XJHF3	FN FS2929	264,690.58	10/18/2022	09/01/2037	256,791.22	882.30	254,320.00	255,202.30
FNMA	3140XJH87	FN FS2986	202,823.99	10/21/2022	10/01/2032	196,802.66	676.08	195,583.18	196,259.26
FNMA			1,697,450.37			1,775,220.30	5,094.05	1,615,148.58	1,620,242.62

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA CMO	31394CP22	FNR 2005-33 QE	255,500.11	03/31/2023	04/25/2035	260,420.48	1,064.58	252,436.66	253,501.24
FNMA CMO			255,500.11			260,420.48	1,064.58	252,436.66	253,501.24

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	803,171.03	---	08/31/2023	803,171.03	0.00	803,171.03	803,171.03
MMFUND			803,171.03			803,171.03	0.00	803,171.03	803,171.03

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	215.50	68,400.75	68,616.25
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	105.05	58,207.80	58,312.85
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	115.32	51,143.40	51,258.72
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	157.25	69,741.00	69,898.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	272.57	120,884.40	121,156.97
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	74.08	105,449.25	105,523.33
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	44.63	78,265.45	78,310.08
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	95.98	50,017.00	50,112.98
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	1,103.21	257,840.00	258,943.21
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	73.13	119,690.00	119,763.13
MUNI			1,050,000.00			1,050,886.10	2,256.70	979,639.05	981,895.75

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000.00	07/19/2022	06/15/2027	274,857.00	1,814.24	261,819.25	263,633.49
SUPRANATIONAL			275,000.00			274,857.00	1,814.24	261,819.25	263,633.49

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	4,654.21	844,721.50	849,375.71
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	3,422.21	621,118.75	624,540.96
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	888.59	138,867.00	139,755.59
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	592.39	92,578.00	93,170.39
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	3,595.11	1,021,167.00	1,024,762.11
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	1,455.16	413,329.50	414,784.66
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	427.99	121,567.50	121,995.49
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	599.18	170,194.50	170,793.68
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	1,540.76	437,643.00	439,183.76
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	748.98	239,005.00	239,753.98
US GOV	91282CBC4	UNITED STATES TREASURY	50,000.00	10/06/2021	12/31/2025	49,101.56	32.10	45,304.50	45,336.60
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	337.04	475,697.25	476,034.29
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	884.51	316,533.00	317,417.51
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	244.57	402,417.00	402,661.57
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	81.52	134,139.00	134,220.52
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	6,023.10	613,515.50	619,538.60
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	2,092.39	823,698.75	825,791.14
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	717.39	282,411.00	283,128.39
US GOV	91282CFB2	UNITED STATES TREASURY	225,000.00	07/07/2023	07/31/2027	212,115.23	538.04	211,808.25	212,346.29
US GOV	---		7,775,000.00			7,670,116.22	28,875.25	7,405,716.00	7,434,591.25

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	1,993.06	242,430.00	244,423.06
YANKEE			250,000.00			250,000.00	1,993.06	242,430.00	244,423.06

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	28,473,172.07	---	---	28,477,869.74	116,742.86	27,271,755.91	27,388,498.77

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

CLEARWATER

ANALYTICS.

Report: Trade Activity
 Account: SAM Transit District Agg (136232)
 Date: 08/01/2023 - 08/31/2023
 Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
912828ZW3	UNITED STATES TREASURY	(100,000.00)	0.250	Sell	08/15/2023	08/22/2023	06/30/2025	(91,687.50)	(36.01)	91,723.51
3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	(2,250,000.00)	0.250	Maturity	08/24/2023	08/24/2023	08/24/2023	(2,250,000.00)	0.00	2,250,000.00
3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	(800,000.00)	0.250	Maturity	08/24/2023	08/24/2023	08/24/2023	(800,000.00)	0.00	800,000.00
65480BAC1	NAROT 2021-A A3	(76,948.50)	0.330	Principal Paydown	08/15/2023	08/15/2023	10/15/2025	(76,948.49)	0.00	76,948.49
14316NAC3	CARMX 2021-1 A3	(9,294.43)	0.340	Principal Paydown	08/15/2023	08/15/2023	12/15/2025	(9,294.43)	0.00	9,294.43
14316NAC3	CARMX 2021-1 A3	(1,640.19)	0.340	Principal Paydown	08/15/2023	08/15/2023	12/15/2025	(1,640.19)	0.00	1,640.19
69371RQ90	PACCAR FINANCIAL CORP	(395,000.00)	0.350	Maturity	08/11/2023	08/11/2023	08/11/2023	(395,000.00)	0.00	395,000.00
91282CBC4	UNITED STATES TREASURY	(100,000.00)	0.375	Sell	08/15/2023	08/22/2023	12/31/2025	(90,324.22)	(54.01)	90,378.23
36260KAC8	GMCAR 2020-4 A3	(14,852.94)	0.380	Principal Paydown	08/16/2023	08/16/2023	08/18/2025	(14,852.94)	0.00	14,852.94
44891RAC4	HART 2020-C A3	(54,593.14)	0.380	Principal Paydown	08/15/2023	08/15/2023	05/15/2025	(54,593.15)	0.00	54,593.15
44933LAC7	HART 2021-A A3	(17,330.50)	0.380	Principal Paydown	08/15/2023	08/15/2023	09/15/2025	(17,330.49)	0.00	17,330.49
36260KAC8	GMCAR 2020-4 A3	(3,156.25)	0.380	Principal Paydown	08/16/2023	08/16/2023	08/18/2025	(3,156.25)	0.00	3,156.25
44891RAC4	HART 2020-C A3	(12,010.49)	0.380	Principal Paydown	08/15/2023	08/15/2023	05/15/2025	(12,010.49)	0.00	12,010.49
44933LAC7	HART 2021-A A3	(3,362.63)	0.380	Principal Paydown	08/15/2023	08/15/2023	09/15/2025	(3,362.63)	0.00	3,362.63
89237VAB5	TAOT 2020-C A3	(31,583.79)	0.440	Principal Paydown	08/15/2023	08/15/2023	10/15/2024	(31,583.79)	0.00	31,583.79
89237VAB5	TAOT 2020-C A3	(3,359.98)	0.440	Principal Paydown	08/15/2023	08/15/2023	10/15/2024	(3,359.98)	0.00	3,359.98
362590AC5	GMCAR 2020-3 A3	(24,059.99)	0.450	Principal Paydown	08/16/2023	08/16/2023	04/16/2025	(24,059.99)	0.00	24,059.99
92290BA9	VZOT 2020-B A	(44,949.86)	0.470	Principal Paydown	08/20/2023	08/20/2023	02/20/2025	(44,949.86)	0.00	44,949.86
92290BA9	VZOT 2020-B A	(6,546.10)	0.470	Principal Paydown	08/20/2023	08/20/2023	02/20/2025	(6,546.10)	0.00	6,546.10
09661RAD3	BMWOT 2020-A A3	(6,293.87)	0.480	Principal Paydown	08/25/2023	08/25/2023	10/25/2024	(6,293.89)	0.00	6,293.89
380140AC7	GMCAR 213 A3	(29,451.34)	0.480	Principal Paydown	08/16/2023	08/16/2023	06/16/2026	(29,451.34)	0.00	29,451.34
09661RAD3	BMWOT 2020-A A3	(1,798.25)	0.480	Principal Paydown	08/25/2023	08/25/2023	10/25/2024	(1,798.24)	0.00	1,798.24
380140AC7	GMCAR 213 A3	(5,069.49)	0.480	Principal Paydown	08/16/2023	08/16/2023	06/16/2026	(5,069.49)	0.00	5,069.49
14316HAC6	CARMX 2020-4 A3	(16,635.39)	0.500	Principal Paydown	08/15/2023	08/15/2023	08/15/2025	(16,635.39)	0.00	16,635.39
89238EAD8	TLOT 2021-A A4	(101,418.60)	0.500	Principal Paydown	08/20/2023	08/20/2023	08/20/2025	(101,418.59)	0.00	101,418.59
14316HAC6	CARMX 2020-4 A3	(3,914.21)	0.500	Principal Paydown	08/15/2023	08/15/2023	08/15/2025	(3,914.21)	0.00	3,914.21
89238EAD8	TLOT 2021-A A4	(19,678.23)	0.500	Principal Paydown	08/20/2023	08/20/2023	08/20/2025	(19,678.23)	0.00	19,678.23
47787NAC3	JDOT 2020-B A3	(6,395.66)	0.510	Principal Paydown	08/15/2023	08/15/2023	11/15/2024	(6,395.66)	0.00	6,395.66
47787NAC3	JDOT 2020-B A3	(1,534.96)	0.510	Principal Paydown	08/15/2023	08/15/2023	11/15/2024	(1,534.96)	0.00	1,534.96
3137F62S5	FHMS K-J31 A1	(1,720.78)	0.569	Principal Paydown	08/01/2023	08/01/2023	05/26/2026	(1,720.78)	0.00	1,720.78
3137F62S5	FHMS K-J31 A1	(405.84)	0.569	Principal Paydown	08/01/2023	08/01/2023	05/26/2026	(405.84)	0.00	405.84
14315FAD9	CARMX 2020-3 A3	(14,944.41)	0.620	Principal Paydown	08/15/2023	08/15/2023	03/17/2025	(14,944.41)	0.00	14,944.41
50117TAC5	KCOT 2021-1 A3	(21,435.71)	0.620	Principal Paydown	08/15/2023	08/15/2023	08/15/2025	(21,435.71)	0.00	21,435.71
14315FAD9	CARMX 2020-3 A3	(4,317.28)	0.620	Principal Paydown	08/15/2023	08/15/2023	03/17/2025	(4,317.28)	0.00	4,317.28
362554AC1	GMCAR 2021-4 A3	(19,828.78)	0.680	Principal Paydown	08/16/2023	08/16/2023	09/16/2026	(19,828.77)	0.00	19,828.77
362554AC1	GMCAR 2021-4 A3	(3,347.72)	0.680	Principal Paydown	08/16/2023	08/16/2023	09/16/2026	(3,347.72)	0.00	3,347.72
44935FAD6	HART 2021-C A3	(21,533.65)	0.740	Principal Paydown	08/15/2023	08/15/2023	05/15/2026	(21,533.65)	0.00	21,533.65
44935FAD6	HART 2021-C A3	(3,639.49)	0.740	Principal Paydown	08/15/2023	08/15/2023	05/15/2026	(3,639.49)	0.00	3,639.49
14044CAC6	COPAR 2021-1 A3	(24,031.40)	0.770	Principal Paydown	08/15/2023	08/15/2023	09/15/2026	(24,031.40)	0.00	24,031.40
14044CAC6	COPAR 2021-1 A3	(4,179.37)	0.770	Principal Paydown	08/15/2023	08/15/2023	09/15/2026	(4,179.37)	0.00	4,179.37
98163KAC6	WOART 2021-D A3	(27,253.68)	0.810	Principal Paydown	08/15/2023	08/15/2023	10/15/2026	(27,253.68)	0.00	27,253.68
98163KAC6	WOART 2021-D A3	(4,623.39)	0.810	Principal Paydown	08/15/2023	08/15/2023	10/15/2026	(4,623.39)	0.00	4,623.39
43815GAC3	HAROT 2021-4 A3	(27,148.82)	0.880	Principal Paydown	08/21/2023	08/21/2023	01/21/2026	(27,148.82)	0.00	27,148.82
43815GAC3	HAROT 2021-4 A3	(5,016.63)	0.880	Principal Paydown	08/21/2023	08/21/2023	01/21/2026	(5,016.63)	0.00	5,016.63
3137F7DH5	FHR 5048 B	(13,933.47)	1.000	Principal Paydown	08/01/2023	08/01/2023	05/25/2033	(13,933.47)	0.00	13,933.47
3133Q5GZ3	FHS 370 A3	(29,772.19)	1.000	Principal Paydown	08/01/2023	08/01/2023	09/25/2033	(29,772.19)	0.00	29,772.19
3137F7DH5	FHR 5048 B	(2,947.46)	1.000	Principal Paydown	08/01/2023	08/01/2023	05/25/2033	(2,947.46)	0.00	2,947.46
92868KAC7	VALET 2021-1 A3	(37,326.48)	1.020	Principal Paydown	08/20/2023	08/20/2023	06/22/2026	(37,326.48)	0.00	37,326.48
92868KAC7	VALET 2021-1 A3	(6,266.49)	1.020	Principal Paydown	08/20/2023	08/20/2023	06/22/2026	(6,266.49)	0.00	6,266.49
3137H4RZ5	FHMS K-J36 A1	(732.98)	1.298	Principal Paydown	08/01/2023	08/01/2023	12/25/2026	(732.98)	0.00	732.98
3137H4RZ5	FHMS K-J36 A1	(116.61)	1.298	Principal Paydown	08/01/2023	08/01/2023	12/25/2026	(116.61)	0.00	116.61
3140XALC4	FN FM6622	(10,043.65)	2.500	Principal Paydown	08/01/2023	08/01/2023	02/01/2036	(10,043.65)	0.00	10,043.65
3140XALC4	FN FM6622	(1,883.18)	2.500	Principal Paydown	08/01/2023	08/01/2023	02/01/2036	(1,883.18)	0.00	1,883.18
3140K7XA6	FN BP0672	(7,260.12)	3.000	Principal Paydown	08/01/2023	08/01/2023	03/01/2035	(7,260.12)	0.00	7,260.12
3140K7XA6	FN BP0672	(1,281.20)	3.000	Principal Paydown	08/01/2023	08/01/2023	03/01/2035	(1,281.20)	0.00	1,281.20

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
3137H8H79	FHMS K-J41 A1	(56,584.85)	3.137	Principal Paydown	08/01/2023	08/01/2023	01/25/2029	(56,584.85)	0.00	56,584.85
3137H8H79	FHMS K-J41 A1	(9,430.81)	3.137	Principal Paydown	08/01/2023	08/01/2023	01/25/2029	(9,430.81)	0.00	9,430.81
3137H8B42	FHMS K-J40 A1	(1,005.76)	3.400	Principal Paydown	08/25/2023	08/25/2023	06/25/2028	(1,005.76)	0.00	1,005.76
3137H8B42	FHMS K-J40 A1	(167.63)	3.400	Principal Paydown	08/25/2023	08/25/2023	06/25/2028	(167.63)	0.00	167.63
3132CWMM3	FH SB0364	(12,985.00)	3.500	Principal Paydown	08/01/2023	08/01/2023	06/01/2035	(12,985.00)	0.00	12,985.00
3140QGKN6	FN CA8400	(6,344.21)	3.500	Principal Paydown	08/01/2023	08/01/2023	12/01/2035	(6,344.21)	0.00	6,344.21
3133L7LB1	FH RC1222	(39,579.00)	3.500	Principal Paydown	08/01/2023	08/01/2023	12/01/2034	(39,579.00)	0.00	39,579.00
3140Q9FM0	FN CA1971	(12,060.76)	3.500	Principal Paydown	08/01/2023	08/01/2023	06/01/2033	(12,060.76)	0.00	12,060.76
3132CWMM3	FH SB0364	(2,410.21)	3.500	Principal Paydown	08/01/2023	08/01/2023	06/01/2035	(2,410.21)	0.00	2,410.21
3140QGKN6	FN CA8400	(1,241.75)	3.500	Principal Paydown	08/01/2023	08/01/2023	12/01/2035	(1,241.75)	0.00	1,241.75
3133L7LB1	FH RC1222	(7,124.22)	3.500	Principal Paydown	08/01/2023	08/01/2023	12/01/2034	(7,124.22)	0.00	7,124.22
3140Q9FM0	FN CA1971	(1,809.11)	3.500	Principal Paydown	08/01/2023	08/01/2023	06/01/2033	(1,809.11)	0.00	1,809.11
3137H92N8	FHMS K-J42 A1	(907.00)	3.902	Principal Paydown	08/01/2023	08/01/2023	07/25/2029	(907.00)	0.00	907.00
3137H92N8	FHMS K-J42 A1	(151.85)	3.902	Principal Paydown	08/01/2023	08/01/2023	07/25/2029	(151.85)	0.00	151.85
3140X9K46	FN FM5714	(5,409.43)	4.000	Principal Paydown	08/01/2023	08/01/2023	11/01/2035	(5,409.43)	0.00	5,409.43
3140X92C8	FN FM6170	(7,822.93)	4.000	Principal Paydown	08/01/2023	08/01/2023	07/01/2035	(7,822.93)	0.00	7,822.93
3140XC4K1	FN FM8925	(11,984.66)	4.000	Principal Paydown	08/01/2023	08/01/2023	08/01/2034	(11,984.66)	0.00	11,984.66
3140XHQQ3	FN FS2262	(21,603.76)	4.000	Principal Paydown	08/01/2023	08/01/2023	06/01/2037	(21,603.76)	0.00	21,603.76
3140XJHF3	FN FS2929	(21,681.81)	4.000	Principal Paydown	08/01/2023	08/01/2023	09/01/2037	(21,681.81)	0.00	21,681.81
3140XJ87	FN FS2986	(21,275.01)	4.000	Principal Paydown	08/01/2023	08/01/2023	10/01/2032	(21,275.01)	0.00	21,275.01
3140X9K46	FN FM5714	(965.97)	4.000	Principal Paydown	08/01/2023	08/01/2023	11/01/2035	(965.97)	0.00	965.97
3140X92C8	FN FM6170	(1,466.80)	4.000	Principal Paydown	08/01/2023	08/01/2023	07/01/2035	(1,466.80)	0.00	1,466.80
3140XC4K1	FN FM8925	(2,247.12)	4.000	Principal Paydown	08/01/2023	08/01/2023	08/01/2034	(2,247.12)	0.00	2,247.12
3140XJHF3	FN FS2929	(3,613.64)	4.000	Principal Paydown	08/01/2023	08/01/2023	09/01/2037	(3,613.64)	0.00	3,613.64
3140XJ87	FN FS2986	(3,012.21)	4.000	Principal Paydown	08/01/2023	08/01/2023	10/01/2032	(3,012.21)	0.00	3,012.21
3137HAGY6	FHMS K-752 A1	840,000.00	4.284	Buy	08/16/2023	08/24/2023	01/25/2029	815,187.24	2,299.08	(817,486.32)
3137HAGY6	FHMS K-752 A1	130,000.00	4.284	Buy	08/16/2023	08/24/2023	01/25/2029	126,159.93	355.81	(126,515.74)
3137H9MM8	FHMS K-J43 A1	(589.79)	4.377	Principal Paydown	08/25/2023	08/25/2023	12/25/2028	(589.79)	0.00	589.79
3137H9MM8	FHMS K-J43 A1	(90.11)	4.377	Principal Paydown	08/25/2023	08/25/2023	12/25/2028	(90.11)	0.00	90.11
3137HA4K9	FHMS K-J45 A1	(505.82)	4.455	Principal Paydown	08/01/2023	08/01/2023	11/25/2028	(505.82)	0.00	505.82
3137HA4K9	FHMS K-J45 A1	(77.28)	4.455	Principal Paydown	08/01/2023	08/01/2023	11/25/2028	(77.28)	0.00	77.28
3133L9AJ2	FH RC2709	(6,833.87)	4.500	Principal Paydown	08/01/2023	08/01/2023	09/01/2037	(6,833.87)	0.00	6,833.87
3133L9AJ2	FH RC2709	(1,108.09)	4.500	Principal Paydown	08/01/2023	08/01/2023	09/01/2037	(1,108.09)	0.00	1,108.09
3137H9QT9	FHMS K-J44 A1	(1,042.24)	4.558	Principal Paydown	08/01/2023	08/01/2023	01/25/2029	(1,042.24)	0.00	1,042.24
3137H9QT9	FHMS K-J44 A1	(159.23)	4.558	Principal Paydown	08/01/2023	08/01/2023	01/25/2029	(159.23)	0.00	159.23
3137HAD45	FHMS K-J46 A1	(699.09)	4.777	Principal Paydown	08/01/2023	08/01/2023	06/25/2028	(699.09)	0.00	699.09
3137HAD45	FHMS K-J46 A1	(108.48)	4.777	Principal Paydown	08/01/2023	08/01/2023	06/25/2028	(108.48)	0.00	108.48
31846V534	FIRST AMER:US TRS MM Y	35,312.97	4.930	Buy	08/02/2023	08/02/2023	08/31/2023	35,312.97	0.00	(35,312.97)
31846V534	FIRST AMER:US TRS MM Y	3,075,220.54	4.930	Buy	---	---	08/31/2023	3,075,220.54	0.00	(3,075,220.54)
31846V534	FIRST AMER:US TRS MM Y	(1,266,656.24)	4.930	Sell	---	---	08/31/2023	(1,266,656.24)	0.00	1,266,656.24
31846V534	FIRST AMER:US TRS MM Y	936,688.88	4.930	Buy	---	---	08/31/2023	936,688.88	0.00	(936,688.88)
31846V534	FIRST AMER:US TRS MM Y	(194,987.91)	4.930	Sell	08/23/2023	08/23/2023	08/31/2023	(194,987.91)	0.00	194,987.91
31394CP22	FNR 2005-33 QE	(17,933.55)	5.000	Principal Paydown	08/01/2023	08/01/2023	04/25/2035	(17,933.55)	0.00	17,933.55
31394CP22	FNR 2005-33 QE	(2,722.06)	5.000	Principal Paydown	08/01/2023	08/01/2023	04/25/2035	(2,722.06)	0.00	2,722.06
902656602	UBS SL ESG PRIME PFD	4,510.52	5.390	Buy	08/01/2023	08/01/2023	08/31/2023	4,511.87	0.00	(4,511.87)
31680EAD3	FITAT 2023-1 A3	1,265,000.00	5.530	Buy	08/15/2023	08/23/2023	08/15/2028	1,264,921.57	0.00	(1,264,921.57)
31680EAD3	FITAT 2023-1 A3	195,000.00	5.530	Buy	08/15/2023	08/23/2023	08/15/2028	194,987.91	0.00	(194,987.91)
---	---	299,464.13	3.314	---	---	---	01/26/2025	288,710.38	2,564.87	(291,275.25)

