

BOARD OF DIRECTORS 2023

PETER RATTO, CHAIR
JOSH POWELL, VICE CHAIR
MARIE CHUANG
MARINA FRASER
JEFF GEE
ROSE GUILBAULT
RICO E. MEDINA
DAVE PINE

APRIL CHAN
GENERAL MANAGER/CEO



Agenda

Board of Directors Meeting

January 4, 2023, 2:00 pm

San Mateo County Transit District

Due to COVID-19, this meeting will be conducted as a hybrid teleconference and in-person meeting pursuant to [Assembly Bill 361](#) (Government Code Section 54953). **Members of the public, and staff members whose presence is not specifically requested, are encouraged to participate remotely.**

Directors, staff and the public may participate remotely via Zoom at:

<https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3alBrNUxVbGNmQT09>

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

Directors, staff and the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA.

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. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 test (with results obtained within last 7 days). Masks will be required for visitors who do not show proof of full vaccination (defined as two weeks after the second dose in a two-dose series, such as for the Pfizer-BioNTech and Moderna vaccines, or two weeks after a single dose of the J&J/Janssen vaccine).

The video live stream will be available after the meeting at <https://www.samtrans.com/about-samtrans/video-board-directors-cac>

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

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.

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.

Wednesday, January 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. Marie Chuang for a term ending 12-31-2026 (Representing Cities – Central)

2.b. Marina Fraser for a term ending 12-31-2026 (Representing the Public – Coastside)

2.c. Rico Medina for a term ending 12-31-2026 (Representing Cities – Northern)

2.d. Representative(s) of the San Mateo County Board of Supervisors

3. Roll Call

4. Report from Closed Session at December 7 Board Meeting

4.a. Closed Session: Public Employee Performance Evaluation – Annual
Goal-setting Pursuant to Government Code Section 54957(b)
Title: General Manager/CEO

Informational

5. Consent Calendar

- | | | |
|------|---|------------|
| 5.a. | Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue | Resolution |
| 5.b. | Approval of Minutes of the Board of Directors Meeting of December 7, 2022 | Motion |
| 5.c. | Acceptance of Statement of Revenues and Expenses for the Period Ending November 30, 2022 | Motion |
| 5.d. | Authorize Execution of Contracts to Renew Vision, Life and Accidental Death and Dismemberment, and Long-term Disability Insurance Benefits | Resolution |
| 5.e. | Resolution of Intention to Amend the Contract with the California Public Employees' Retirement System to Provide for Military Service Credit | Resolution |

6. 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.

7. Report of the Chair

- | | | |
|------|---|---------------|
| 7.a. | Report of the Chair and Vice Chair Nominating Committee | Informational |
| 7.b. | Election of 2023 Officers | Motion |
| 7.c. | Appointment of Nominating Committee for the San Mateo County Transit District Representative to the Peninsula Corridor Joint Powers Board | Informational |
| 7.d. | Recognizing January as National Slavery and Human Trafficking Prevention Month | Resolution |
| 7.e. | Resolution of Appreciation for Carole Groom | Resolution |
| 7.f. | Resolution of Appreciation for Dave Pine | Resolution |

8. Report of the General Manager/CEO

- | | | |
|------|--|---------------|
| 8.a. | General Manager/CEO Report – December 28, 2022 | Informational |
| 8.b. | MTC Regional Coordination Update | Informational |
| 8.c. | Update on Policy Regarding New Brown Act Remote Meetings Exceptions and Potential Legislative Positions Related to Remote Meeting Exceptions | Informational |

9. Board Member Requests/Comments

10. Recess to Committee Meetings

10.a. Legislative Committee / Committee of the Whole

R. Medina (Chair)

10.a.1. Call to Order

10.a.2. Approval of Minutes of the Legislative Committee Meeting of December 7, 2022

Motion

10.a.3. Adoption of 2023 Legislative Program

Motion

10.a.4. State and Federal Legislative Update

Informational

10.a.5. Adjourn

10.b. Community Relations Committee / Committee of the Whole

R. Guilbault (Chair), M. Fraser, R. Medina

10.b.1. Call to Order

10.b.2. Approval of Minutes of the Community Relations Committee Meeting of December 7, 2022

Motion

10.b.3. Accessible Services Update

Informational

10.b.4. Paratransit Coordinating Council Update

Informational

10.b.5. Monthly Performance Report | November 2022

Informational

10.b.6. Adjourn

10.c. Finance Committee / Committee of the Whole

M. Fraser (Chair), J. Gee, R. Guilbault

10.c.1. Call to Order

10.c.2. Approval of Minutes of the Finance Committee Meeting of December 7, 2022 Motion

10.c.3. Authorize an Open Market Procurement of Switchgear for the SamTrans South Base Switchgear Replacement Project Motion

10.c.4. Award of Contract for the South Base Switchgear Replacement Project and Delegation of Authority for Approval of the Project Design Motion

10.c.5. Authorize an Increase in the General Manager/CEO's Contract Contingency Authority for Contract Number 22-S-C-045 for the North Base Bus Maintenance Facility Charger Replacement Contract Motion

10.c.6. Authorize an Amendment to the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Studies Motion

10.c.7. Award of Contract for Microtransit Services Motion

10.c.8. Adjourn

11. Reconvene Board of Directors Meeting

12. Matters for Board Consideration: Legislative Committee

12.a. Adoption of 2023 Legislative Program Motion

12.b. State and Federal Legislative Update Informational

13. Matters for Board Consideration: Community Relations Committee

13.a. Accessible Services Update Informational

13.b. Paratransit Coordinating Council Update Informational

13.c. Monthly Performance Report | October 2022 Informational

14. Matters for Board Consideration: Finance Committee

- | | |
|---|------------|
| 14.a. Authorizing an Open Market Procurement of Switchgear for the SamTrans South Base Switchgear Replacement Project | Resolution |
| 14.b. Awarding a Contract to Anvil Builders, Inc. for the South Base Switchgear Replacement Project for a Total Contract Amount of \$2,492,675, and Delegating Authority to the General Manager/CEO to Approve the Project Design | Resolution |
| 14.c. Increasing the Contract Contingency Authority for the North Base Bus Maintenance Facility Charger Replacement Project and Delegating Authority to the General Manager/CEO to Approve the Project Design | Resolution |
| 14.d. Authorizing an Amendment to the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Study Services to Extend the Contract by Two Years and Increase the Total Contract Amount by \$200,00 | Resolution |
| 14.e. Awarding a Contract to Transdev Services, Inc. for Microtransit Services for a Total Not-to-exceed Amount of \$9,720,761 for a Three-year, Five-month Base Term | Resolution |

15. Communications to the Board of Directors Informational

16. Date/Time of Next Regular Meeting - Wednesday, February 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. Closed Session: Public Employee Performance Evaluation – Annual Goal-setting Pursuant to Government Code Section 54957(b)
Title: General Manager/CEO

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

Due to COVID-19, the meeting will be conducted both in person *and* via teleconference 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 are encouraged to participate remotely. 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 through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for 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.

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
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Joan Cassman, Legal Counsel
Subject: **Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue**

Action

Staff recommends the Board adopt its next resolution under Assembly Bill 361 (AB 361) (1) making findings that the proclaimed COVID-19 pandemic State of Emergency continues to impact the ability of the San Mateo County Transit District (District) Board of Directors (Board) and its committees to meet safely in person, and (2) allowing for the District to use the modified teleconferencing requirements under California Government Code Section 54953 for Board and committee meetings for the next 30 days.

Significance

On October 6, 2021, the Board adopted its first resolution under AB 361 documenting the findings described above. The Board also was advised to consider similar actions monthly thereafter until remote meetings are no longer necessary and appropriate. The proposed action would enable the District's Board and committees to continue to meet remotely for the next 30 days.

Given the current and evolving conditions, staff recommends that the Board renew the resolution for Board and committee meetings to be conducted via teleconference for the next 30 days, with some modifications. Specifically, staff recommends that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board meetings if they adhere to all policies for safe attendance.

Consistent with District workplace safety policy, Board members, staff and members of the public will be required to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days preceding the meeting before entry into the building will be granted.