* 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 AUGUST 2023

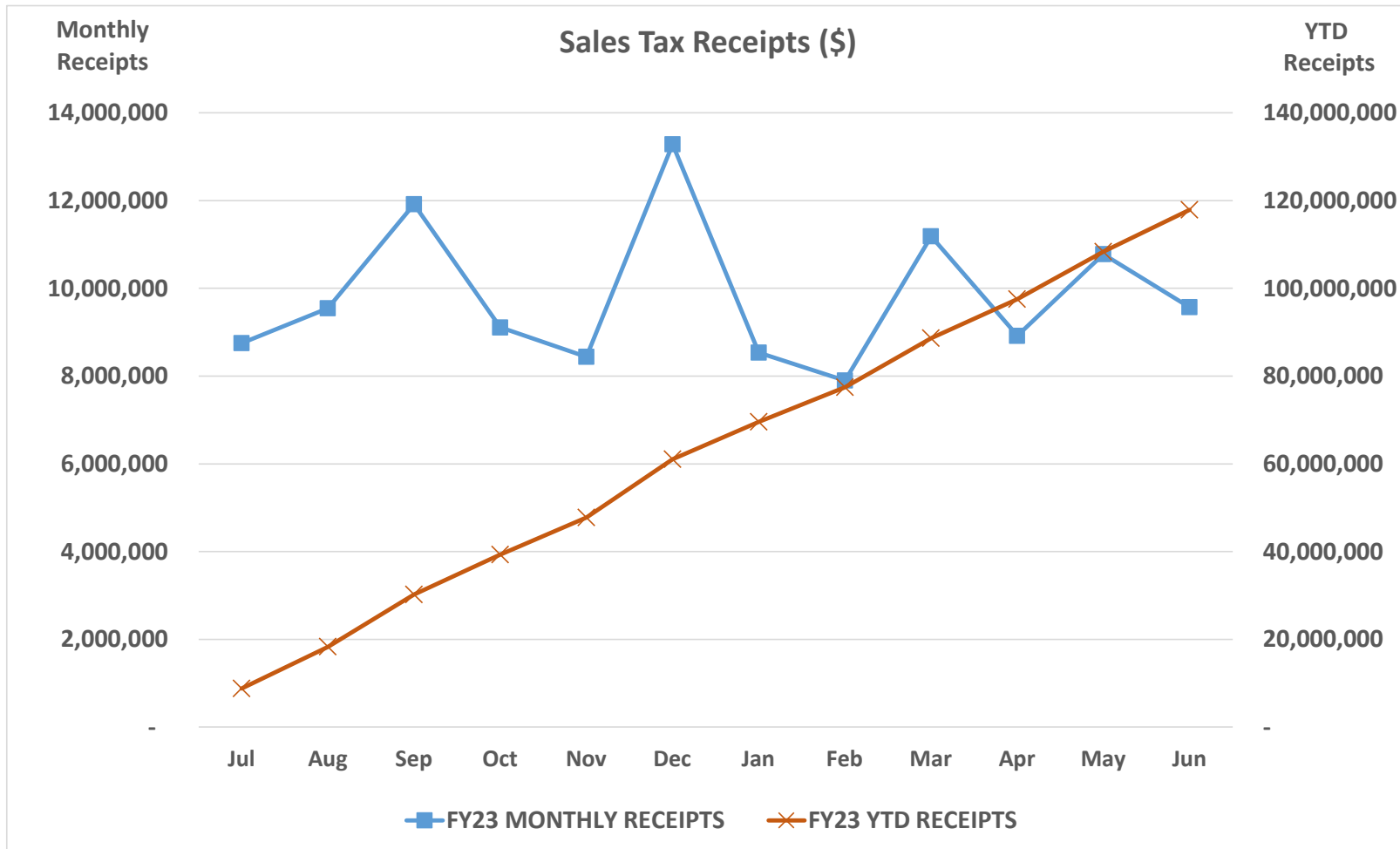
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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



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

SAN MATEO COUNTY TRANSIT DISTRICT
Monthly Sales Tax Receipts
FY2024
AUGUST 2023

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

**San Mateo County Transit District
Staff Report**

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

Action

Staff recommends that the Board of Directors (Board):

1. Award a contract to NRC Environmental Services Inc. of Alameda, California (NRCES) to provide Hazardous Waste Disposal Services (Services) for a five-year term for a total not-to-exceed amount of \$1,181,893 (\$956,093 for regularly scheduled services plus \$225,800 for on-call emergency services including provision of related supplies and equipment, in accordance with the fixed unit rates set forth in the proposal).
2. Authorize the General Manager/CEO or designee to execute a contract with NRCES in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

Significance

Award of the contract will allow the San Mateo County Transit District (District) to obtain services from a qualified contractor, with local 24-hour on-call services, for hazardous waste disposal services. The services include packaging, removal, transportation, and disposal of hazardous waste, including emergency response services requested by the District.

Budget Impact

Funds to support the award of this contract are included in the adopted Fiscal Years 2024 and 2025 operating budgets, and will be included in future years' operating budgets.

Background

On May 18, 2023, the District issued a Request for Proposals (RFP) 23-S-S-084 for Hazardous Waste Removal Services. The RFP was posted on the District's e-procurement website. A total of three firms attended the mandatory pre-proposal meeting and site-walk, which was held on May 31, 2023. The District received two responsive proposals as followed:

1. Clean Harbors Environmental Services, Inc. of San Jose, California
2. NRC Environmental Services Inc. of Alameda, California

A Selection Committee (Committee), comprised of qualified staff from Bus Maintenance and from Safety, Security & Risk Management reviewed and scored these proposals in accordance with the following weighted criteria:

Company Qualifications, Experience, and References	0-20 points
Qualifications and Experience of Key Personnel	0-20 points
Project Understanding and Management Plan	0-35 points
Reasonableness of Cost	0-25 points
Small Business Enterprise (SBE) Preference	0-5 points

After the initial scoring, both proposals were found to be in the competitive range. Interviews were conducted. The Committee did not change its scores, as the information received from the interviews was consistent with their initial review. The Committee determined that NRCES is the highest-ranked proposer and possesses the requisite experience and qualifications for successful performance of the Services defined in the solicitation documents. Staff successfully negotiated contract terms and conditions with NRCES, and determined NRCES's negotiated prices to be fair, reasonable, and consistent with those currently paid by the District and other public agencies in the Bay Area for similar services.

Standard language setting forth the District's policy regarding Small Business Enterprises (SBEs) was included in the Solicitation documents. The Office of Civil Rights reviewed the proposals submitted and determined that NRCES has committed to utilize SBE firms and was awarded the allocated 5 SBE Preference points.

The current contract expired on March 31, 2023. The District has issued a single-source contract to maintain these services until this new contract is executed.

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

Resolution No. 2023-

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

* * *

**Awarding a Contract to NRC Environmental Services Inc.
to Provide Hazardous Waste Disposal Services for a Five-year Term
for a Total Not-to-exceed Amount of \$1,181,893**

Whereas, on May 18, 2023, the San Mateo County Transit District (District) issued a Request for Proposals (RFP) 23-S-S-084 for Hazardous Waste Disposal Services (Services) for a five-year term, which includes regularly-scheduled services, on-call emergency services, and related supplies and equipment; and

Whereas, in response to the RFP, the District received two responsive proposals; and

Whereas, the Selection Committee (Committee) composed of qualified District staff reviewed, evaluated, and scored these proposals according to the evaluation criteria set forth in the RFP; and

Whereas, the Committee determined that NRC Environmental Services Inc. of Alameda, California (NRCES) is the highest-ranked proposer, and possesses the requisite experience and qualifications to successfully perform the scope of services defined in the solicitation documents; and

Whereas, staff completed negotiations and conducted a price analysis, and determined that NRCES's negotiated prices are fair and reasonable; and

Whereas, staff and legal counsel reviewed NRCES' proposal and determined that the proposal complies with the requirements of the solicitation documents; and

Whereas, staff recommends that the Board of Directors award a contract to NRCES to provide Hazardous Waste Disposal Services for a five-year term for a total not-to-exceed amount of \$1,181,893, which is composed of \$956,093 for regularly scheduled services and \$225,800 for on-call emergency services, and includes provision of related supplies and equipment.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract for Hazardous Waste Disposal Services to NRC Environmental Services Inc. for a five-year term for a total not-to-exceed amount of \$1,181,893; and

Be It Further Resolved that the General Manger/CEO or designee is authorized to execute a contract with NRCES in full conformity with the terms and conditions of the RFP and negotiated agreement, and in a form of approved by legal counsel.

Regularly passed and adopted this 4th day of October, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer David Olmeda, Chief Operating Officer, Bus
Subject: **Award of Contract for On-call Heavy-duty Towing Services**

Action

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

1. Award a contract to Action Road Solutions LLC DBA Action Towing and Road Services, Inc. of Redwood City, California (Action Towing) to provide on-call heavy-duty towing services for a total not-to-exceed amount of \$262,675 for a five-year term.
2. Authorize the General Manager/CEO or designee to execute a contract in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel.

Significance

Award of this contract will provide the District with a qualified and experienced contractor to provide towing and recovery services of heavy-duty buses, paratransit buses, vans, and non-revenue vehicles in the event of mechanical breakdowns or other disabling conditions.

Budget Impact

Funds to support the award of this contract are included in the adopted Fiscal Years 2024 and 2025 Operating Budget and will be included in future years' operating budgets.

Background

On May 10, 2023, the District issued an Invitation for Bids (IFB) 22-S-S-072 to provide on-call heavy-duty towing services. The IFB was posted on the District's e-procurement website. The District established a 30% Small Business Enterprise (SBE) utilization goal to award up to 5% preference points to qualified firms for this solicitation. This District received one bid as follows:

Company	Bid Amount
1. Action Towing and Road Services, Inc. of Redwood City, California	\$262,675

Action Towing met all of the qualifications and bid requirements of the IFB. Staff has reviewed the bid documents and determined, and legal counsel concurred, that the bid submitted by Action Towing is responsive. Staff also has determined Action Towing's prices are fair and

reasonable. The bid from Action Towing is approximately nine percent (9%) higher than the independent cost estimate of \$240,845, which was created using 2018 labor rates increases consistent with the San Francisco Bay Area Consumer Price Index. As this is a requirements-based contract, and the quantity of services to be provided over the five-year term is unknown, the contract value is based on an estimated level of service as fixed rates proposed by the bidder.

After the bid opening date and time of the IFB, staff reached out to the four firms that had downloaded the solicitation documents but did not submit a bid to understand what prevented their participation. To date, none of the vendors have responded to staff's emails, phone calls, or voicemails. Staff found no evidence and does not believe that the IFB contained any restrictive specifications.

Action Towing is the District's incumbent contractor. Staff conducted reference checks with additional customers and confirmed Action Towing's experience and competency. Action Towing has successfully performed services for the District since October 2013, when it was awarded a five-year contract for a total not-to-exceed amount of \$162,425 and a subsequent contract in 2018 for a total not-to-exceed amount of \$250,000.

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

Resolution No. 2023 –

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

* * *

**Awarding a Contract to Action Towing and Road Services, Inc.
for the Provision of On-call Heavy-duty Towing Services
for a Total Not-to-exceed Amount of \$262,675**

Whereas, on May 10, 2023, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB) solicitation number 22-S-S-072 to provide on-call heavy-duty towing services (Towing Services) for a five-year term; and

Whereas, in response to the IFB, the District received one bid; and

Whereas, staff and legal counsel reviewed the bid and determined that Action Road Solutions LLC DBA Action Towing and Road Services, Inc. of Redwood City, California (Action Towing) is a responsive and responsible bidder; and

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

Whereas, staff recommends that the Board of Directors (Board) award a contract for on-call heavy-duty towing services for a total not-to-exceed amount of \$262,675.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District awards a contract to Action Road Solutions LLC DBA Action Towing and Road Services, Inc. for the provision of on-call heavy-duty towing services for a total not-to-exceed amount of \$262,675; and

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

Regularly passed and adopted this 4th day of October, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Dora Seamans, Executive Officer/District Secretary
Subject: **Approval of the 2024 Board of Directors Meeting Calendar**

Action

Staff recommends the Board approve the attached meeting calendar for 2024.

Significance

The Board of Directors' committee and regular meetings are scheduled for the first Wednesday of each month at 2:00 pm, unless otherwise noted.

Budget Impact

There is no impact on the budget.

Prepared by: Dora Seamans, Executive Officer/District Secretary 650-508-6242



Board/Committee Meeting Calendar 2024

Wednesday – 2:00 PM
January 10*
February 7
March 6
April 3
May 1
June 5
July 10*
August 7
September 4
October 9*
November 6
December 4

*The Board/Committee meets the first Wednesday of the month unless otherwise noted.

Board meetings will now be conducted in a hybrid format (virtually via Zoom and in person at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA, unless otherwise stated). Individual members of the public may participate in person if they comply with the District's current workplace safety policies, unless otherwise stated at <https://www.samtrans.com/meetings>.

Proclamation

Honoring Filipino American History Month

Whereas, the San Mateo County Transit District (District) pays tribute to the many contributions of Filipino Americans who make up one of the largest Asian American ethnic groups in the United States today; and

Whereas, the month of October is an appropriate time to reflect on Philippine history and culture to provide all Americans with the opportunity to hear about and appreciate the many contributions of Filipino Americans; and

Whereas, during World War II, more than 260,000 Filipino and Filipino American soldiers answered the call to action and bravely served under the American flag; and

Whereas, the Filipino Veterans of World War II Congressional Gold Medal Act unanimously passed through Congress and was signed into law in December 2016; and

Whereas, a 2021 rider survey showed that Filipinos help make up 21 percent of SamTrans' ridership; and

Whereas, the Board of Directors believes every person has the freedom to feel valued and respected, and condemns racism in rhetoric or action.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors does hereby recognize October as Filipino American History Month and celebrate the countless contributions that Filipino Americans have made in the United States.

Regularly passed and adopted this 4th day of October, 2023.



Chair, San Mateo County Transit District

Proclamation

Declaring October as Cybersecurity Awareness Month

Whereas, Cybersecurity Awareness Month was launched by the National Cyber Security Alliance and the U.S. Department of Homeland Security in October 2004, and is now recognized by thousands of organizations including the federal government, the Multi-State Information Sharing and Analysis Center, the National Association of State Chief Information Officers, and numerous local governments nationwide; and

Whereas, individuals, businesses, nonprofits, government organizations, and academic institutions have become increasingly reliant on information systems and technology to conduct business, engage in commerce, access information, communicate, and provide essential services; and

Whereas, more than ever before, technology plays a part in almost all of the San Mateo County Transit District's (District) operations and connected devices are an integral part of how employees provide and customers access the District's essential services; and

Whereas, cyber threats continue to increase and the impact of cyberattacks has been debilitating to individuals and organizations, including numerous local government agencies; and

Whereas, cybersecurity education, which is crucial to protect employees, customers and the District, helps ensure employees are aware of cyber threats and best practices for preventing and responding to data security incidents; and

Whereas, the District is committed to implementing the best practices and technologies to defend against cyber-crime, and the observation of Cybersecurity Awareness Month will kick-off the District's annual efforts to further educate and prepare employees regarding cyber threats; and

Whereas, to further support this effort, staff recommends that the Board of Directors recognize October 2023 as "Cybersecurity Awareness Month" and officially support National Cybersecurity Awareness Month.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District, recognizes and supports October 2023 as "Cybersecurity Awareness Month"; and

Be It Further Resolved that the Board calls upon all employees and customers of the District to become educated about cybersecurity and put that knowledge into practice to keep our connected community safe from cyber threats.

Regularly passed and adopted this 4th day of October, 2023.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: September 27, 2023
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: General Manager/CEO Report

Ridership Recovery

SamTrans total trips for the month ending July 31, 2023, was 86.4 percent of its ridership compared to July 2019. SamTrans ridership recovery continues to compare favorably with the local peer agencies, out-of-state bus public transportation agencies, and nationally with a bus ridership average of 69.4 percent. Local rail systems remain at a lower recovery rate compared to buses and to the national rail recovery rate. The National Transit Database (NTD) tracks total trips from vanpools, demand response, ferry boats, trams, and other modes through monthly NTD reports. These total trips are reflected in the table below.

	Total Trips July 2019 pre-COVID	Total Trips July 2023	Recovery Rate
SamTrans	815,120	704,225	86.4%
AC Transit	4,309,923	2,821,252	65.5%
SFMTA	17,607,549	11,171,029	63.4%
VTA	2,161,815	N/A	N/A
Dallas	3,070,551	2,243,892	73.1%
Seattle - King	10,366,176	6,311,329	60.9%
Chicago	19,903,916	12,999,114	65.3%
Atlanta	4,367,498	2,530,795	57.9%
New York MTA	59,591,916	42,703,858	71.7%
National Bus	367,931,816	255,290,180	69.4%
Caltrain	1,672,670	618,359	37.0%
BART Extension	1,182,731	495,849	41.9%
BART System	10,889,666	3,916,452	36.0%
National Rail	410,875,323	250,569,208	61.0%
Total NTD Trips	822,013,836	532,205,752	64.7%

Bus Operator Staffing

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	10	313**

* Class 182 has 10 students, and graduation is scheduled for October 26, 2023.

** This number excludes the 10 trainees

SamTrans has been putting tremendous effort into recruiting and training new Bus Operators. The Marketing team brought a new level of creativity to the advertising campaign, and our Human Resources team is going to multiple events to recruit persons on the spot. SamTrans is seeing record numbers of people applying to be Bus Operators. To train these new recruits, SamTrans needs to start a new class every four weeks, versus the current training schedule of every eight weeks. Thanks to the creative thinking by the Training team, SamTrans is converting one-third of the Colma Park and Ride into a temporary training facility. The facility will operate from 7 a.m. to 5 p.m., 5 days a week; however, class days may change for each new class (i.e., Monday-Friday, Wednesday-Sunday). There will be a temporary trailer on site that will be powered by a quiet generator, and fencing will be installed for safety purposes. Training is anticipated to begin at the temporary Colma Training Center in November.

Staff has met with the City of Daly City and will inform neighbors near the facility of this use. The temporary facility will be removed when the Bus Operator headcount has increased to a level authorized by the Salary Ordinance or when the property is developed into housing.

Transit Month

September is Transit Month, and SamTrans jumped into the festivities with other Bay Area transit groups to celebrate. SamTrans’ social team hit the ground running with events, historical photos, giveaways, and rider interviews. On September 16, SamTrans was proud to be part of the region’s ridership challenge - collectively beating the 2022 ridership record. On two days (September 16 and 23), SF Transit Riders organized a coastal cleanup in East Palo Alto’s Cooley Landing utilizing SamTrans’ Ride Plus. On September 21, North Base and Central teamed-up to give 20 lucky members of the public a personal tour of the facilities, gift bags, and a surprise photo session with SamTrans buses from the 90s all the way up to our newest hydrogen bus. Attendees at Fog Fest in Pacifica were encouraged to take SamTrans to the event on September 22 and 23. On September 24, participants got a tour of the planned bike and bus infrastructure along El Camino Real. SamTrans finished Transit Month when General Manager/CEO, April Chan rode SamTrans to Palo Alto, where she joined other Bay Area GMs on a happy hour Caltrain ride-along up the Peninsula. Happy Transit Month!



SamTrans Outreach Projects – FY 2023

For the second fiscal year in a row, JBR Partners, Inc. staff supplemented SamTrans' customer outreach staff to support SamTrans' broader outreach initiatives. JBR's support helped ensure SamTrans riders were informed, engaged, and able to take advantage of SamTrans transportation services. JBR's multilingual staff helped to effectively extend outreach projects to customers of Spanish, Mandarin, Cantonese, and Vietnamese languages. Many people in these diverse communities depend on SamTrans' bus service.

During FY 2023, JBR supported SamTrans' efforts on three outreach projects:

1. Reimagine SamTrans Phase I
2. Bus Stop Improvement Project (BSIP) survey
3. Reimagine SamTrans Phase II + Ride Plus microtransit

MTC BayPass Phase 2 Participation Agreement

In November 2021, the Metropolitan Transportation Commission (MTC) Fare Integration Task Force (of which SamTrans is a member) adopted the Fare Policy Vision Statement, directing MTC staff to pilot a regional institutional pass product. On July 26, 2022, the SamTrans Board of Directors authorized SamTrans' participation in the BayPass Pilot Program (then known as Regional All-Agency Pass Pilot Program) and added the pass to the fare structure.

In August 2022, Phase 1 of the Clipper BayPass pilot was launched to pilot an unlimited-use product at four higher education institutions – the University of California Berkeley, San Francisco State University, San Jose State University, and Santa Rosa Junior College – as well as at Mid-Pen Properties. To date, more than two million trips have been taken during Phase 1. Preliminary data indicate that Clipper BayPass cardholders take about 35 percent more transit trips than their peers with single agency passes.

BayPass Pilot Program Phase 2 - Phase 2 of the BayPass pilot program is expected to start in December 2023 and includes up to 10 employers or institutions for a maximum two-year pilot program. The Clipper BayPass product will be sold to employers and institutions at a revenue-neutral/positive price via one-year contracts. BayPass Phase 2 is designed to coordinate with pre-existing institutional pass products such as Caltrain's Go Pass Program and SamTrans' Way2Go Program. The BayPass will only be offered to existing employer/institutional customers as an upgrade to their pre-existing institutional pass product and will not be offered at a price that undercuts the cost of the existing pass products. Additionally, in San Mateo and Santa Clara Counties, the BayPass will only be offered to pre-existing institutional pass product customers of Caltrain's Go Pass Program within three miles of a Caltrain station.

Operators will be reimbursed for trips based on actual passenger usage (at a rate equal to a regular adult Clipper Fare). If necessary, \$5 million in backstop funding from MTC will be available to address any funding gaps. Any excess revenues from the sales of the Clipper BayPass pilot product up to a limit of \$1 million or whatever costs were incurred by MTC to establish the Phase 2 program, whichever is less, shall be available to reimburse MTC for the operation and management of the Clipper BayPass pilot. Additional excess revenues will be allocated beyond the limit described above to transit operators based on each operator's share of overall Phase 2 ridership.

Phase 2 Participation Agreement - Phase 2 will require the execution of a Participation Agreement between transit operators and MTC. This Participation Agreement details guiding principles for the pilot, describes program mechanics, including revenue distribution strategies, and codifies consent to participate in the pilot. The Participation Agreement will need to be signed by October 31, allowing the Phase 2 pilot program to launch in January 2024. The Board had previously authorized the participation in this program, and therefore, the GM/CEO will be executing the agreement on behalf of the San Mateo County Transit District.

Clipper START

The MTC Programming and Allocations Committee approved the proposed one-time payment amounts to participating transit operators on September 13, 2023. SamTrans will be receiving \$257,621 for being an early adopter who offered a 50 percent discount before July 1, 2023. The amount also includes projected reimbursement for rides taken throughout the remaining pilot program duration and an additional financial buffer to cover usage beyond the projected estimated reimbursement amount.

MTC Regional Network Management (RNM)

As staff had previously reported to the Board, MTC had engaged with the transit operators and developed a Bay Area Transit Transformation Action Plan (Plan). As part of the Plan, MTC and the operators will stand up a Regional Network Management (RNM) Council, which will be made up of transit operator general managers. The purpose of the RNM Council is to bring together leadership from transit agencies and MTC to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of the RNM's Mission and Vision. The RNM's Mission is to drive transformative improvements in the customer experience for regional Bay Area transit. The RNM's Vision is to advance regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations.

The RNM Council membership will include SamTrans' GM/CEO. The first meeting of the RNM Council is tentatively scheduled for October or November of this year. And staff will bring more information to the Board once the Council is stood up.

Bus Transportation Safety Campaign

The August 2023 safety campaign theme was "STOP, THINK, ACT." The campaign focused on Bus Operators taking the time to make safe decisions and not hesitate to ask for assistance. Because hazards come in many different shapes and sizes, Bus Operators are reminded to scan the road ahead and around the bus. *Stop* to analyze the issue at hand and *Think* ahead about the safest way to maneuver and whether it is safe to proceed. Prioritizing safety requires proper procedures and adhering to the training. Bus Operators are trained and encouraged to STOP when in doubt and to contact Radio Control for assistance.

Bus Operator Employee of the Month (EOM) Recognitions

Gilbert Manangu is the August 2023 Bus Operator of the Month at North Base. This is his third EOM award achieved during his seven years of service with the District. **Brian Petersen** is the August 2023 Bus Operator of the Month at South Base. Operator Petersen has been driving with the District for over 20 months, and this is his first EOM award.

Bus Maintenance Employee of the Month (EOM) Recognitions

Jairo Patino is the August 2023 Mechanic of the Month at North Base. This is his 10th EOM during his nearly 14 years of service. **Eddie Vargas** is the August 2023 Mechanic of the Month at South Base. This is his third EOM during his nearly 10 years of service.



BOARD OF DIRECTORS 2023

JOSH POWELL, CHAIR
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MARIE CHUANG
BROOKS ESSER
JEFF GEE
RICO E. MEDINA
RAY MUELLER
PETER RATTO

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

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

San Mateo County Transit District

Wednesday, October 4, 2023 – 2:30 pm

- | | | |
|--------|--|---------------|
| 9.a.1. | Call to Order | |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of September 6, 2023 | Motion |
| 9.a.3. | Appointment of Arden Margulis, Representing Community Riders, to the Citizens Advisory Committee | Motion |
| 9.a.4. | Accessible Services Update | Informational |
| 9.a.5. | Paratransit Coordinating Council Update | Informational |
| 9.a.6. | Citizens Advisory Committee Update | Informational |
| 9.a.7. | Monthly Performance Report August 2023 | Informational |
| 9.a.8. | Adjourn | |

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

Note:

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

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

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

September 6, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

8.a.1. Call to Order

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

8.a.2. Approval of Minutes of the Community Relations Committee Meeting of August 2, 2023

Motion/Second: Medina/Ratto

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

Noes: None

Absent: None

8.a.3. Accessible Services Update

Tina Dubost, Manager, Accessible Services, said there would be a Senior Showcase they would be participating in later in September.

8.a.4. Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, said their retreat would be Tuesday, September 12 and they would be participating in an information session on September 27.

8.a.5. Citizens Advisory Committee Update

John Baker, CAC Member, provided an update on the August 30 meeting, which included a presentation on the upcoming District strategic plan and the July ridership report.

Committee Chair Chuang asked if there would be any investigations on the complaint that the Route 61 schedule does not coordinate with the Carlmont High School bell schedule. Ms. Chan said that staff was aware and addressing the problem.

8.a.6. Mobility Management Report: Annual Summary

David Olmeda, Chief Operating Officer, Bus, provided the presentation, which consisted of a summary of key performance statistics by fixed route, paratransit, microtransit, shuttle and Caltrain service over the past year. He noted that the operator attrition rate is decreasing. In addition to fixed route service, paratransit ridership is also increasing despite a steady decline in ADA (Americans with Disabilities Act) service registrants. He said that shuttle service usage has declined due to the increased number of riders working remotely.

Director David Canepa asked if the trend of reduced ridership affects farebox recovery. Mr. Olmeda said more passengers make for better farebox recovery. He said that based on the data and better connectivity with the community, ridership will continue to increase.

April Chan, General Manager/CEO, added that they do not have the full staffing of operators to implement Reimagine SamTrans. She said the farebox is still below pre-pandemic levels, but they have other revenue sources they can tap into.

Director Jeff Gee said that as the District improves service, we still need to improve ridership to avoid having empty buses. He asked if the need for ADA service changed since the pandemic, given the boom in telehealth and the increased use of delivery services for food and merchandise. Mr. Olmeda said the District strives to serve the community of people who may not use online services and other augmented services.

Chair Josh Powell commended the Reimagine SamTrans program for increasing the efficiency of service. Ms. Chan said the state is now looking at transit agencies' best practices and Reimagine SamTrans has allowed the District to get ahead of the game. Chair Powell asked about school service ridership recovery. Mr. Olmeda said he would get back to him with the data. Chair Powell asked if Caltrain ridership mirrored SamTrans ridership generally. Mr. Olmeda said staff would see what data they could provide. Regarding the buses, he said there was less traffic and that the District's investment in signal priority has reduced the travel time for buses.

Committee Member Ray Mueller said the efficiency metrics apply to the urban population but may fail in a more rural setting. He requested metrics that apply to rural areas. Mr. Olmeda said they track and can provide data on rural service, although they do not compare rural and urban service together.

Committee Member Peter Ratto said on-demand service is ideal for low-population-density areas, but the ridership will never equal that of urban areas. He suggested that District look at other areas' handling of service in low-density areas.

Committee Chair Chuang said she conferred with her colleagues on many of the questions that had been asked. She stressed the importance of continuing outreach to inform customers of their transit choices.

Public Comment:

Mike Levinson, PCC, suggested that the District obtain feedback from PCC and senior homes regarding ADA (Americans with Disabilities Act) issues. He also advocated for enabling voice commands for 511 travel information calls.

Roland said potential riders between San Jose and San Francisco have multiple options for transit, including BART and Caltrain, and noted the success of Brightline rail service in Florida.

8.a.7 Monthly Performance Report | July 2023

Ana Rivas, Director of Bus Transportation, summarized the report from the agenda packet.

She noted the average weekday ridership increased 17.6 percent compared to July 2022, and total ridership increased 19 percent. She said they had no DNOs (Did Not Operate) for July and announced the employees of the month.

8.a.8. Adjourn

The meeting adjourned at 2:59 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 did not meet in August.

No minutes are attached.

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 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 | August 2023**

Action

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

Significance

SamTrans: Average weekday ridership (AWR) across all three modes (Bus, Paratransit, Shuttles) increased substantially by 17.9 percent in the month of August 2023 compared to August 2022. The total monthly ridership increased by 18.8 percent. Post-pandemic recovery is significant for the month of August 2023. Overall SamTrans bus ridership recovery in the month of August 2022 reached 88.5 percent compared in pre-pandemic total ridership in August 2019. SamTrans Adult fare usage recovery is at 101 percent compared to pre-pandemic adult ridership. As of the start of the new school year in August 2023, Youth fare usage exceeded ridership levels from 2019, with a recovery rate of 111.7 percent compared to August 2019. A closer look into youth ridership is presented in a special section below. Eligible Discount fare usage trails with a recovery rate of 48.1 percent compared to August 2019.

Since Ride Plus launched on June 18, 2023, the service has generated an average weekday ridership of 103 trips. A total of 2,985 trips were made on Ride Plus during the month of August 2023. Of the total trips, 2,168 trips (72.6%) took place in East Palo Alto/Belle Haven and 817 trips (27.4%) took place in Half Moon Bay/El Granada.

Caltrain: Average weekday ridership increased by 9.0 percent in the month of August 2023 compared to August 2022. Caltrain total monthly ridership increased by 2.9 percent.

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

- **Preventable Accidents** – In August 2023, there were 12 preventable accidents. The goal is to have one or fewer preventable accidents per 100,000 miles; this month, SamTrans did not meet its goal with 1.57 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – SamTrans had 25 service calls in August 2023. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.82 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** - OTP systemwide for August 2023 was below the OTP goal of 85.0 percent at 77.9 percent (a 2.3% increase compared to July).
- **Did Not Operate (DNOs)** - In August 2023, there were 4 DNOs, which is 4 more than July. In August 2022, there were 123 DNOs, a decrease of 97% in DNOs from a year ago.

A Closer Look: Youth Ridership

With the start of the new school year, SamTrans youth ridership increased substantially in August 2023 compared to August 2022. The school-oriented routes that saw the largest ridership increases compared to August 2022 are shown below in Figure “Top 10 Ridership Increase on School-Oriented Routes” and include routes 50, 42, 12, and 62 which had greater than 200% increase. These routes primarily serve the communities of San Mateo, Belmont, Pacifica, Daly City, San Bruno, and South San Francisco.

Some routes that experienced substantial growth in August 2023 had improved bell time alignment and route scheduling compared to August 2022. Additionally, some growth may be attributed to schools starting earlier in the month than last year, which means more days of school ridership are accounted for in this month’s report. This means that ridership comparison may stabilize in future months’ reports. Continued distribution of the Youth Unlimited pass and an overall success at bell time alignment on school-oriented routes countywide likely also contributed to this youth ridership growth.

Top 10 Ridership Increase on School-Oriented Routes			
Route	Schools Served	Cities Served	2022-2023 %Δ
50	Bayside Stem Academy	San Mateo	1,389%
42	Skyline College Parkside Middle School	Pacifica Daly City San Bruno South San Francisco	306%
12	Ingrid B Lacy School	Pacifica Daly City	207%
62	Carlmont High School	San Mateo Belmont	201%
46	Burlingame Intermediate School	San Mateo Burlingame Millbrae	76%
29	Lipman Middle School	Daly City San Francisco Brisbane	76%
60	Ralston Middle School Carlmont High School	Belmont San Carlos Foster City Redwood City	59%
10	Terra Nova High School Good Shepherd School	Pacifica Daly City San Francisco	36%
30	Thomas R Pollicita Middle School John F Kennedy Elementary School	Daly City San Francisco Colma	35%
14	Terra Nova High School	Pacifica	26%

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

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Aug-21	Aug-22	Aug-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	20,221	25,588	30,491	19.2%	18,569	23,557	28,073	19.2%
Paratransit	526	637	716	12.4%	515	622	707	13.6%
Shuttles	1,212	1,919	1,874	-2.3%	1,173	1,815	1,781	-1.9%
Ride Plus	--	--	103	--	--	--	94	--
Total	21,959	28,144	33,184	17.9%	20,257	25,994	30,655	17.9%

SAMTRANS Total Ridership								
Mode	Aug-21	Aug-22	Aug-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	545,059	698,344	837,715	20.0%	1,017,418	1,282,602	1,539,599	20.0%
Paratransit	13,886	17,279	19,160	10.9%	27,087	32,508	36,696	12.9%
Shuttles	26,792	43,718	42,276	-3.3%	50,786	77,309	76,024	-1.7%
Ride Plus	--	--	2,985	--	--	--	5,326	--
Total	585,737	759,341	902,136	18.8%	1,095,291	1,392,419	1,657,645	19.0%

CALTRAIN Average Weekday Ridership								
Mode	Aug-21	Aug-22	Aug-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	9,096	18,609	20,284	9.0%	8,909	17,771	20,309	14.3%

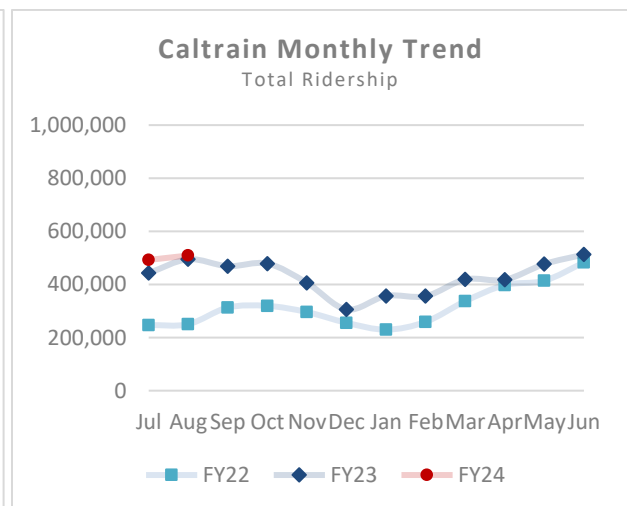
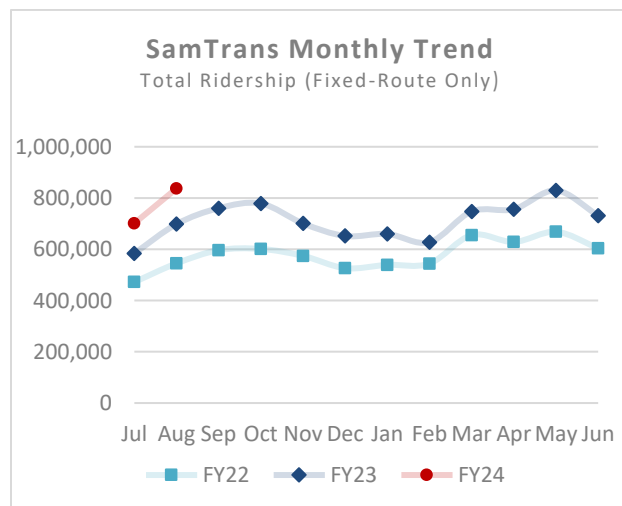
CALTRAIN Total Ridership								
Mode	Aug-21	Aug-22	Aug-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	250,434	494,783	509,081	2.9%	497,336	937,738	1,001,462	6.8%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Aug-21	Aug-22	Aug-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	52	80	104	30.1%	51	82	102	24.7%
BART (San Mateo County)	10,380	17,541	19,322	10.2%	10,030	17,265	19,013	10.1%

OTHER MODES in San Mateo County Total Ridership								
Mode	Aug-21	Aug-22	Aug-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	1,140	1,834	2,395	30.6%	2,179	3,542	4,377	23.6%
BART (San Mateo County)	284,482	492,760	545,541	10.7%	548,388	945,514	1,044,656	10.5%

Important Notes:

SamTrans (Bus) Ridership includes Fixed-Route service, Coastside 5311, and SamCoast.
 Shuttle Ridership includes SamTrans Shuttles, JPB Caltrain Shuttles, and other TA Funded Shuttles.
 BART Ridership in San Mateo County does not include Daly City BART Station.
 %Δ¹ indicates the percentage change for the month, current year to previous year.
 %Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Aug-21	Aug-22	Aug-23
Adult	319,416	568,725	527,029
Eligible Discount	152,513	97,110	185,923
Youth	72,972	49,301	124,382
--- Youth Unlimited Pass	-	6,781	53,244
Total	544,901	715,136	837,334

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded). The **Youth Unlimited Pass** number is a subset of the Youth Fare Type. The program started in January 2022.