Board members, staff and members of the public who do not wish to participate in-person or do not provide proof of vaccination or of a negative COVID-19 test from within the previous seven days may participate remotely. This will also allow individuals who are particularly vulnerable to COVID-19, have additional health concerns, or who have been recently exposed to or infected by COVID-19 to participate safely.

With passage of the proposed resolution, certain committee meetings and all advisory committee meetings will continue to be conducted remotely with no in-person option.

If the Board does not adopt the resolution, the Board, committees, and advisory committees must meet in person, and any Board or committee member who participates via teleconference must notice the location from which the member participates, and open such location to the public for purposes of attending the meeting, as required by the Ralph M. Brown Act (pending any amendments to the Act, as described in more detail below).

Budget Impact

There is no impact on the budget.

Background

Pending Legislation

Assemblymembers Alex Lee and Cristina Garcia introduced Assembly Bill (AB) 1944 on February 10, 2022. If enacted, the bill would require local governments to livestream public meetings and allow virtual public participation. Under certain circumstances, the bill also would allow, upon a determination by a majority vote of the legislative body, a member of the legislative body to be exempt from identifying the address of the member's teleconference location in the notice or agenda or having the location be accessible to the public.

AB 1944, as amended, passed the Assembly on May 26, 2022 and is pending in the Senate. The bill does not include an urgency clause; if no urgency clause is added, the earliest the bill could go into effect is January 1, 2023.

COVID-19 and AB 361

On March 4, 2020, Governor Gavin Newsom declared a State of Emergency to exist in California as a result of the COVID-19 pandemic. The Governor issued Executive Order N-29-20 on March 17, 2020 to suspend certain provisions of the Brown Act related to teleconferencing to facilitate legislative bodies' use of remote public meetings to help protect against the spread of COVID-19. On June 11, 2021, the Governor issued Executive Order N-08-21, which specified that Executive Order N-29-20 remained in effect through September 30, 2021, at which point it expired.

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

On November 10, 2021, the Governor issued Executive Order N-21-21, which extended the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21. The Governor's action was primarily in response to a plateau in California's preceding record of week-over-week declines in COVID-19 cases and hospitalizations, indicating the potential beginning of a new surge in COVID-19 cases, and the need to protect capacity in and prevent staffing shortages at health care facilities with the onset of the flu season.

In February 2022, the Governor issued Executive Orders ending certain emergency measures no longer required to address the pandemic; however, the Governor's declared State of Emergency is still in place. Rates of COVID-19 infections and hospitalizations have continued to fluctuate, and new variants continue to emerge, including at least one recent variant with increased transmissibility. Though some COVID-19 restrictions are being rolled back at the federal, state and local levels, the California Department of Public Health continues to recommend that people who are at higher risk of severe illness from COVID-19 continue to protect themselves by staying at least six feet apart from people outside their households. And while masks are no longer required in all indoor spaces, the San Mateo County Health Department still recommends indoor masking for gatherings that include the elderly, immunocompromised individuals, or people who are not vaccinated.

To be allowed to meet remotely pursuant to AB 361, the legislative body must hold a meeting during a proclaimed state of emergency and:

- find that state or local officials have imposed or recommended measures to promote social distancing; or
- by majority vote, determine that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

Local agency determinations to meet using the modified teleconferencing rules under AB 361 can be relied upon for up to 30 days. After that, a local agency can continue to meet remotely pursuant to AB 361 if it reconsiders the circumstances of the state of emergency and finds, by a majority vote, that:

- the state of emergency continues to directly impact the ability of the members to meet in person, or
- state or local officials continue to impose or recommend measures to promote social distancing.