***** Important: The August 2022 numbers in the initial report were inaccurately recorded.**

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Aug-21	Aug-22	Aug-23
On-Time Performance	82.9%	72.6%	77.9%
Preventable Accidents	11	12	12
Service Calls	20	25	25
Trips Scheduled	38,254	38,294	40,837
Did Not Operate DNOs	506	123	4

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	Aug-21	Aug-22	Aug-23
Total Ridership	--	--	2,985
--- East Palo Alto Trips	--	--	2,168
--- Half Moon Bay Trips	--	--	817
Active Users	--	--	327
New Registrations	--	--	523
Total Downloads			2,017
--- iOS Downloads	--	--	1,557
--- Android Downloads	--	--	460
Load Factor	--	--	1.35

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

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Aug-21	Aug-22	Aug-23
Revenue Hours (Sched.)	47,932	46,324	51,223
Revenue Miles (Sched.)	524,688	505,856	515,462
Total Fleet Miles (Actual)	725,962	719,098	762,678

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 63,557 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 30,507 Miles between Service Calls this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Aug-21	Aug-22	Aug-23
On-Time Performance (RW)	94.8%	92.4%	90.2%
On-Time Performance (RC)	96.7%	94.0%	93.0%
Preventable Accidents (RW)	3	0	1
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	1	2	8
Service Calls (RC)	0	0	0

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

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

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Aug-21	Aug-22	Aug-23
Revenue Miles (RW)	113,200	144,563	165,543
Revenue Miles (RC)	15,370	15,886	19,813
Fleet Miles (RW)	127,023	160,125	184,682
Fleet Miles (RC)	21,181	19,323	26,432

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Aug-19	Aug-21	Aug-22	Aug-23	% ³
Bus	37,394	20,221	25,588	30,491	81.5%
Paratransit	1,134	526	637	716	63.1%
Shuttles	11,840	1,212	1,919	1,874	15.8%
Total	50,368	21,959	28,144	33,081	65.7%

SAMTRANS Total Ridership					
Mode	Aug-19	Aug-21	Aug-22	Aug-23	% ³
Bus	946,995	545,059	698,344	837,715	88.5%
Paratransit	28,918	13,886	17,279	19,160	66.3%
Shuttles	258,469	26,792	43,718	42,276	16.4%
Total	1,234,382	585,737	759,341	899,151	72.8%

CALTRAIN Average Weekday Ridership					
Mode	Aug-19	Aug-21	Aug-22	Aug-23	% ³
Caltrain	71,557	9,096	18,609	20,284	28.3%

CALTRAIN Total Ridership					
Mode	Aug-19	Aug-21	Aug-22	Aug-23	% ³
Caltrain	1,703,334	250,434	494,783	509,081	29.9%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Aug-19	Aug-21	Aug-22	Aug-23	% ³
Dumbarton	143	52	80	104	72.8%
BART (San Mateo County)	47,573	10,380	17,541	19,322	40.6%

OTHER MODES in San Mateo County Total Ridership					
Mode	Aug-19	Aug-21	Aug-22	Aug-23	% ³
Dumbarton	3,149	1,140	1,834	2,395	76.1%
BART (San Mateo County)	1,218,908	284,482	492,760	545,541	44.8%

PRE-PANDEMIC FARES COMPARISON

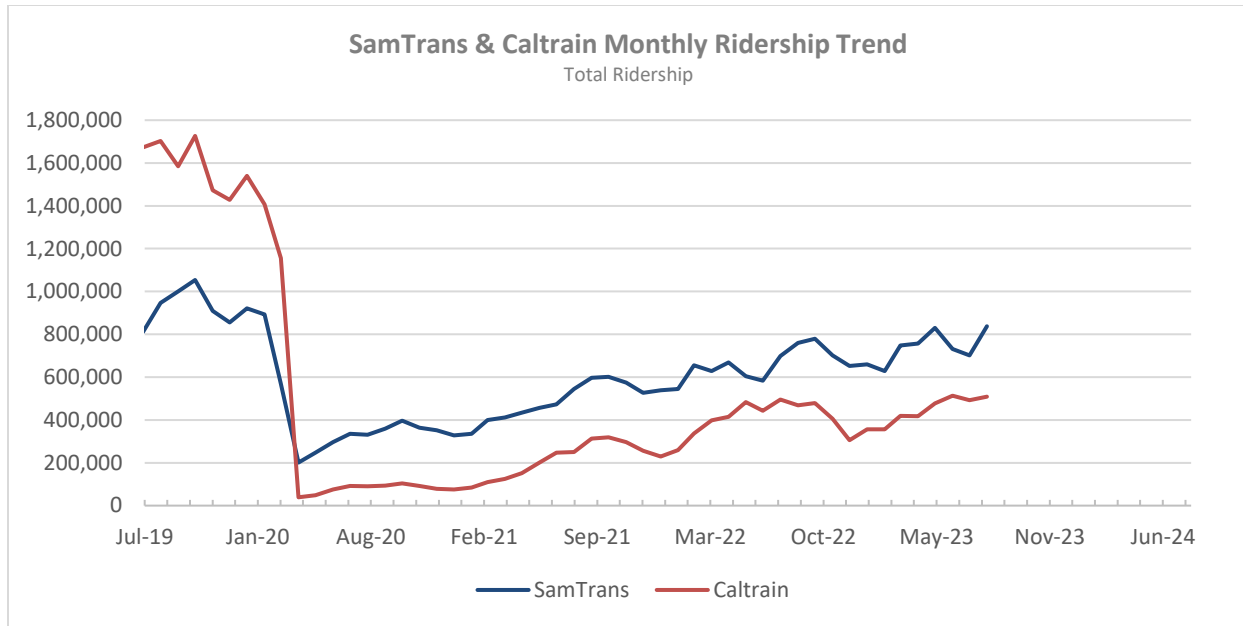
SAMTRANS (BUS) Fare Usage					
Fare Type	Aug-19	Aug-21	Aug-22	Aug-23	% ³
Adult	521,657	319,416	568,725	527,029	101.0%
Youth	166,485	152,513	97,110	185,923	111.7%
Eligible Discount	258,407	72,972	49,301	124,382	48.1%
Total	946,549	544,901	715,136	837,334	88.5%

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

%³ indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 81.5 percent of pre-pandemic levels (2019) for this month of August 2023.

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

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Aug-21	Aug-22	Aug-23
Complaints	135	109	131
Accessibility	12	15	12
Compliments	14	12	13
Service Requests	84	232	84
Reports Total	245	368	240

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 July 2023 (166) to August 2023 (240).

COMMUNICATIONS & MARKETING

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

- Press Release: "SamTrans to Operate Sunday Schedule for Labor Day"
- Press Release: "SamTrans Launches First Bus in New Generation of Zero-Emission Vehicles"
- Press Release: "SamTrans Updates Its Fall Schedule"
- Bus Operator Recruitment
- SamTrans Ride Plus (Microtransit)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

Digital Communications Report:

August started with the release of Runbook 143 with schools being back in session. School-oriented services were reinstated, and a summary of the latest changes was shared across all communication channels to ensure families were well informed. The quick-build demonstration in South San Francisco along ECR had an official launch event, with speakers from Caltrans, city councils, and school districts alike. Bus 1000, SamTrans’ first Battery-Electric Bus (BEB), went into revenue service, marking the start of the new electric fleet.

August Digital Marketing Highlights:

- SamTrans Digital Marketing Highlights:
- Runbook 143
- Bus 1000 Revenue Service Start
- BEB Announcement/Reveal
- Quick-Build South SSF Demo Launch
- Superhero Drive with Us Campaign
- Ride Plus Free Fares Promo Period
- Communications Belt
- September Transit Month Teaser

Prepared By:	Elizabeth Wang	Planning Analyst II, Operations Planning	650-551-6127
	Robert Casumbal	Director, Marketing/Market Research	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845
	Jamie Vizmanos	Digital Communications Specialist	650-508-7704



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

APRIL CHAN
GENERAL MANAGER/CEO

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

Wednesday, October 4, 2023 – 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 August 2, 2023 | Motion |
| 9.b.3. | Establish the Scope of the North Base Building 200 Project | Motion |
| 9.b.4. | Authorize Amendment to a Single-source Contract with Year Up for Provision of Interns | Motion |
| 9.b.5. | Adjourn | |

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

Note:

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

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

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

August 2, 2023

Committee Members Present: M. Chuang, M. Fraser

Committee Members Absent: J. Gee (Chair)

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

Other Board Members Absent: R. Mueller

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

8.b.1. Call to Order

Committee Member Marina Fraser called the meeting to order at 2:17 pm.

8.b.2. Approval of Minutes of the Finance Committee Meeting of July 12, 2023

Motion/Second: Chuang/Medina

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

Noes: None

Absent: Gee, Mueller

8.b.3. Approval and Ratification of the Fiscal Year 2024 District Insurance Program

Ryan Hinchman, Director, Financial Planning and Analysis, presented the staff report noting the changes in coverage, including for cybersecurity, and being satisfied with the results.

Director Rico Medina expressed appreciation for the program and the focus on cybersecurity as important to the organization.

Motion/Second: Ratto/Canepa

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

Noes: None

Absent: Gee, Mueller

8.b.4. Authorize the General Manager/CEO to Pursue Acquisition of a Headquarters Building Subject to Certain Parameters

Josh Mello, Executive Officer, Planning and Development, introduced Craig Whittom, MRG, LLC, who provided the presentation on the proposed next steps for a new headquarters facility and

noted that any offer made must first be reviewed and approved by the Board ad hoc committee.

Director David Canepa asked for the rationale behind the \$136 million limitation. Mr. Whittom responded that the ad hoc committee had identified three potential sites and estimated costs for acquisition, improvements, moving, and other related costs to come up with a high estimate of \$136 million.

Committee Member Marie Chuang asked why the location needs to be within three-quarters of a mile from a Caltrain station. Mr. Whittom said they wanted to find a building that was sensitive to the mission of transit.

Public Comment:

Aleta Dupree said she wanted the building to support equity and be energy efficient. She noted that three-quarters of mile from a transit stop is the limit for paratransit.

Motion/Second: Chuang/Powell

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

Noes: None

Absent: Gee, Mueller

8.b.5. Award of Contract for Commercial Real Estate Brokerage Services for Acquisition of a New Headquarters Building

Joan Cassman, Legal Counsel, presented the staff report on awarding a contract to CBRE for a one-year term with up to two additional one-year option terms to provide commercial real estate advisory and brokerage services related to the acquisition of a new District administrative headquarters.

Brian Hutcherson, Western Regional Manager, CBRE, said he worked exclusively with upwards of 25 government agencies and currently five transportation agencies. Simon Clark, Executive Vice President, CBRE, provided some details on his background with the local real estate market.

Director Rico Medina said he was pleased that the firm has a government focus.

Motion/Second: Chuang/Medina

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

Noes: None

Absent: Mueller

8.b.6. Adjourn

The meeting adjourned at 2:44 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: David Olmeda, Chief Operating Officer, Bus
Subject: **Establish the Scope of the North Base Building 200 Replacement Project**

Action

Staff proposes the Committee recommend the Board establish the scope of the North Base Building 200 Replacement Project (Project) as follows:

1. Remove and replace the existing North Base Building 200 on its current site;
2. Increase the building size from 10,650 gross square feet, on one story, to 18,200 gross square feet, situated across two stories, to accommodate staff growth associated with current and future SamTrans services;
3. Include separate dispatch and radio control facilities (as opposed to the current single room used for both purposes);
4. Include engineered solutions to improve building stability to mitigate for challenging geotechnical conditions; and
5. Build the facility as an Emergency Operations Center (EOC) using various hardening techniques and materials to enable the San Mateo County Transit District (District) to operate essential SamTrans services out of North Base in case of emergencies such as earthquakes, fires or extreme weather (“Emergency Operations Center” or “EOC”).

Staff met previously with the Innovative Clean Transit/Sustainability Ad Hoc Advisory Committee, which reviewed staff’s work and provided feedback on staff’s recommendation. The staff recommendation above reflects input received from the Committee.

Significance

The proposed action will provide staff the direction necessary to proceed with procurement of services to design and construct the Project. Staff will return to the Board of Directors for consideration and approval of resulting contracts, Project budget actions, and other related decisions.

The Project is needed to provide a working space that is safe, comfortable, functional and sustainable for the staff and visitors of SamTrans’ Bus Transportation Department at SamTrans’s North Base in the City of South San Francisco. The Project will remove and replace the existing North Base Building 200, which has tilted due to differential settlement of the soil under the building. The new building is proposed to accommodate an increased number of bus operators, trainees, and supervisors due to the projected expansion of bus services, including Reimagine SamTrans service, and will offer modernized and expanded facilities.

Budget Impact

Funding in the current and past-year capital budgets provides sufficient Project budget authority to continue planning and engineering design. Staff will actively seek and apply for alternative funding sources to offset costs of future phases of the Project, and will return to the Board for needed budget actions once final design is completed, which is expected in the first half of 2025.

Background

The District's North Base is located on Belle Aire Island, a 43-acre connected island in the San Francisco Bay in South San Francisco. There are two primary buildings at North Base: the Maintenance Building (North Base Building 100) and the Transportation Building (North Base Building 200), along with four other fleet and facility maintenance buildings. The construction of SamTrans' North Base Building 200 was completed in 1988. The building houses operations and support for bus service administration and for use by bus operators.

An initial floor-level survey conducted on North Base Building 200 in 2010 verified floor tilting that was observed and reported by the building occupants. It is unknown when the floor tilting started.

The floor tilting progressed with time, leading Staff to identify and evaluate mitigation measures in 2018-2019. The study concluded that the soil under North Base Building 200 was inadequate to support the existing structure based on:

- the progress of the floor level differences measured between 2010 and 2018; and
- data presented in a geotechnical report of the area prepared by Clark and Associates in 1979.

The 2018-19 study evaluated three options for mitigation: localized repair, foundation stabilization, or complete building replacement. The study recommended replacing the existing building as the optimal solution.

In 2020, the District considered whether any other properties in the northern portion of San Mateo County, near U.S. 101, would be feasible sites for relocating North Base. Given the size of the property needed and dearth of available options, plus the level of infrastructure investments that would be required to replace North Base in its entirety, this alternative was removed from consideration.

Additional studies were conducted in 2022-2023 to (1) evaluate potential locations on the property for a new Building 200 at the current North Base property based on criteria such as the current soil condition and associated topography and hydrology, and (2) identify space needs and space usage goals for the Project, as further detailed below.

Evaluation of Two Building Locations at SamTrans North Base

In 2023, the District evaluated two options for where to place a new Building 200 on the North Base property:

1. the existing North Base Building 200 site; and
2. an alternative site northwest of North Base Building 100.

The analysis included geotechnical, civil and hydrological engineering, as well as bus operations reviews. The study concluded that both sites present geotechnical and hydrological challenges that would require mitigation, with greater levels of mitigation required at the existing North Base Building 200 site. On all other criteria, the study concluded that the existing site best meets operational requirements and employee safety needs, without introducing conflicts with the District's labor union agreements.

Belle Aire Island is comprised of a sequence of fill, Bay Mud, and dense sands at depth. The soil quality is generally poor, which has led to differential soil settlement. The data obtained from the floor-level survey performed in 2018 revealed that the northwest section of the island has minor soil settlement compared to the southeast section of the island, where North Base Building 200 is currently located. The 2023 engineering studies' findings can be summarized as follows:

- Based on geotechnical conditions, a new building can be built for a life expectancy of 50 years on both sites. However, there is a higher cost and time to perform the design and construction, as well as a potentially higher cost of maintenance, for the existing North Base Building 200 site due to potential additional soil settlement from lack of uniformity in the soil.
- The civil and hydrological studies reveal that the area surrounding the existing building site currently is more prone to surface flooding; however, the difference between the two sites is insignificant and can be mitigated.
- The building can be built as an EOC on both sites. The cost and time required for the design and construction of the building at the existing site will be greater.

The District considered a range of operational implications of moving Building 200 and found that doing so would introduce problems such as increased opportunity for bus-pedestrian conflict and lost time associated with employees traversing between their parking areas, Building 200 and the bus parking areas upon each arrival at or departure from the base.

Evaluation of North Base Building 200 Space Requirements and Goals

Staff surveyed the building users/occupants to determine current and future needs for the new space, concluding that a larger structure is needed to accommodate future SamTrans growth and that the Project should include modernized spaces, increased security, and upgraded and additional amenities for the workforce.

Cost Comparisons

Staff analyzed the costs of building a new North Base Building 200 (1) at each potential site, and (2) with and without building the facility as an EOC. If the building were built as an EOC, Building 200 would be hardened against future environmental impacts and would allow SamTrans to remain operational and continue to serve the community during an environmental crisis.

As shown in the table below, building the facility without the level of hardening required for an EOC is estimated to cost \$4 million more at the existing site than at the alternative site. In the case of the new facility built as an EOC, the cost difference between the two locations increases to an estimated \$5 million.

Cost Comparison

<i>Total Project Cost</i>	<i>Existing Building Site</i>	<i>Alternative Site</i>
Building 200 <i>not</i> built as an EOC	\$39 million - \$43 million	\$35 million - \$39 million
Building 200 built as an EOC	\$42 million - \$46 million	\$37 million - \$41 million

Prepared By: Yoko Watanabe

Senior Project Manager

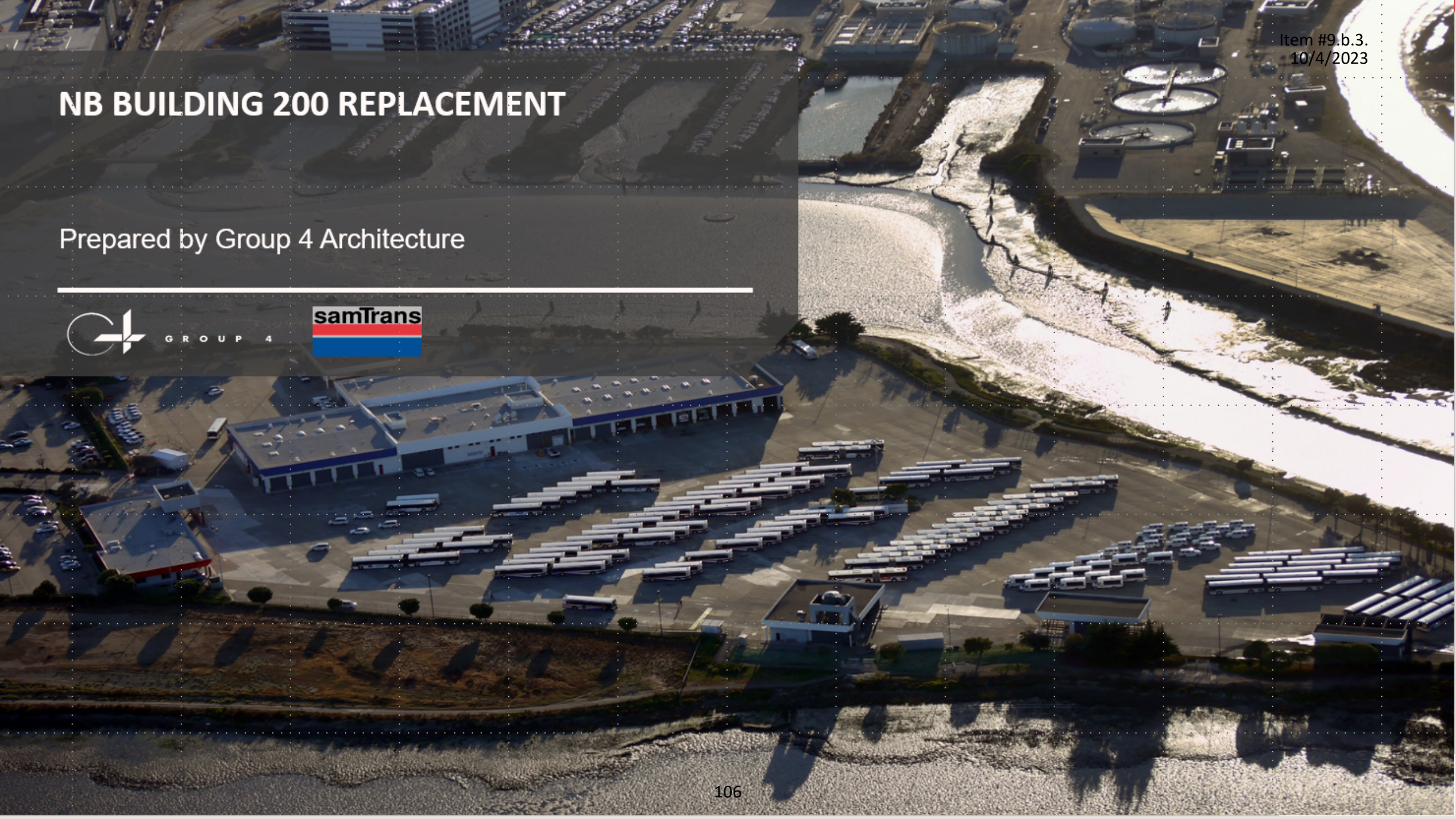
650-272-4638

North Base Bldg. 200 Replacement Project



NB BUILDING 200 REPLACEMENT

Prepared by Group 4 Architecture





- Project Background
- Building: Size & Type
- Building Site: Location
- Recommendation
- Next Steps



NB Building 200 Functions

- Day-to-day bus operations –
e.g., dispatch, radio control, vault, etc.
- Amenities and support for bus operators
- Bus Operations management offices
- Operator training space



North Base Building 200 is ~10,650 square feet



Dispatch



Radio Control



Management Offices



Training Room



Lounge

109



Exercise Room



1976

SamTrans
fixed-route
bus
service
begins

1988

North Base
Transportation
Building 200 opens

2023

Today

FUTURE

Reimagine SamTrans

- Equity
- Efficiency
- Connections

2010

Building 200
settlement first
studied

Today


Building 200
increasingly
tilting

Future

Building 200
functional building

2019 North Base Settlement Evaluation

- Settlement caused by poor soil conditions
- Current Building 200 cannot be repaired cost-effectively
- Recommends replacement of Bldg. 200



7807 Ingomar Boulevard, Suite 400
Elk Grove, CA 95758
Phone: 916.513.7428
www.wreco.com

Technical Memorandum

Date: May 17, 2019
To: Jonathan Hartman, Architect
From: David Kitzmann, PG, CEG, PE
Subject: SamTrans North Base Settlement Evaluation
WRECO Project No.: P18115

Mr. Hartman:

Per your request, WRECO has prepared this Technical Memorandum to provide a summary of the work performed and an evaluation of the settlement at Building 100 and 200 at the SamTrans North Base Facility (Project).