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

Resolution No. 2023 -

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

Finding that the Proclaimed State of Emergency for the COVID-19 Pandemic Continues to Impact the Ability of the Board of Directors and Committees to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue

Whereas, on March 4, 2020, Governor Newsom declared a State of Emergency in California as a result of the threat of the COVID-19 pandemic, which declaration remains in effect; and

Whereas, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, amending Government Code Section 54953, effective immediately, to allow legislative bodies to continue to meet remotely under less restrictive requirements during a proclaimed State of Emergency provided that (1) state or local officials have imposed or recommended measures to promote social distancing, or (2) the legislative bodies determine that meeting in person would present imminent risks to the health or safety of attendees, and (3) the legislative bodies make such findings at least every 30 days during the term of the declared State of Emergency; and

Whereas, on October 6, 2021, pursuant to Resolution 2021-42, the San Mateo County Transit District (District) Board of Directors (Board) adopted its first monthly resolution making the requisite findings to allow teleconferencing for 30 days; and

Whereas, the rates of transmission of COVID-19 and its variants continue to pose risks for the health of attendees at indoor gatherings involving individuals from different households; and

Whereas, the Board finds that state and local officials, including the San Mateo County Health Officer, the California Department of Public Health (CDPH), and the Department of Industrial Relations, have maintained or continued to recommend measures to promote social distancing, and current public health data continues to indicate that COVID-19 presents ongoing risks of severe illness, even in vaccinated populations; and

Whereas, staff recommends that the Board renew its most recent resolution for the District's Board and committee meetings to be conducted via teleconference for the next 30 days, and that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board and committee meetings if they comply with the District's workplace safety policy requiring all individuals to show proof of vaccination (as defined by CDPH) or proof of a negative COVID-19 test taken within the seven days before a meeting; and

Whereas, to help protect against the spread of COVID-19 and variants, and to protect the health and safety of the public, the Board wishes to take the actions necessary to comply with the Brown Act, as amended, to continue to hold its Board, committee, and advisory committee meetings remotely via teleconference pursuant to AB 361 with an option for in-person attendance at Board and committee meetings for members of the Board, staff and the public, subject to the restrictions described above; and

Whereas, the Board will continue to give notice of the meeting and post agendas as otherwise required by the Brown Act and give members of the public ample opportunity for public comment.

Now, Therefore, Be It Resolved, that the Board of Directors has reviewed the findings made in prior AB 361-compliant resolutions and again concludes that (1) there is a continuing threat of COVID-19 to the community, (2) Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and (3) the State of Emergency continues to directly impact the ability of the members to safely meet in person and state or local officials continue to impose or recommend social distancing; and

Be It Further Resolved, that in light of these findings, the Board directs the General Manager/CEO and District Secretary to continue to agendize public meetings of the Board, and all San Mateo County Transit District committees that are subject to the Brown Act, as remote teleconference meetings, with the understanding that Board meetings will also be open for in-person attendance; and

Be It Further Resolved, that the District will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

Be It Further Resolved, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (30 days), and the Board will reconsider the findings in this Resolution each month and may subsequently reaffirm these findings.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

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

Minutes of Board of Directors Meeting

December 7, 2022

Members Present: M. Fraser, D. Pine, P. Ratto (Chair), C. Stone
(In Person)

Members Present: J. Gee, R. Guilbault, R. Medina, J. Powell (Vice Chair)
(Via Teleconference)

Members Absent: C. Groom

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

1. Call to Order/Pledge of Allegiance

Chair Peter Ratto called the meeting to order at 2:02 pm and led the Pledge of Allegiance.

2. Roll Call

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

3. Report from Closed Session at November 2 Board Meeting

3.a. Closed Session: Threat to Public Services or Facilities Pursuant to Government Code Section 54957(a)

Joan Cassman, Legal Counsel, said the Board received a report and no action was taken.

4. Consent Calendar

4.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue – Approved by Resolution No. 2022-72

4.b. Approval of Minutes of the Board of Directors Meeting of November 2, 2022

4.c. Acceptance of Statement of Revenues and Expenses for the Period Ending October 31, 2022

4.d. Authorize Approval of San Mateo County Transit District Short Range Transit Plan Fiscal Years 2023-2028 – Approved by Resolution No. 2022-73

4.e. Adoption of a Negative Declaration for the SamTrans Zero Emission Bus Implementation Project – Approved by Resolution No. 2022-74