Project Description
The Project site is a North Base Bus Yard in South San Francisco, California. The North Base Bus Yard is a property owned, operated, and maintained by the San Mateo County Transit District (SamTrans). The Project scope includes evaluating the reported settlement and distress at Building 100 and Building 200 at the site. The Project site can be seen in relation to existing site features on Figure 1, Vicinity Map, attached.

Scope of Services
Our proposed scope of services for this study consisted of the following:

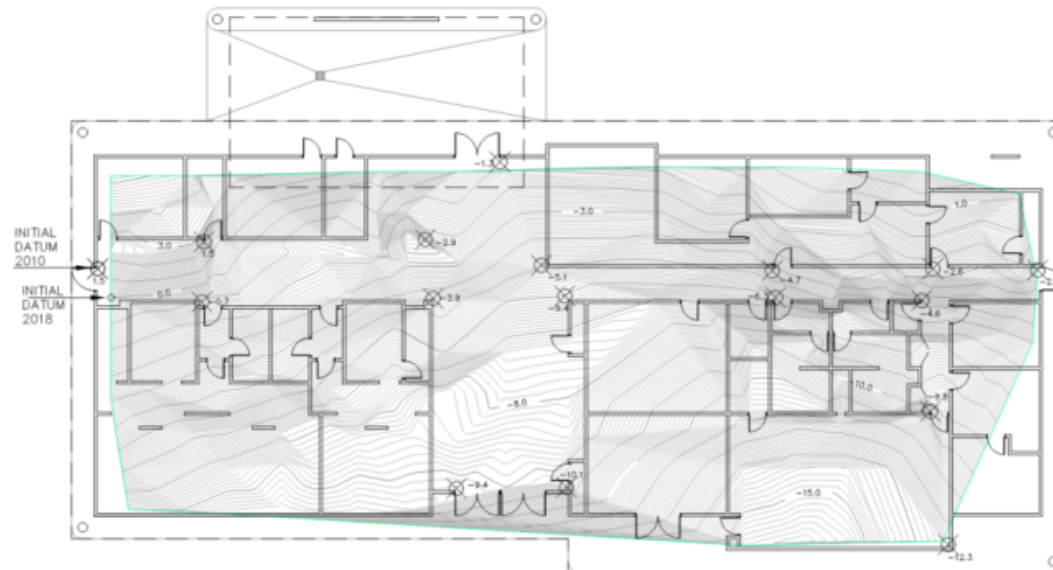
- Review available published geological studies;
- Perform a field survey including a floor-level survey of the ground floor of Building 100 and Building 200;
- Provide a comparison between measurements between 2010 and the measurements taken by SamTrans for this study; and
- Prepare a Geotechnical Engineering Technical Memorandum.

Site Geology
The site is shown on available geologic mapping (USGS, 1998) as underlain by artificial fill over tidal flat (Figure 2). This material is described as clay, silt, sand, rock fragments, organic matter, and man-made debris placed over tidal flats. The mapping also indicates the shoreline in the 1800s was located a short distance to the east and south of the Project area with a channel extending near or under the location of Building 200.

A geotechnical report (Clark and Associates, 1979) prepared for a proposed aggregate recycling plant included six borings made around the perimeter of the island. These borings show a variable depth of soft organic clay (Bay Mud) of ranging from approximately 10- to 35-foot thickness underlain by generally dense to very dense silty and clayey sand and stiff to very stiff sandy clay.

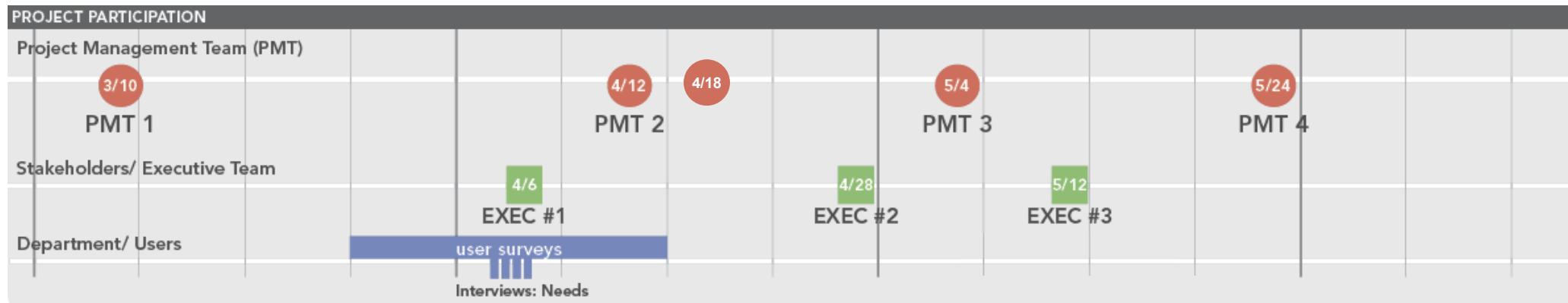


| Civil Engineering | Water Resources | Environmental Compliance | Geotechnical Engineering |



Requirements Gathering

- Purpose – spaces and operational needs
- Process – March-June 2023
- Participants – Bus Operations Management; Bus Operators; other District representatives



Goal: improve bus operator amenities

Goal: more collaborative work space





Item #9.b.3.
10/4/2023

Goal: high performance building

Goal: reflect District values and best practices





More frequent service



Faster service



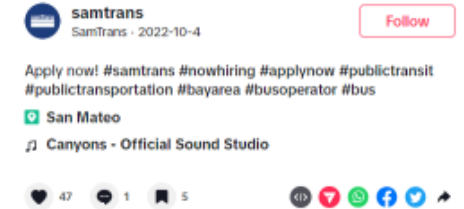
More coverage on weekends



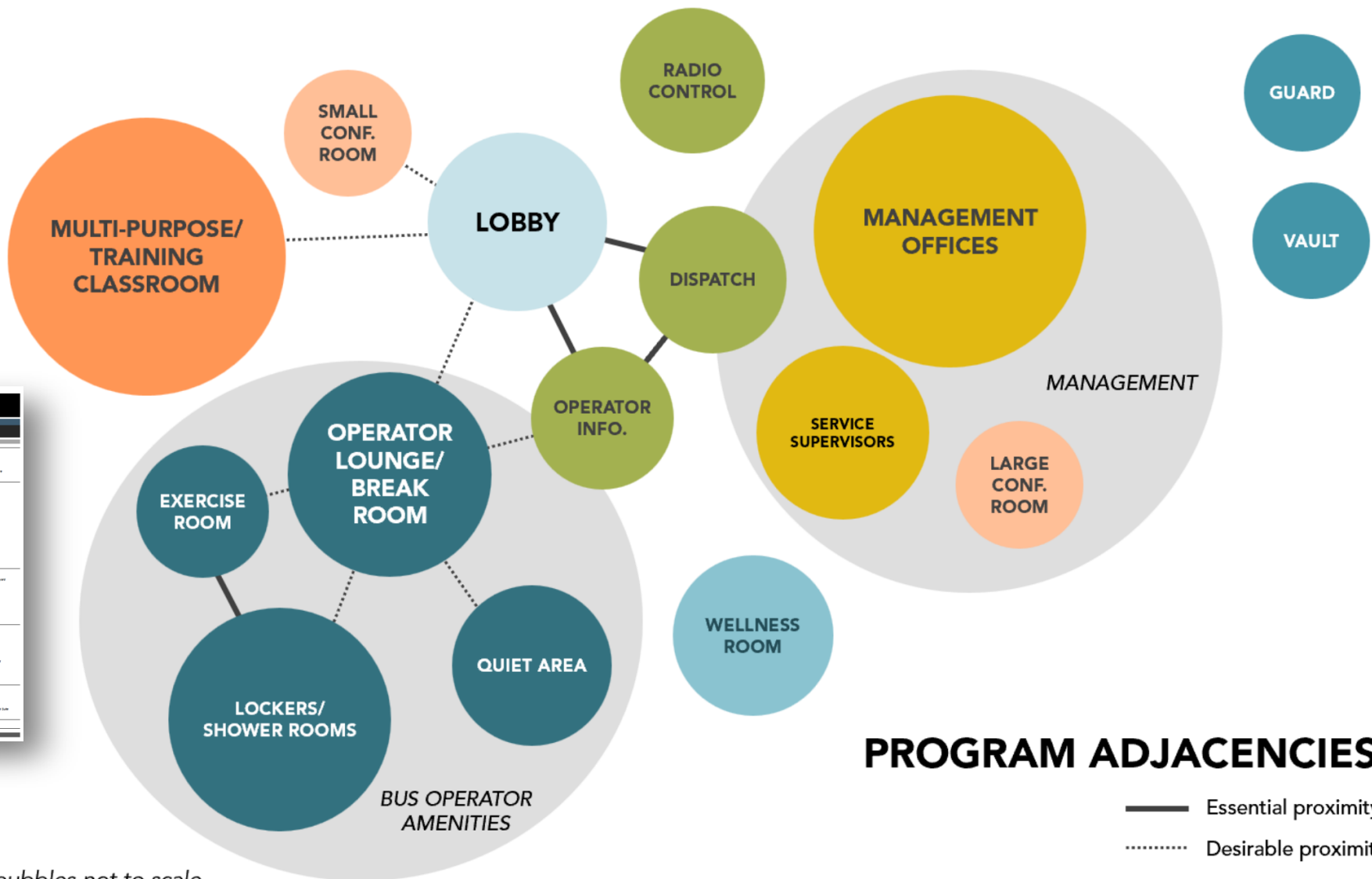
Later night service

Goal: accommodate expanded future operations

Goal: achievable within District resources



NO.	DESCRIPTION	UNIT	SQ. FT.	PROVIDED BY	NOTES
BUS OPERATOR FUNCTIONS					
1	Dispatch Console	1	200 SF		
2	Dispatch Console	1	200 SF		
3	Dispatch Console	1	200 SF		
4	Dispatch Console	1	200 SF		
5	Dispatch Console	1	200 SF		
6	Dispatch Console	1	200 SF		
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99	Dispatch Console	1	200 SF		
100	Dispatch Console	1	200 SF		



bubbles not to scale

PROGRAM ADJACENCIES

- Essential proximity
- Desirable proximity

Building Size Options

0. CURRENT BUILDING 200 PROGRAM

What does Building
200 provide today?

~10,650
square feet

1-Story



Building Size Options

0. CURRENT BUILDING 200 PROGRAM

What does Building 200 provide today?

~10,650 square feet

1-Story



A. CURRENT NEED/ MODERNIZED PROGRAM

What should NB200 provide to resolve deficiencies and modernize current operations?

~14,400 square feet

2-Story



Building Size Options

0. CURRENT BUILDING 200 PROGRAM

What does Building 200 provide today?

~10,650 square feet

1-Story



A. CURRENT NEED/ MODERNIZED PROGRAM

What should NB200 provide to resolve deficiencies and modernize current operations?

~14,400 square feet

2-Story



B. READY FOR GROWTH PROGRAM

What will be needed for future expanded operations and growth?

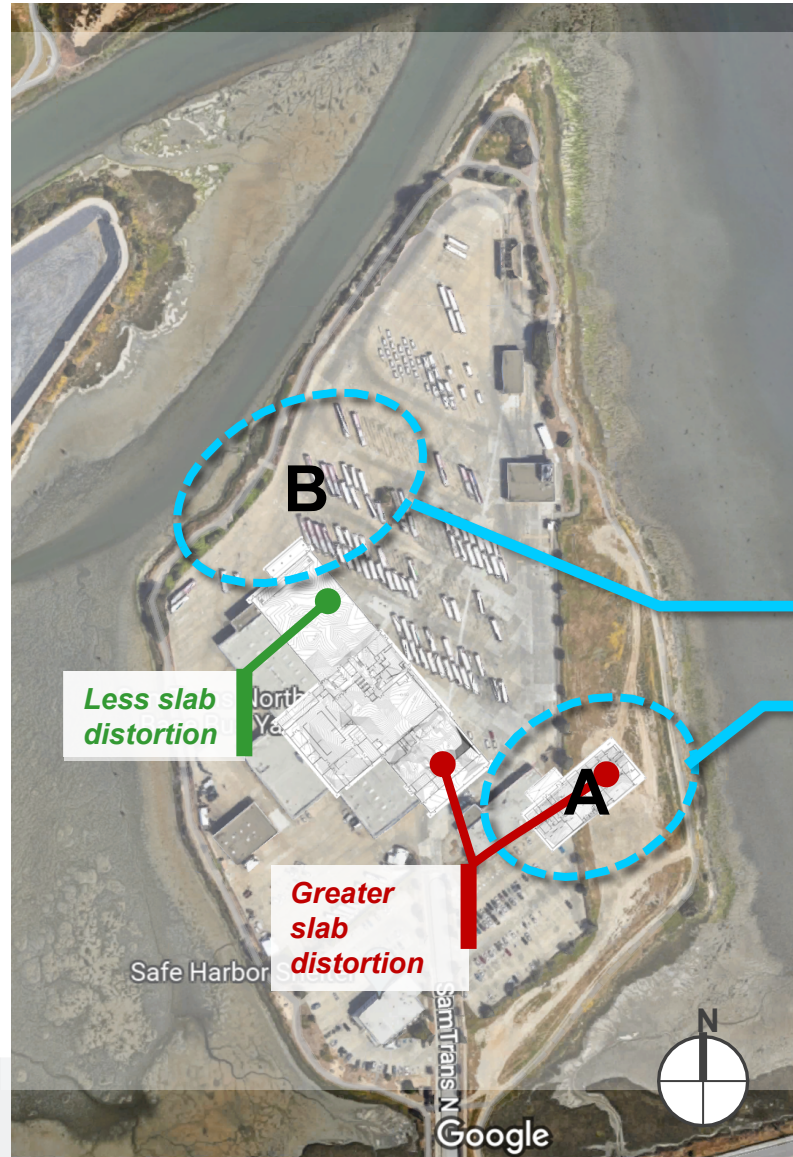
~18,200 square feet

2-Story



Building Site Options

Based on 2019 No. Base Settlement Evaluation



Site B – Alternate Building 200 Site

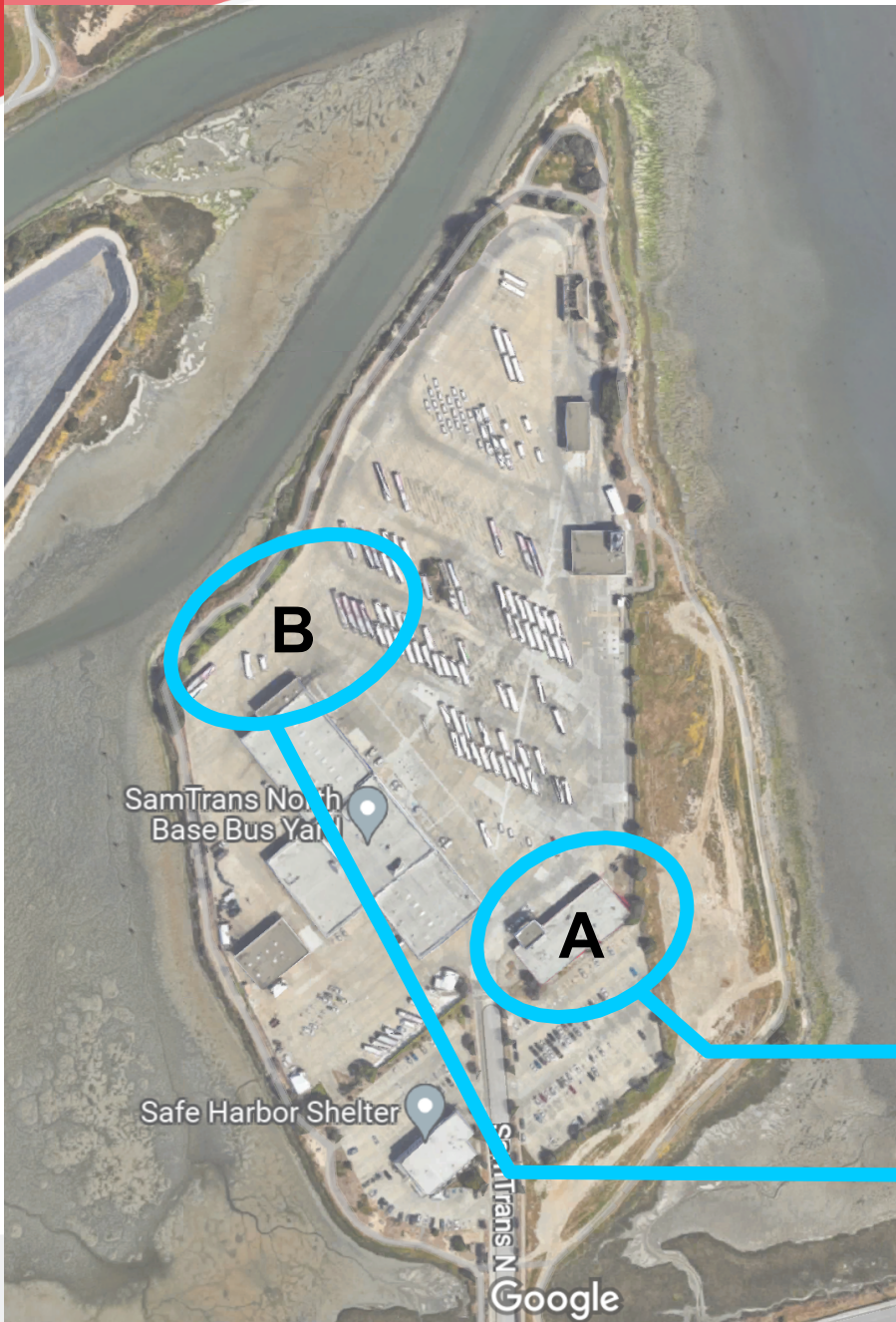
Site A – Existing Building 200 Site

Site Study

(November 2022 – May 2023)

Evaluate suitability of two sites for Building 200 based on:

- Civil survey
- Hydrology
- Soil Condition/Quality



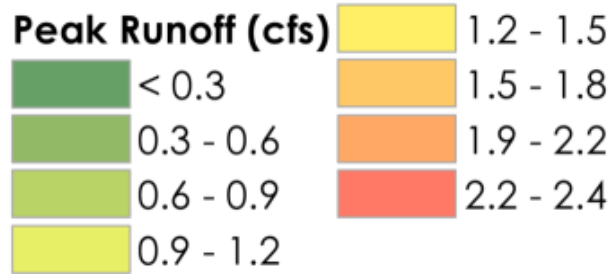
Site A – Existing Building 200 Site

Site B – Alternate Building 200 Site

Civil Survey + Hydrology

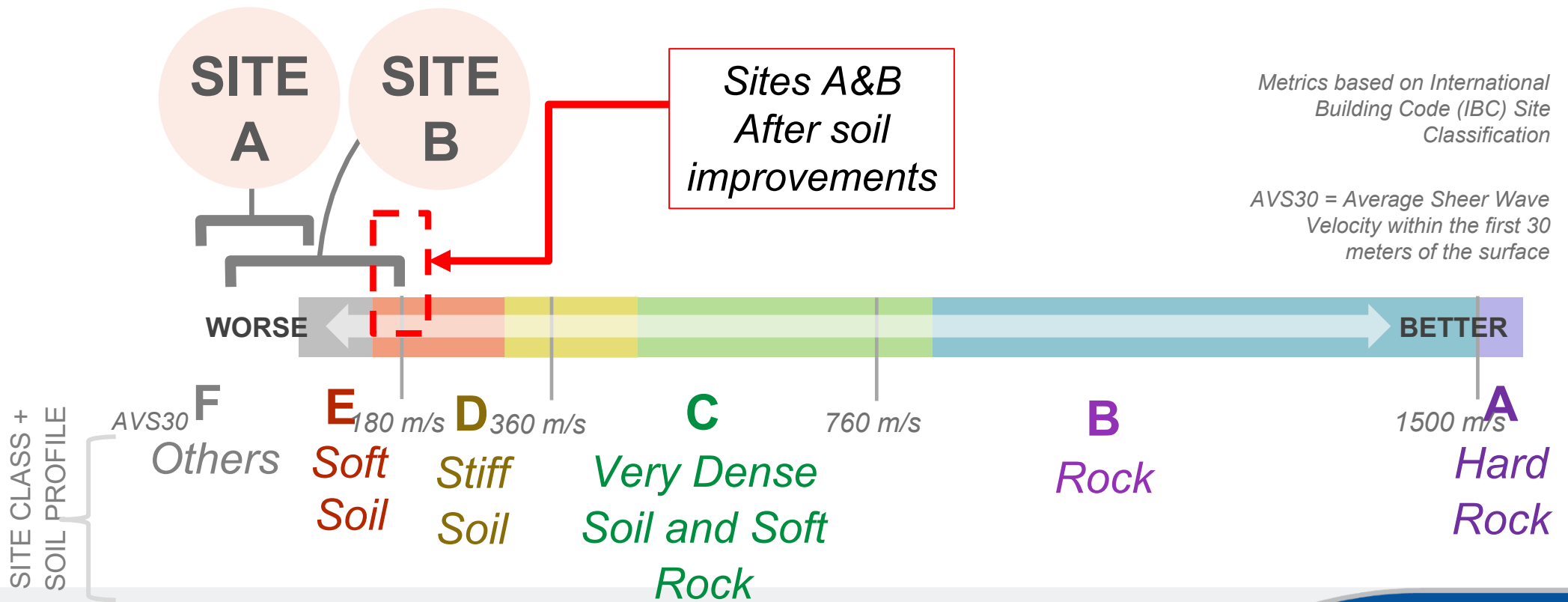
*Both **Site A** and **Site B** are similar in terms of surface grades, flooding, and projected sea level rise*

(note: new finish floor elevation to be determined in design)



Soil Quality

*Soft soil conditions at **both sites** will require deep foundations and strengthening the soil capacity around the building*



*Better soil quality at **Site B** may require relatively less soil improvement and slightly less deep foundations than Site A*

*SITE A AND B
COMPARISON*
SAMTRANS NB BUILDING 200

	SITE A	SITE B
Civil Survey	$A = B$	
Hydrological	$A = B$	
Geotechnical	$A < B$	

Options for Bldg. 200

0. CURRENT BUILDING 200 PROGRAM	A. CURRENT NEED/ MODERNIZED PROGRAM	B. READY FOR GROWTH PROGRAM
---------------------------------	-------------------------------------	-----------------------------

~10,650 square feet

~14,400 square feet

~18,200 square feet

1-Story



2-Story



2-Story



Existing Site:

A

A

A

Alternate Site:

B

B

B

Project Estimate Costs

- Construction Contract
- Design Consultant Contracts
- Furniture, Fixtures & Equipment
- Project Management & Project Controls
- Construction Management & Inspection
- Relocation of Bldg. 200 Occupants (for Site A)
- Escalation (3 years)

Project Cost Estimates: Bldg. 200

0. CURRENT BUILDING 200 PROGRAM	A. CURRENT NEED/ MODERNIZED PROGRAM	B. READY FOR GROWTH PROGRAM
---------------------------------	-------------------------------------	-----------------------------

~10,650 square feet

~14,400 square feet

~18,200 square feet

1-Story



2-Story



2-Story



Site A:

\$27 M - \$30 M

\$34 M - \$37 M

\$39 M - \$43 M

Site B:

\$23 M - \$26 M

\$30 M - \$33 M

\$35 M - \$39 M

Optional Enhancement

Construct Building 200 using standards for an Essential Facility (Category IV)

- Enables Bldg. 200 to be a designated Emergency Operations Center (EOC) required for emergency response
- Hardens Bldg. 200 against future environmental impacts such as sea level rise and earthquakes
- Allows SamTrans to remain operational and continue to serve the community during an environmental crisis.

Designated EOC

Category IV
Construction



Immediate
Occupancy

Additional Cost: Optional Enhancement

- Site A: +\$3.0 million
- Site B: +\$2.4 million

Project Cost Estimates: Bldg. 200 as an Essential Facility

0. CURRENT BUILDING 200 PROGRAM	A. CURRENT NEED/ MODERNIZED PROGRAM	B. READY FOR GROWTH PROGRAM
---------------------------------	-------------------------------------	-----------------------------

~10,650 square feet

~14,400 square feet

~18,200 square feet

1-Story



2-Story



2-Story



Site A:

\$30 M - \$33 M

\$36 M - \$40 M

\$42 M - \$46 M

Site B:

\$26 M - \$29 M

\$32 M - \$36 M

\$37 M - \$41 M

Operational Concerns with Site B

- Safety - increased interaction between employees and moving vehicles
- Longer walking distance from parking lot to Site B could result in miss-outs where operators are more than 60 seconds late for work
- Union could ask for additional compensation for additional time to walk between the parking lot to Site B



Recommendation: Bldg. 200 as an Essential Facility

0. CURRENT BUILDING 200 PROGRAM	A. CURRENT NEED/ MODERNIZED PROGRAM	B. READY FOR GROWTH PROGRAM
---------------------------------	-------------------------------------	-----------------------------

~10,650 square feet

~14,400 square feet

~18,200 square feet



Site A:

\$30 M - \$33 M

\$36 M - \$40 M

\$42 M - \$46 M

Site B:

\$26 M - \$29 M

\$32 M - \$36 M

\$37 M - \$41 M

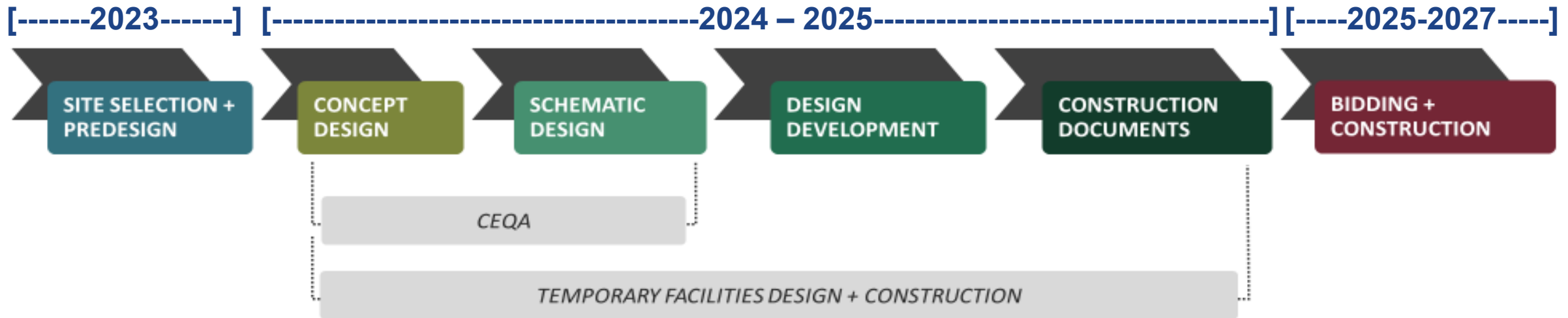
Recommendation



Funding

- Initial funds for design of Bldg. 200 are included in the current Capital Budget
- Apply for grant funding opportunities although limited

North Base 200 Replacement Project Process



**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer Nathaniel Kramer, Chief People Officer
Subject: **Authorize Amendment to a Single-source Contract with Year Up for Provision of Interns**

Action

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

1. Authorize an amendment to a single-source contract with Year Up, Inc. of Boston, Massachusetts (Year Up) to provide three additional internship opportunities at the District for an additional \$118,350, bringing the total not-to-exceed contract amount to \$355,050, which is composed of \$232,200 for program fees and \$122,850 in stipend fees for a period of performance from September 11, 2023 through January 26, 2024.
2. Authorize the General Manager/CEO or designee to execute the contract amendment with Year Up in full conformity with the terms and conditions of the negotiated agreement, and in a form approved by legal counsel.

Significance

Authorization of the amendment will allow the District to provide internship opportunities to three Year Up students, in addition to the nine initially expected, while providing supplemental workforce resources to address staffing shortages throughout the District.

The District's initial contract with Year Up did not require Board action as the amount was within the General Manager/CEO's delegated contracting authority.

Budget Impact

Funds to support the amendment are available in the adopted Fiscal Year 2024 Operating Budget through savings resulting from staff vacancies.

Background

Year Up is a national non-profit that helps underserved young adults, aged 18 to 29, move from poverty to a professional career in one year. Year Up trains participants in information technology, business communications and professional skills, and then places them into six-month paid corporate internships. Year Up partners with more than 250 companies (including 40 of the Fortune 100) in more than 20 cities across the country, and serves as an effective source of pre-trained, pre-screened diverse talent.

Due to the economic uncertainty of many technology firms in our area, Year Up reached out to the District via the San Mateo County Economic Development Association in hopes of providing opportunities for these underserved young adults.

The District executed a single-source contract with Year Up for nine interns on September 7, 2023 for a total not-to-exceed amount of \$236,700. The District has since found a need for three more Year Up interns.

This good-will effort is a win-win-win for the District, the interns, and Year Up. It allows the District a unique opportunity to not only provide invaluable experience for these interns, but also to gain additional resources in much needed administrative support roles in various departments. In addition to the 12 internships the District is funding, three Year Up interns will be working with the Peninsula Corridor Joint Powers Board and one will support the San Mateo County Transportation Authority.

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

Resolution No. 2023-

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

* * *

**Authorizing an Amendment to a Contract with Year Up, Inc. for Provision of Interns for a
Total Not-to-exceed Contract Amount to \$355,050**

Whereas, Year Up, Inc. of Boston, Massachusetts (Year Up) is a national non-profit that helps underserved young adults, aged 18 to 29, move from poverty to a professional career in one year by providing training in professional skills and placing them in six-month, paid corporate internships in information technology and business communications; and

Whereas, Year Up partners with more than 250 companies (including 40 of the Fortune 100) in more than 20 cities across the country, and serves as an effective source of pre-trained, pre-screened diverse talent; and

Whereas, the San Mateo County Transit District (District) has a unique opportunity to both provide invaluable experience for Year Up interns and gain additional administrative support for various departments; and

Whereas, the District executed a single-source contract with Year Up to provide nine internship opportunities for a total not-to-exceed contract amount of \$236,700, and has since identified a need for three additional interns; and

Whereas, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board authorize the execution of a contract amendment to provide three more internship opportunities at an additional cost of \$118,350, bringing the total not-to-exceed

contract amount to \$355,050, which is composed of \$232,200 for program fees and \$122,850 in stipend fees for a period of performance from September 11, 2023 through January 26, 2024.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO or designee to execute an amendment to the contract with Year Up, Inc. as negotiated and in a form approved by legal counsel, to add three internship opportunities and increase the total estimated cost of the contract by \$118,350, bringing the total not-to-exceed contract amount to \$355,050.

Regularly passed and adopted this 4th day of October, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

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

San Mateo County Transit District

Wednesday, October 4, 2023 – 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 August 2, 2023 | Motion |
| 9.c.3. | Bus Stop Improvement Plan (BSIP) Project Update | Informational |
| 9.c.4. | Adjourn | |

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

Note:

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

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

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

August 2, 2023

Committee Members Present: D. Canepa (Chair), R. Medina, P. Ratto

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Chuang, M. Fraser, J. Gee (arrived at 2:46 pm), J. Powell

Other Board Members Absent: R. Mueller

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

8.c.1. Call to Order

Committee Chair David Canepa called the meeting to order at 2:44 pm.

8.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of July 12, 2023

Motion/Second: Powell/Fraser

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

Noes: None

Absent: Gee, Mueller

8.c.3. 2025-2035 San Mateo County Transit District Strategic Plan Project Introduction

Chelsea Schultz, Planning Administrator, provided the presentation on the new SamTrans Strategic Plan, which included the purpose of the plan and an overview of the different project components.

Director Jeff Gee arrived at 2:46 pm.

Chair Josh Powell asked who was involved in the stakeholders' group. Jessica Epstein, Manager, Government and Community Affairs, explained the composition of the stakeholders' advisory group and technical advisory group. Chair Powell asked if schools were represented. Ms. Epstein said they do not generally put schools on their stakeholder advisory group; however, they have a dedicated staff person who works directly with the schools.

Director Jeff Gee asked about what service delivery means and how it plays into looking at future legislative east-west connectivity, ridership, and microtransit. He expressed concern about having articulated and 42-foot buses going east-west for six riders an hour and favored exploring what future buses would look like. Ms. Schultz said those issues are included in the best practices and industry trends research that will be part of their scoping and setting the stage for what the future of transit in the County may look like. She clarified that the Strategic Plan would likely provide a high-level view of how the District may want to expand its service portfolio but not go into the level of detail of Reimagine SamTrans.

Committee Chair Canepa asked how Regional Network Management (RNM) figures into the Strategic Plan. Ms. Schultz said RNM will be part of looking at the future of transit in the region and that they are working closely with the region and neighboring transit agencies.

Public Comment:

Aleta Dupree said she looked forward to reading the upcoming Strategic Plan and opined that sustainability should frame the work.

8.c.4. Adjourn

The meeting adjourned at 3:06 pm.

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

**San Mateo County Transit District
Staff Report**

To: Planning, Development and Sustainability Committee
Through: April Chan, General Manager/CEO
From: Josh Mello, Executive Officer, Planning and Development
Subject: **Bus Stop Improvement Plan (BSIP) Project Update**

Action

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

Significance

The purpose of this presentation is to provide an intermediate update on the SamTrans Bus Stop Improvement Plan (BSIP) project, which was first introduced to the Board of Directors (Board) at its March 2023 meeting. Staff will present a review of the project background and scope, results of stakeholder engagement, and an initial proposal for bus stop investments. The presentation will conclude with discussion of preliminary approaches to implementation and upcoming milestones.

The SamTrans BSIP is focused on the features and amenities that affect the general customer experience of bus stops, and will be accomplished through three primary deliverables:

- An enhanced inventory of existing SamTrans stops, expanded to include the presence of non-District-owned amenities and contextual factors such as sidewalks.
- A revised version of the SamTrans Bus Stop Design Guidelines (Guidelines), which recommend a minimum level of amenities for each stop based on its level of service.
- A long-term improvement plan to bring all stops into alignment with their minimum recommended amenities, based on the above criteria.

Notably, the BSIP does not include an assessment or suggested improvement of bus stops under the federal Americans with Disabilities Act (ADA) Accessibility Guidelines or State Building Code accessibility provisions. Rather, bus stop accessibility is being assessed as part of a broader San Mateo County Transit District (District) ADA Transition Plan, a separate but concurrent project which is already underway. Given the overlap in scope, both project teams are working together to ensure a coordinated implementation of the final recommendations.

Outreach

In June 2023, staff launched an online survey specifically focused on trade-offs and the prioritization of bus stop features. At the same time, staff conducted focused interviews with riders to supplement the survey results with input from individuals selected from underrepresented ridership groups.

Key findings from both efforts were that SamTrans riders value shelters, seating, lighting, and real-time information as the most important amenities for SamTrans to invest in. Riders also emphasized that protection from extreme weather, such as heat, was increasingly important. Finally, riders noted that real-time information combined with lighting would enhance feelings of personal safety at stops with limited evening service.

Bus Stop Design Guidelines Update

The Guidelines are currently in final draft form and under internal review. They are designed to provide decision-oriented guidance primarily for external users, such as city planning and public works staff and property developers, on preferred bus stop configurations for both new and existing stops. This includes amenities, but also considerations such as curb access for buses to pull in and out, appropriateness of bulb-outs/curb extensions, interactions with bicycle facilities, and the relative positioning of amenities at the stop.

Bus Stop Improvement Recommendations

To align SamTrans stops to a consistent level of quality, the Guidelines assign a minimum recommended portfolio of amenities for stops based on their category, which is defined as “Frequent” (4+ arrivals/hour), “Standard” (1-3 arrivals/hour), or “School Oriented/Other” (as few as 1 arrival/day during peak periods). Staff has developed a draft set of recommended amenities corresponding to each stop category as shown below:

Amenity	Frequent	Standard	School-Oriented/Other
Standard Pole & Sign	X	X	X
Shelter w/ Seating & Lighting	X		
Shade Structure w/ Lighting		X ¹	
Bench/Seating		X ¹	
Map & Schedule	X	X	
Bus Bulb/Boarding Island ²	X		
Real Time Information	X	X	

1. High-ridership standard stops may warrant full shelters. Low-ridership standard stops should provide at minimum a shade structure and a place to sit.
2. Needed to accommodate amenities at some stops, subject to street geometry and stop conditions.

Using the enhanced inventory of SamTrans stops created during the existing conditions phase of the project, staff applied the above recommendations to all existing stops to prepare the following preliminary estimates of the total investment required to bring every stop in the SamTrans system into alignment with the revised Guidelines:

Amenity	Number of Amenity Units Required to Align with Guidelines	Total Cost of Upgrades to Align with Guidelines¹
Standard Pole & Sign	118	\$78,000 - \$91,000
Shelter w/ Lighting	333	\$17,550,000 - \$21,450,000
Shade Structure w/ Lighting	655	\$17,290,000 - \$21,190,000
Bench/Seating	543	\$4,810,000 - \$5,850,000
System Map	1,152	\$143,000 - \$169,000
Route Schedule	1,236	\$546,000 - \$663,000
Real-time Information ²	374 (Frequent only) 1,251 (Frequent & Standard Stops)	\$14,000,000 - \$17,000,000 \$27,000,000 - \$33,000,000

1. Planning-level cost estimates include materials and assumptions for construction, design, and labor.
2. Assumes a mix of full-color, heavy, and light displays.

Draft Prioritization and Implementation Approach

Staff will share preliminary work on development of a bus stop improvement prioritization and implementation approach based on key indicators that account for ridership, equity, climate impact, feasibility, and existing amenities. Staff will present the proposed implementation plan and finalized prioritization methodology at a future meeting.

Budget Impact

There is no budget impact associated with this informational item. Budget impacts of the full BSIP plan will be addressed at a future meeting.

Background

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

Prepared By:	Asiya Patel	Planning Analyst II	650-508-7913
	Daniel Shockley	Principal Planner	650-508-6382



Bus Stop Improvement Plan (BSIP)



Daniel Shockley, Principal Planner
Justin Horng, Senior Planner

Board of Directors
October 4, 2023

Agenda

1. Project Background
2. Public Outreach Findings
3. Proposed Bus Stop Categories and Amenities
 - Revised Bus Stop Design Guidelines
 - Stop Categories & Minimum Recommended Amenities
 - Total New Amenities
 - Phasing and Implementation Approaches
4. Next Steps

Scope

- **Focus:** Features and amenities that affect the general customer experience at bus stops.
- **Excluded topics:**
 - Stop placement
 - Covered by SamTrans Service Policy Framework
 - ADA assessment and related improvements
 - ADA Transition Plan
 - Accessibility-related feedback is forwarded

Outcomes



1. Expanded Inventory of Existing Bus Stops

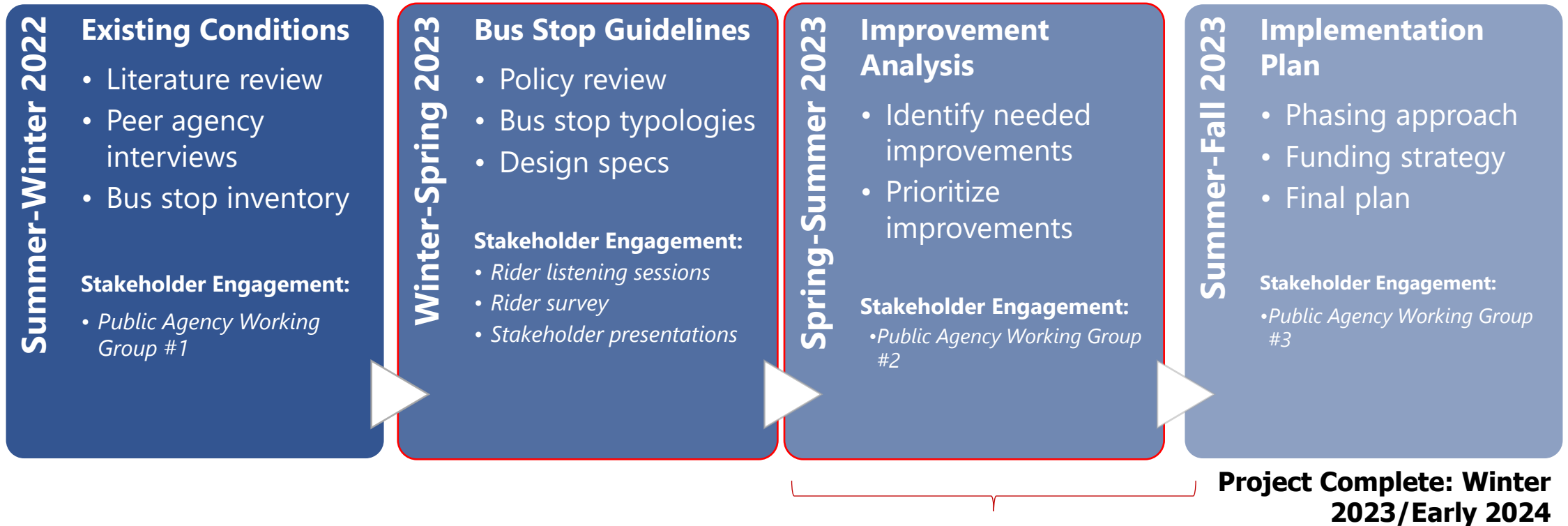


2. Clear Bus Stop Design Guidelines



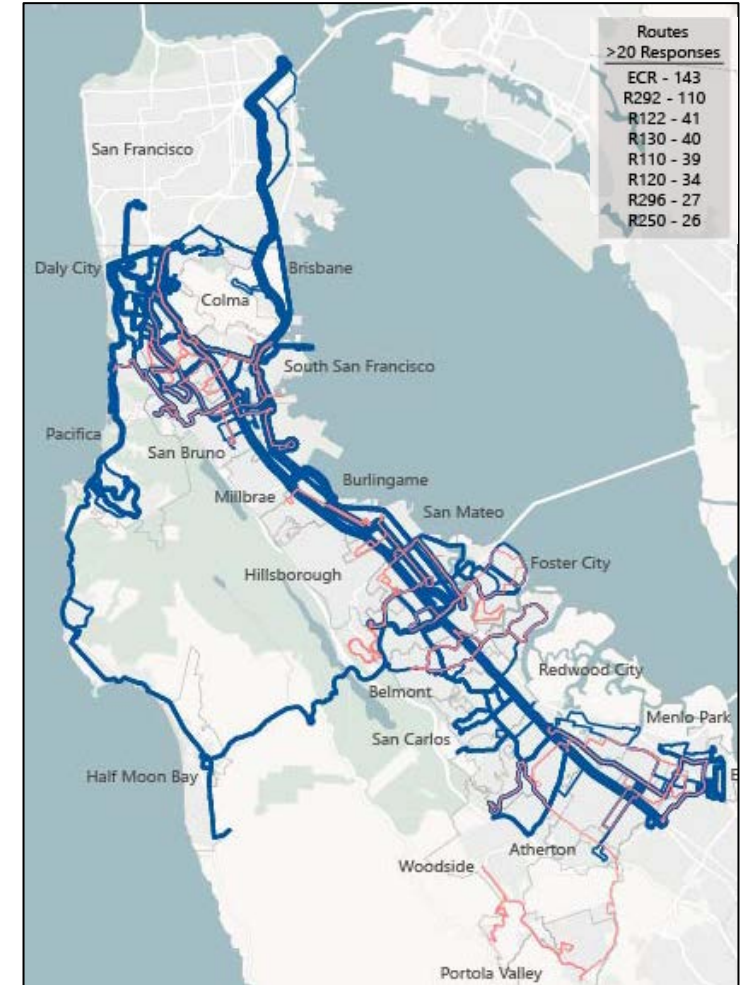
3. Bus Stop Improvement Plan

Schedule



Rider Outreach

- Survey open **6 weeks** (March-April 2023); **684 responses**
- Languages: Simplified Chinese, Traditional Chinese, and Spanish
- Promoted online, on buses, at bus stops, and with SamTrans ambassadors
- Survey respondents were:
 - 88% English speaking
 - 48% riding at least five days per week
 - 64% riding for 3 years or more
- Supplemented by 31 **listening sessions** with riders from under-represented groups.



Key Outreach Findings

1. Participants ranked the **most important amenities** as: shelters, seating, lighting, and real-time information.
2. These amenities are equally important at stops with **less frequent evening service** and stops **without nearby businesses**.
3. Protection from **direct sun, rain and wind** were also important due to increasing extreme weather conditions.
4. Presence of **real-time information** and **lighting** are important for **personal safety**, particularly at stops with limited evening service.

Leveraging Feedback

Rider Input and
Priorities

SamTrans Vision for
Bus Stops

Bus Stop Categories
and Amenities

Implementation Plan



Riders emphasized the importance of shelter and seating, so our recommendations include a big expansion in those amenities.

On the other hand, trash receptacles are less important to riders, so we have scaled back on those in the recommendations.

Establishing a Vision for Bus Stops

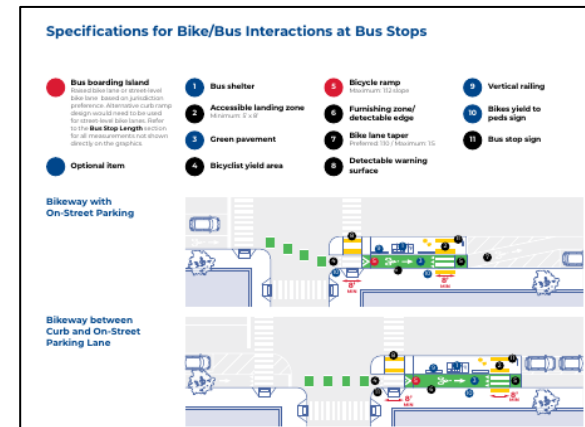
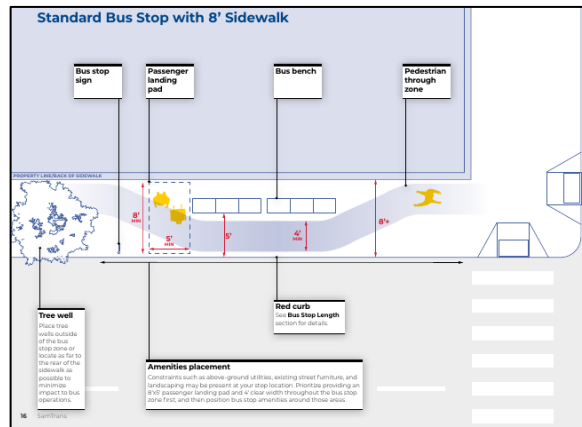
SamTrans will strive to provide bus stops that are:

- **Informative**, with service information including schedules and the ability to access real-time transit arrival data.
- **Comfortable**, including a well-maintained shelter and/or place to sit at all-day stops.
- **Convenient**, featuring appropriate curb access, a sidewalk free from obstructions, and personal safety features like lighting.



Update on Design Guidelines

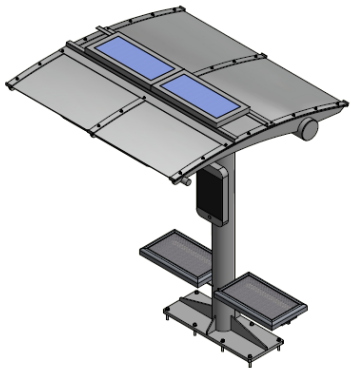
- Provides easy-to-use guidance for stop improvements for cities, developers, partner agencies, internal staff.
- Outlines minimum bus stop amenities based on service level.
- Adds new guidance for bus/bicycle interactions.



Proposed Bus Stop Categories

Bus Stop Category	Definition	Typical SamTrans Service	# of Stops
Frequent	<ul style="list-style-type: none"> 4+ arrivals per hour 12 hours per weekday 	<ul style="list-style-type: none"> ECR, 120, 130, and 296 Stops that serve multiple local routes 	374 (20%)
Standard	<ul style="list-style-type: none"> 1-3 arrivals per hour 12 hours per weekday 	<ul style="list-style-type: none"> Most three-digit local routes. 	877 (47%)
School-oriented/Other	<ul style="list-style-type: none"> Served by school or express routes As few as one arrival per day, during peak periods only 	<ul style="list-style-type: none"> School-oriented routes Route FCX 	615 (33%)

Minimum Recommended Amenities



Amenity	Frequent	Standard	School-Oriented/Other
Standard Pole & Sign	✓	✓	✓
Shelter w/ Seating and Lighting	✓		
Shade Structure w/ Lighting		✓ ²	
Bench/Seating		✓ ²	
Map & Schedule	✓	✓	
Bus Bulb/Boarding Island ¹	✓		
Real Time Information	✓	✓	

1. Needed to accommodate amenities at some stops, subject to street geometry and stop conditions.
2. High-ridership standard stops may warrant full shelters. Low-ridership standard stops should provide at minimum a shade structure and a place to sit.

Real-Time Information Approaches

Type	Customer Process	Cost/LOE	Existing
Third Party Mobile Apps	Use app to lookup arrival times at nearby stop.	No, or marginal cost to user.	Available to all.
Static Signage - 511	Dial 511 and listen to upcoming arrivals.	\$40 to produce sign. No cost for 511 service.	Signage at all stops.
Static Signage - QR Code	Scan QR code and view upcoming arrivals.	QR codes made in-house or with service (\$5-\$20/mo.). \$40 to produce sign. Website maintenance.	None.
Dynamic Signage - Light	View arrival information on pole-mounted display.	Approx. \$5,000 ea. plus maintenance and support costs.	5 planned for Middlefield via County.
Dynamic Signage - Heavy	View arrival information mounted on permanent structure.	Up to \$14,000 ea. plus maintenance and support costs.	Major transit centers (static GTFS)



Static - 511



Static - QR Code



Dynamic - Heavy signage



Dynamic - Light signage

Total Needed Amenities

Needed Amenities	Total Additional Units	Total Cost ¹
Standard Pole & Sign	118	\$78,000 - \$91,000
Shelter w/ Seating & Lighting	333	\$17,550,000 - \$21,450,000
Shade Structure w/ Lighting	655	\$17,290,000 - \$21,190,000
Bench/Seating	543	\$4,810,000 - \$5,850,000
System Map	1,152	\$143,000 - \$169,000
Route Schedule	1,236	\$546,000 - \$663,000
Real-time Information Dynamic Signage ²	374 (Frequent only)	\$14,000,000 - \$17,000,000
	1,251 (Frequent and Standard stops)	\$27,000,000 - \$33,000,000

Total System Stops: 1,871

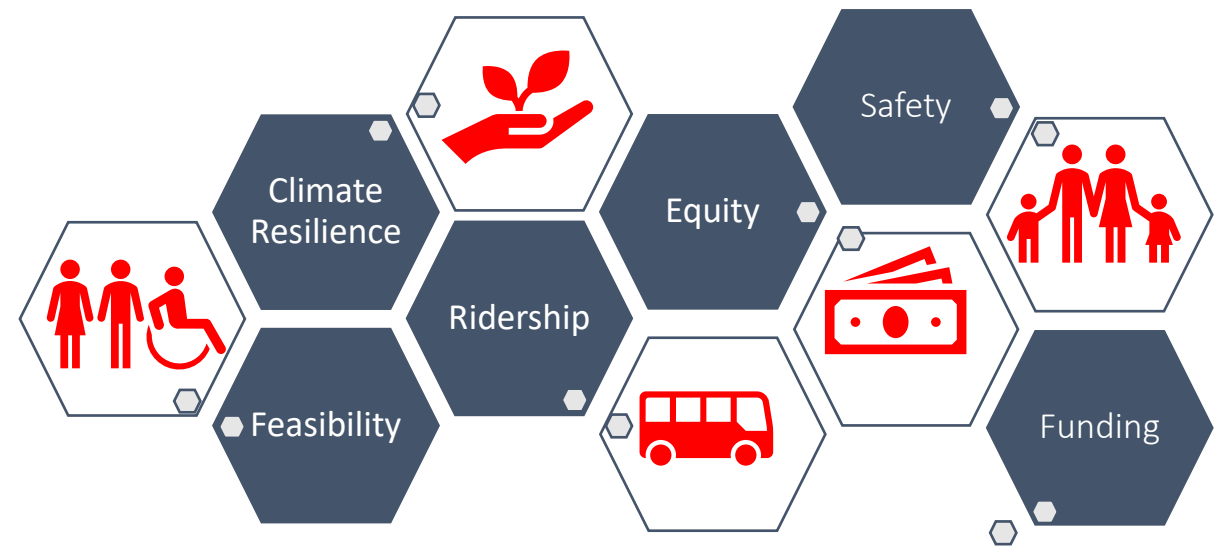
Stops to be Improved: 1,279

Notes:

1. Planning-level cost estimates including materials, design, and construction.
2. Assumes a mix of full-color, heavy & light displays.

Phasing & Implementation

- Multi-year phasing horizon
 - Tentatively over 2-5 years
- Leveraging external funding/implementation opportunities
 - Peer agency/city strategic plans and projects
 - Developers
 - Grants
 - CEQA Mitigations
 - Advertising opportunities
- Prioritization methodology under development now
 - Factors being incorporated include:



Next Steps

1. Finalize Revised Guidelines based on internal feedback
2. Finalize bus stop categories and associated levels of investment in bus stop amenities
3. Develop Implementation Strategy:
 - Stop prioritization methodology
 - Phasing/packaging of recommendation into a capital improvement plan
 - Identify potential funding strategies
4. Compile into final Bus Stop Improvement Plan



Please email shockleyd@samtrans.com with any questions.



BOARD OF DIRECTORS 2023

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APRIL CHAN
GENERAL MANAGER/CEO

Agenda

Legislative Committee Committee of the Whole

San Mateo County Transit District

Wednesday, October 4, 2023 – 3:15 pm

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

- | | | |
|--------|--|--------|
| 9.d.1. | Call to Order | |
| 9.d.2. | Approval of Minutes of the Legislative Committee Meeting of September 6, 2023 | Motion |
| 9.d.3. | State and Federal Legislative Update and Approval of Legislative Proposal: Support Senate Bill (SB) 410 (Becker) | Motion |
| 9.d.4. | Adjourn | |

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

Note:

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

September 6, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

8.d.1. Call to Order

Committee Chair Ray Mueller called the meeting to order at 2:59 pm.

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

Motion/Second: Gee/Chuang

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

Noes: None

Absent: None

8.d.3. State and Federal Legislative Update

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

On the federal side, she said the Senate had reconvened and the House would reconvene in October. She said that Congress has not passed any of their appropriation bills yet, and that a continuing resolution was expected, with a budget to be achieved in December.

On the state side, she said the legislature reconvened on August 14. She provided recent personnel changes. She said that CalSTA (California State Transportation Agency) has recently put out guidelines on the Zero Emission Transit Capital Program, which will be used by MTC (Metropolitan Transportation Commission) to administer funding. She reviewed recent bills.

Chair Josh Powell asked about legislation on the Brown Act allowing remote meetings. Ms. Epstein said the situation did not look hopeful for making significant changes.

8.d.4. Adjourn

The meeting adjourned at 3:12 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Legislative Committee
Through: April Chan, General Manager/CEO
From: Casey Fromson, Chief Communications Officer
Subject: **State and Federal Legislative Update and Approval of Legislative Proposal:
Support Senate Bill (SB) 410 (Becker)**

Action

Staff proposes the Committee recommend the Board:

1. Receive the attached federal and state legislative updates.
2. Approve the recommended San Mateo County Transit District (District) position on those pieces of legislation designated for action on the attached State Legislative Matrix.

Significance

The 2023 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the District take a formal position.

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

Federal Report October 2023

Congressional Update

Leadership Prepares for Continuing Resolution and Spending Votes

- House Republicans revealed their own short-term government funding package on the evening of September 17, 2023, as lawmakers in Washington, D.C., work to reach a bipartisan deal to avoid a September 30, 2023, shutdown deadline.
- The House Republicans' continuing resolution (CR) would cut spending except for defense, veterans and U.S. Department of Homeland Security funding by 8 percent. Along with the modified H.R. 2 provisions, it includes new prohibitions on asylum claims and other hardline immigration restrictions. However, the billions of dollars of disaster aid sought by President Joe Biden was not included.
- The measure would also keep pressure on lawmakers by imposing an October 31, 2023, deadline to fund the government, contrasting with Congress's recent history of kicking the can to November or December.
- This was a deal brokered by several members of the House Freedom Caucus and Main Street Republicans Caucus. However, there are already a handful of Republicans who have vowed to vote against the CR, jeopardizing its passage. Due to the many conservative priorities included in the bill, even if it passes the House, it would be a non-starter in the Senate. It is still unclear if the measure will garner enough votes to pass in the House.
- On the Senate side, Senators had planned to vote on a minibus consisting of the Agriculture-FDA, Military Construction-VA, and Transportation-HUD bills. Members voted 91-7 in favor of the motion to proceed with the bill last week. However, Sen. Ron Johnson (R-WI) objected to the bill's advancement, stalling the Senate's work, and pushing a final vote until this week.

Bipartisan Rail Safety Bill Expected to Get Floor Vote this Fall

- The Railway Safety Act of 2023 ([S.576](#)) – the bipartisan rail safety bill introduced in the wake of the train derailment in East Palestine, OH earlier this year – is set to receive a floor vote this fall. This bill will require DOT to issue improved safety regulations for trains carrying hazardous materials, as well as increase maximum fines DOT can impose for violating said regulations.

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- Senator J.D. Vance (R-OH) stated in a press conference last Thursday that Democratic leadership confirmed that a vote will take place on the bill this fall. Vance expressed confidence in the bill passing, and said that he’s “pretty sure” the nine GOP votes needed to pass are there, in addition the full support of the Democratic caucus.

Administration Update

DOT Opens SMART Funding Opportunity

- On August 8, the Department of Transportation (DOT) announced the next funding round for the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program. The current funding round is for Stage 1 Planning and Prototyping grants which will utilize data and technology capacity to improve transportation systems.
- The Department has made approximately \$500 million available for the current funding round, which expires October 10. Interested parties may view the NOFO on [grants.gov](https://www.grants.gov) using this [link](#).

DOT Announces Next Phase of Clean Energy Tax Credit Implementation

- DOT has announced that the Department expects to issue guidance for the Inflation Reduction Act’s energy efficiency home credit and sustainable aviation fuel credit in the near future, as well as implementation guidance for the law’s investment tax credit, advanced manufacturing production tax credit, electric vehicle provision for “foreign entities of concern”, and clean hydrogen subsidies before the end of the year.
- USDOT’s first phase of IRA implementation include released guidance on tax incentives for EVs, energy communities, domestic content, new direct pay incentives, transferability, and prevailing wages.

DOT Names Sue Lawless as Key Motor Safety Officer at the Federal Motor Carrier Safety Administration (FMCSA)

- On Wednesday, August 30, DOT announced that Sue Lawless would be Assistant Administrator and Chief Safety Officer for the FMCSA. Lawless was previously Director of the FMCSA’s Motor Carrier, Driver, and Vehicle Standards Division.
- Lawless has also represented motor carriers and drivers as an attorney in the private sector. She will assume her new role starting September 10.

DOT Issues Waiver of Buy America Requirements for De Minimus Costs and Small Grants

- On August 22, DOT issued a public interest for [Waiver of Buy America Requirements for De Minimus Costs and Small Grants](#). The waiver is intended to ensure DOT and its

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grant recipients make efficient use of resources by focusing domestic sourcing efforts on products that provide the greatest manufacturing opportunities for American workers and firms, consistent with the Biden-Harris Administration's implementation of the Build America, Buy America Act.

- The waiver is also intended to reduce delays in the delivery of important transportation infrastructure projects that provide jobs and promote economic growth. More information about the public interest waiver and DOT's implementation of the Build America, Buy America Act can be found [here](#).

Round-Up of Open Grant Opportunities

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



September 12, 2023

TO: Board of Directors, San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – October 2023**

General Update

The Legislature is set to adjourn the first year or the two-year 2023-24 Legislative Session for interim recess on September 14. The Governor has until October 14 to act on any bills sent to his desk in the final weeks of the session. The Legislature will be on recess for just under four months, returning to Sacramento on January 3. As you are aware, several bills introduced this year were made two-year bills by their authors or by committees. These bills can move in 2024 and several of these bills will have to move within the first month of the session. The Legislative Calendar, which sets the deadlines for the year can be viewed [here](#).

ACA 1/ACA 13 Head to the Ballot

Two constitutional amendments that would significantly restructure the vote thresholds for local measures and measures attempting to increase vote thresholds passed the Assembly and Senate in the final days of the Legislative Session. Each of the measures required a two-thirds vote from each house in order to move to the ballot. Both measures will likely head to the November 2024 General Election ballot. ACA 1 would lower the voter threshold for local taxes for specific public infrastructure project categories and affordable housing, from a 2/3 to a 55% threshold. ACA 13 would establish the same voter threshold for higher threshold changes, requiring constitutional amendments that aim to *increase* voter approval to be approved by voters at the same threshold the measure is looking to implement. SamTrans supports ACA 1.

Bills With Recommended Action

SB 410 (Becker) Powering Up Californians Act – Recommend Support

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

Bills of Interest

AB 316 (Aguiar-Curry) Heavy Duty Autonomous Vehicles

This bill would prohibit the operation of an autonomous vehicle with a gross vehicle weight of 10,001 pounds or more on public roads for testing purposes, transporting goods, or transporting passengers without a human safety operator physically present in the autonomous vehicle at the time of operation and to provide deactivation and collision reports to the Department of Motor Vehicles. The bill would require submission of collision disengagement and reports to the DMV for these vehicles during the testing phase. Finally, by January 1, 2029, the bill requires the DMV to submit a report to the Legislature regarding the testing phase prior to the DMV moving forward with the deployment of fully autonomous heavy-duty vehicles.

Grants for Zero-Emission Buses and Infrastructure

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$70 million in FY 2021-22, \$65 million in FY 2022-23) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state’s Greenhouse Gas Reduction Fund and State General Fund.

Current Guidelines: Found [here](#)

Status: [Funding cycles for FY 2021-22 and FY 2022-23 remain open](#)

Vehicles and Infrastructure:

Volkswagen Environmental Mitigation Trust (\$130 million total)- The Volkswagen (VW) Environmental Mitigation Trust provides \$130 million in incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW. Funding from the Trust will be released to transit agencies, shuttle bus companies and school districts in two \$65 million tranches. The second tranche of \$65 million was released in November 2022.

Current Guidelines: See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#).

Additionally, see CARB’s updated policy found [here](#) authorizing VW Environmental Mitigation Trust awards to be coupled with HVIP vouchers.

Status: [Funding cycle open](#)

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$183 million in FY 2022-23) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment. The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Found [here](#)

Status: [Funding cycles for FY 2022-23 remain open, but will close on September 15](#)

Cybersecurity and Transit Security

Transit Security Grant (\$93 million in FY 2023) – The Transit Security Grant Program provides funding to eligible public transportation systems (which include intra-city bus, ferries and all forms of passenger rail) to protect critical transportation infrastructure and the travelling public from terrorism, and to increase transportation infrastructure resilience.

Current Guidelines: Found [here](#)

Status: [Funding for FY 2023 awarded](#)

San Mateo County Transit District State Legislative Matrix 9/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 6 Friedman D</p> <p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</p>	<p>This bill is dead.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 7 Friedman D</p> <p>Transportation: project selection processes.</p>	<p>This is a two-year bill.</p>	<p>Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent 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 9/12/23

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

San Mateo County Transit District State Legislative Matrix 9/12/23

Bill ID/Topic	Location	Summary	Position
		goals of the act and objectives specified in the most recent scoping plan. This bill contains other existing laws.	
<p>AB 16 Dixon R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	This bill is dead.	<p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.</p>	Watch

San Mateo County Transit District State Legislative Matrix 9/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 53 Fong, Vince R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>This bill is dead.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 9/12/23

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 96 Kalra D</p> <p>Public employment: local public transit agencies: autonomous transit vehicle technology.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matters subject to collective bargaining. Existing law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Existing law includes within PERB’s jurisdiction the resolution of disputes alleging violation of rules and regulations adopted by a public agency, as defined, concerning unit determinations, representations, recognition, and elections, as specified. Existing law authorizes PERB to adopt rules and regulations to carry out its purposes, as provided. Existing law does not apply the above provisions to employees of specified public transit agencies. This bill would require a public transit employer, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. The bill would require the public transit employer and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology. The bill would vest PERB with jurisdiction to process unfair practice charges alleging violations of these provisions, but only as to transit district employers where PERB has jurisdiction to process unfair practice charges. Should an employee organization file an unfair practice charge with PERB, the bill would require PERB’s powers and duties to apply, as appropriate, and would require PERB’s regulations to apply. The bill would authorize PERB to make additional emergency regulations, as specified.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 102 Ting D Budget Act of 2023.	Signed by Governor Newsom.	The Budget Act of 2023 made appropriations for the support of state government for the 2023–24 fiscal year. This bill would amend the Budget Act of 2023 by amending, adding, and repealing items of appropriation and making other changes. This bill contains other related provisions.	Watch
AB 126 Reyes D Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.	On the Senate Floor.	Existing law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Existing law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Existing law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035.	Watch
AB 241 Reyes D Clean Transportation Program: Air Quality Improvement Program: funding.	On the Assembly Floor.	Existing law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Existing law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Existing law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035. This bill contains other related provisions.	Watch

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State Legislative Matrix 9/12/23**

Bill ID/Topic	Location	Summary	Position
<p>AB 316 Aguiar-Curry D</p> <p>Vehicles: autonomous vehicles.</p>	<p>To the Governor.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would require a manufacturer of an autonomous vehicle to report to the department a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 400 Rubio, Blanca D</p> <p>Local agency design-build projects: authorization.</p>	<p>To the Governor.</p>	<p>Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. "Local agency" is defined, in part, for this purpose to include specified local and regional agencies responsible for the construction of transit projects, including any joint powers authority formed to provide transit service. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing the use of the design-build procurement process are repealed on January 1, 2025. This bill would delete from the definition of "local agency" any joint powers authority formed to provide transit services and would instead expand that definition to include any joint powers authority responsible for the construction of transit projects, thereby authorizing additional joint powers authorities to use the above-described design-build procurement process. The bill would extend the repeal date to January 1, 2031. By expanding the design-build authorization to additional joint powers authorities and by extending the design-build authorization, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 9/12/23**

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 480 Ting D</p> <p>Surplus land.</p>	<p>On the Senate Floor.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. This bill would define the term “dispose” to mean the sale of the surplus property or a lease of any surplus property entered into on or after January 1, 2024, for a term longer than 15 years, including renewal options, as specified. The bill would provide that “dispose” does not include entering a lease for surplus land on which no development or demolition will occur, regardless of the term of the lease. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 557 Hart D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>On the Assembly Floor.</p>	<p>(1)Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes the legislative body of a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect. Those circumstances are that (1) state or local officials have imposed or recommended measures to promote social distancing, (2) the legislative body is meeting for the purpose of determining whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees, or (3) the legislative body has previously made that determination. If there is a continuing state of emergency, or if state or local officials have imposed or recommended measures to promote social distancing, existing law requires a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. This bill would revise the authority of a legislative body to hold a teleconference meeting under those abbreviated teleconferencing procedures when a declared state of emergency is in effect. Specifically, the bill would extend indefinitely that authority in the circumstances under which the legislative body either (1) meets for the purpose of determining whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees, or (2) has previously made that determination. The bill would also extend the period for a legislative body to make the above-described findings related to a</p>	<p>Supported May 2023</p>

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Bill ID/Topic	Location	Summary	Position
		continuing state of emergency to not later than 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet under the abbreviated teleconferencing procedures. This bill contains other related provisions and other existing laws.	
<p>AB 610 Holden D</p> <p>Youth Transit Pass Pilot Program: Free Youth Transit Passes.</p>	<p>This is a two-year bill.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare-free program, as provided. The bill would authorize a transit agency with an existing fare-free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2028. This bill contains other existing laws.</p>	<p>Watch</p>

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

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

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

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

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 1374 Alvarez D</p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. Existing law requires the investment plan to allocate, among other things, a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state. This bill would increase those amounts from 25% to 50% and from 5% to 15%.</p>	<p>Watch</p>
<p>AB 1377 Friedman D</p> <p>Homeless Housing, Assistance, and Prevention Program: Round 3.</p>	<p>On the Assembly Floor.</p>	<p>Existing law establishes, among various other programs intended to address homelessness in this state, the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness. This bill would require applications or planning materials for additional state funding appropriated on or after July 1, 2024, as specified, to include data and a narrative summary of specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness on transit facilities owned and operated by a transit agency, as defined.</p>	<p>Supported June 2023</p>

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

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

San Mateo County Transit District State Legislative Matrix 9/12/23

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

San Mateo County Transit District State Legislative Matrix 9/12/23

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

San Mateo County Transit District State Legislative Matrix 9/12/23

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

**San Mateo County Transit District
State Legislative Matrix 9/12/23**

Bill ID/Topic	Location	Summary	Position
<p>SB 12 Stern D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>This bill is dead.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 32 Jones R</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p>	<p>This bill is dead.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 9/12/23

Bill ID/Topic	Location	Summary	Position
<p>SB 69 Cortese D</p> <p>California Environmental Quality Act: local agencies: filing of notices of determination or exemption.</p>	<p>To the Governor.</p>	<p>The California Environmental Quality Act (CEQA) requires, among other things, a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would require a local agency to file a notice of determination with the State Clearinghouse in the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. The bill would authorize a local agency to file a notice of exemption with the State Clearinghouse in the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. The bill would require the notice, including any subsequent or amended notice, to be posted both in the office and on the internet website of the county clerk and by the Office of Planning and Research on the State Clearinghouse internet website within 24 hours of receipt. The bill would specify that the posting of the notice by the Office of Planning and Research would not affect the applicable time periods to challenge an act or decision of a local agency, as described above. By imposing duties on local agencies, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 9/12/23

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

San Mateo County Transit District State Legislative Matrix 9/12/23

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

San Mateo County Transit District State Legislative Matrix 9/12/23

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

San Mateo County Transit District State Legislative Matrix 9/12/23

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

San Mateo County Transit District State Legislative Matrix 9/12/23

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

San Mateo County Transit District State Legislative Matrix 9/12/23

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

**San Mateo County Transit District
State Legislative Matrix 9/12/23**

Bill ID/Topic	Location	Summary	Position
<p>SB 411 Portantino D</p> <p>Open meetings: teleconferences: neighborhood councils.</p>	<p>On the Governor’s desk.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill, until January 1, 2026, would authorize an eligible legislative body to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if the city council has adopted an authorizing resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions. The bill would define “eligible legislative body” for this purpose to mean a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to the act. The bill would require an eligible legislative body authorized under the bill to provide publicly accessible physical locations for public participation, as prescribed. The bill would also require that at least a quorum of the members of the neighborhood council participate from locations within the boundaries of the city in which the neighborhood council is established. The bill would require that, at least once per year, at least a quorum of the members of the eligible legislative body participate in person from a singular physical location that is open to the public and within the boundaries of the eligible legislative body. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 9/12/23

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

San Mateo County Transit District State Legislative Matrix 9/12/23

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

San Mateo County Transit District State Legislative Matrix 9/12/23

Bill ID/Topic	Location	Summary	Position
<p>SB 747 Caballero D</p> <p>Land use: economic development: surplus land.</p>	<p>On the Assembly Floor.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes. Existing law defines “surplus land” to generally mean land owned in fee simple by a local agency for which the local agency’s governing body takes formal action in a public meeting declaring that the land is surplus and not necessary for the agency’s use. Existing law defines “agency’s use” to include land that is being used, is planned to be used pursuant to a written plan adopted by the local agency’s governing board, or is disposed of to support agency work or operations. Existing law excludes from “agency’s use” commercial or industrial uses or activities, or property disposed of for the sole purpose of investment or generation of revenue, unless the local agency is a district, except as specified, and the agency’s governing body takes specified actions in a public meeting. Existing law excludes from these requirements the disposal of exempt surplus land by an agency of the state or any local government. Existing law requires a local agency to declare land as either surplus land or exempt surplus land, as supported by written findings, before a local agency may take any action to dispose of it. Under existing law, exempt surplus land includes, among other types of land, property that is used by a district for an “agency’s use” as expressly authorized, land for specified developments, including a mixed-use development, if put out to open, competitive bid by a local agency, as specified, and surplus land that is subject to specified valid legal restrictions. This bill would define the term “dispose” for these purposes to mean the sale of the surplus property or a lease of any surplus property entered into on or after January 1, 2024, for a term longer than 15 years, including renewal options, as specified. The bill would provide that “dispose” does not include entering a lease for surplus land on which no development or demolition will occur, regardless of the term of the lease. The bill would also redefine the term “agency’s use” to include property owned by a port that is used to support logistics uses, sites for broadband equipment or wireless facilities, and waste disposal sites. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 9/12/23

Bill ID/Topic	Location	Summary	Position
<p>SBX1 2 Skinner D</p> <p>Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Existing law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would establish a maximum gross gasoline refining margin at an unspecified amount per gallon and would authorize the commission to annually adjust the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to assess an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to grant a refiner’s request for an exemption from the maximum gross gasoline refining margin upon a showing by the refiner of reasonable cause, and to subject the refiner to alternative maximum margins or other conditions set by the commission. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption. By requiring the statement to be filed under the penalty of perjury, this bill would expand the scope of the crime of perjury, thereby imposing a state-mandated local program. The bill would require the penalties collected to be deposited into the Price Gouging Penalty Fund, which the bill would create in the State Treasury. The bill would require moneys in the fund, upon appropriation by the Legislature, to be returned, as refunds, to residents of the state. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Joan Cassman, Legal Counsel
Subject: **Amendment of Settlement Authority Policy for General Liability, Employment, and Workers' Compensation Claims**

Action

Staff recommends the Board of Directors (Board) of the San Mateo County Transit District (District) amend the District's Settlement Authority Policy for General Liability, Employment and Workers' Compensation Claims (Policy) to:

1. Clarify authority to settle claims, counter-claims and lawsuits filed by the District against third parties;
2. Establish exceptions for claims against the District that also name the General Manager/CEO, Chief Financial Officer or Legal Counsel; and
3. Remove references to claims filed against the other agencies managed and staffed by the District that recently adopted claims settlement policies of their own.

Significance

With recent changes to the governance of the Peninsula Corridor Joint Powers Board (JPB), including the appointment of the JPB's first independent Executive Director, and additional staff responsibilities performed on behalf of the San Mateo County Transportation Authority (TA) by District personnel for the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), staff recommended that each agency's board of directors adopt its own policy governing settlement authority for claims and lawsuits to increase transparency, eliminate any confusion that may be caused by the absence of separately-adopted policies, and permit the efficient and expeditious resolution of claims and litigation for each agency; and

The JPB adopted its new policy in June 2023, followed by the TA and SMCEL-JPA in September. The policies established for the JPB, TA and SMCEL-JPA:

- address General Liability claims but not Employment or Workers' Compensation because the District provides the staff resources for the JPB and TA, as well as certain SMCEL-JPA functions;
- include escalating levels of delegated authority at the staff level for settlement of claims and lawsuits up to \$100,000 that generally are consistent with the District's current delegated levels of authority that have been in place since 2019;

- include new specific authority for settlement of claims filed by (rather than only against) each agency; and
- provide a new exception for claims against each agency that also name the Executive Director or Executive Council, Chief Financial Officer and Legal Counsel.

Amending the District's Policy, with the changes shown in Attachment A, would create policy consistency for settlement of General Liability claims across all agencies managed and staffed by the District.

Budget Impact

The proposed Policy amendment may create efficiencies in the handling of claims filed by the District. No other elements of the proposed amendment will have any budget impact.

Background

The District Board of Directors has a long history of delegating authority for the settlement of claims and lawsuits against the District.

For general liability claims, the Board first delegated to staff certain levels of settlement authority in 1983, pursuant to Resolution No. 1983-39, with limits of \$5,000 for the District's third-party claims administrator and \$25,000 for a committee including the General Manager, Risk Manager, General Counsel, Chief Financial Officer and a member of the Board. In 2001, by Resolution No. 2001-28, the policy changed to allow the Risk Manager, after review by General Counsel, to settle claims up to \$25,000 and the General Manager, upon recommendation of the Risk Manager and General Counsel, to settle claims up to \$50,000. The policy was revised again in 2010, pursuant to Resolution No. 2010-47, to reflect then-current titles and changes to the District's organizational structure.

In 2003, the Board of Director's established the District's first policy for settlement of employment-related and workers' compensation claims, with limits generally consistent with those previously established for general liability claims as specified above. Under Resolution 2003-19, the Director of Human Resources was authorized to settle claims up to \$10,000; the Deputy CEO (Finance and Administration), after review by General Counsel, was authorized to settle claims up to \$25,000; and the General Manager/CEO, upon recommendation by the Deputy CEO (Finance and Administration) and General Counsel, was authorized to settle claims up to \$50,000. This policy also was revised in 2010, by Resolution 2010-48, to reflect then-current titles.

In 2019, by Resolution No. 2019-3, the Board adopted the District's first Policy condensing staff's settlement authority for general liability claims and employment and workers' compensation claims into one document, and increasing that authority to the current \$100,000 threshold. This Policy also expressly covered staff's performance of duties on behalf of the JPB and the TA.

Prepared By: Shayna van Hoften

Legal Counsel

415-995-5880

Resolution No. 2023 -

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

* * *

**Amending the Settlement Authority Policy for General Liability, Employment, and Workers'
Compensation Claims**

Whereas, pursuant to Resolution No. 1983-9, the Board of Directors (Board) established a Settlement Authority Policy for General Liability Claims (Liability Claims Policy) for the San Mateo County Transit District (District), under which staff was authorized to settle claims up to \$25,000; and

Whereas, pursuant to Resolution No. 2001-28, the Board amended the Liability Claims Policy to allow staff to settle claims of up to \$50,000; and

Whereas, pursuant to Resolution No. 2003-19, the Board established a separate policy for Settlement Authority for Employment Claims (Employment Claims Policy) for the District, under which staff was authorized to settle discrimination, harassment and other employment-related claims, as well as workers' compensation claims, of up to \$50,000; and

Whereas, the Board revised both the Liability Claims Policy and the Employment Claims Policy pursuant to Resolutions No. 2010-47 and 2010-48, respectively, to reflect changes to titles and roles within the District following a staff reorganization, but made no adjustments to the levels of settlement authority included in the two policies; and

Whereas, pursuant to Resolution No. 2019-3, the Board repealed and replaced the separate Liability and Employment Claims Policies with an amended and consolidated Settlement Authority Policy for General Liability, Employment and Workers' Compensation

Claims (Settlement Authority Policy), increased the settlement limit to \$100,000, and confirmed that the Settlement Authority Policy established the framework for the District's management of claims and actions filed against the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (TA); and

Whereas, with recent changes to JPB governance, and additional District/TA staff responsibilities for the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), staff recommended that each agency's Board of Directors adopt its own policy to increase transparency, eliminate any confusion that may be caused by the absence of separately-adopted policies, and permit the efficient and expeditious resolution of claims and litigation for each agency; and

Whereas, in June 2023, the JPB Board of Directors adopted its own updated policy for settlement of General Liability claims and lawsuits filed against the agency, delegating certain authority to the JPB's first independent Executive Director, clarifying that the delegation of authority applies to claims and lawsuits filed by (rather than just against) the JPB, and establishing exceptions for claims and lawsuits naming the Executive Director, Chief Financial Officer or Legal Counsel; and

Whereas, in September 2023, the Boards of Directors of the TA and SMCEL-JPA each adopted their own similar policies establishing separate delegations of authority for the settlement of General Liability claims and lawsuits; and

Whereas, to clarify roles and responsibilities, and for consistency with the actions of the other agencies administered in full or in part by the District, the General Manager/CEO recommends that the Board update the Settlement Authority Policy to:

- Clarify staff's authority to settlement claims, counter-claims and lawsuits filed by the District against third parties;
- Establish exceptions for claims against the District that also name the General Manager/CEO, Chief Financial Officer or Legal Counsel; and
- Remove references to claims filed against the other agencies managed by the District that recently adopted claims settlement policies of their own.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby amends the Settlement Authority Policy for General Liability, Employment and Workers' Compensation Claims, attached as Attachment A and incorporated herein as if set forth in full; and

Be It Further Resolved that the General Manager/CEO is authorized to take any actions necessary to give effect to this resolution.

Regularly passed and adopted this 4th day of October, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Attachment A: Proposed Draft Policy

San Mateo County Transit District
Settlement Authority Policy for General Liability, Employment
and Workers' Compensation Claims

This policy establishes the settlement authorities vested in staff and consultants of the San Mateo County Transit District (District) in settling (a) general liability claims; (b) discrimination, harassment and other employment-related claims; ~~and~~ (c) workers' compensation claims; and (d) claims, counter-claims or law-suits filed by the District.

1. The District's third-party claims administrator, with oversight by the Insurance & Claims Administrator, is authorized to settle general liability claims and actions up to \$5,000 and authorize payment of same;
2. The Insurance & Claims Administrator is authorized to settle general liability claims and actions up to \$10,000 and authorize payment of same;
3. The Chief Financial Officer, after review by General Counsel, is authorized to settle general liability claims and actions between \$10,001 and \$25,000 and authorize payment of same;
4. The Deputy General Manager, after review by General Counsel, is authorized to settle employment and workers' compensation claims and actions up to \$25,000, and authorize payment of same;
5. The General Manager/CEO, upon recommendation by the Chief Financial Officer and General Counsel, is authorized to settle general liability claims and actions between \$25,001 and \$100,000, and authorize payment of same;
6. The General Manager/CEO, upon recommendation by the Deputy General Manager and General Counsel, is authorized to settle employment and workers' compensation claims and actions between \$25,001 and \$100,000 and authorize payment of same; and
7. The General Manager/CEO, with the concurrence of the CFO and General Counsel, is authorized to compromise any claims the District has against other parties with estimated damages of \$100,000 or less, and to accept payment of same; and

8. Only the District Board of Directors, ~~upon recommendation by the General Manager/CEO, may approve settlements in excess of \$100,000 against and authorize payment of same; and~~ is authorized to approve (a) any settlement in excess of \$100,000, (b) settlement of a claim that names the General Manager/CEO, CFO or General Counsel, and (c) the compromise of a claim the District has against another party in excess of \$100,000.

~~This policy also establishes the settlement authority framework that guides the District's management of the specified types of claims and actions filed against the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority.~~