- 4.f. **Adoption of the San Mateo County Transit District's 2022 Title VI Program – Approved by Resolution No. 2022-75**
- 4.g. **Acceptance of Quarterly Fuel Hedge Update**
- 4.h. **Continuation of the Safe Harbor Transit Ticket Program**
- 4.i. **Motion to Make Appointments to the Measure W Citizens Oversight Committee**
- 4.j. **Award of Contract for Non-revenue Vehicle Maintenance and Repair Services – Approved by Resolution No. 2022-76**
- 4.k. **Award of Contract for Compensation and Classification Study Services – Approved by Resolution No. 2022-77**
- 4.l. **Approval of Updated Public Transportation Agency Safety Plan – Approved by Resolution No. 2022-78**
- 4.m. **Authorize Amendment to a Contract with Conduent Transport Solutions for Software and Hardware Maintenance Support Services – Approved by Resolution No. 2022-79**

Motion/Second: Guilbault/Stone

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

5. Public Comment for Items Not on the Agenda

Karin Huber-Levy, Juvenile Justice and Delinquency Prevention Commission of San Mateo County, requested the reinstatement of Route 260 to provide access to families and youth that need to attend juvenile court.

6. Report of the Chair

6.a. 2023 Chair and Vice Chair Nominating Committee

Chair Ratto announced that the committee would consist of Director Rico Medina (Chair), Director Rose Guilbault, and Director Jeff Gee.

6.b. Report of the Nominating Committee for Public Member and Appointment of Public Member - Coastside (Gee, Medina, Stone)

Director Charles Stone announced that there was one candidate, Marina Fraser.

The directors voted to appoint Director Fraser for a new four-year term, expiring December 2026.

Motion/Second: Stone/Pine

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

6.c. Resolution of Appreciation for Carole Groom

Chair Ratto said due to Director Carole Groom's absence, the resolution would be deferred until a future meeting.

6.d. Resolution of Appreciation for Charles Stone – Approved by Resolution No. 2022-81

Chair Ratto read the resolution into the record

Public Comment:

Roland commended Director Stone on his public engagement efforts.

Adina Levin, Don Cecil, and Benjamin McMullan each expressed their appreciation for Director Stone.

Motion/Second: Medina/Fraser

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

The Directors; Carter Mau, Deputy General Manager/CEO; April Chan, General Manager/CEO; and Ms. Cassman expressed their appreciation for Director Stone's advocacy and service on the Board.

Director Stone expressed his appreciation to the staff and his colleagues on the Board.

6.e. Resolution of Appreciation for Carter Mau – Approved by Resolution No. 2022-82

Chair Ratto acknowledged letters of appreciation to Mr. Mau from Congresswoman Jackie Speier and others in addition to the Board's resolution of appreciation.

The Directors; April Chan, General Manager/CEO, and Ms. Cassman expressed their appreciation for Mr. Mau's leadership of the District.

Public Comment:

Roland and Adina Levin expressed appreciation for Mr. Mau's executive leadership.

Motion/Second: Stone/Guilbault

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

Mr. Mau thanked the Board and his staff for making his tenure at the District the most rewarding experience of his professional career.

7. Report of the General Manager/CEO

April Chan, General Manager/CEO, said that the report was in the agenda packet.

She provided an update on the December 2 Serramonte incident. She noted that MTC (Metropolitan Transportation Commission) would soon be concluding its one-year analysis of the regional network governance process. She said that one of the models they are currently looking at is to have a committee consisting of the general managers of the Bay Area transit agencies, and said they planned to provide more information to the Board in January.

Ms. Chan announced that SamTrans would be participating in the Redwood City Hometown Holidays event on December 10 at 4:30 pm.

8. Board Member Requests/Comments

There were no requests or comments.

9. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 3:13 pm.

10. Reconvene Board of Directors Meeting

Chair Ratto reconvened the Board meeting at 4:39 pm.

11. Matters for Board Consideration: Community Relations Committee

Director Rose Guilbault reported on the following items:

- 11.a. Accessible Services Update**
- 11.b. Paratransit Coordinating Council Update**
- 11.c. Citizens Advisory Committee Update**
- 11.d. Monthly Performance Report | October 2022**

12. Matters for Board Consideration: Finance Committee

Director Marina Fraser led the Board in voting on the following items:

- 12.a. Authorizing Reclassifications, Title Changes, Modification, and Addition of Positions to the Table of Position Classifications – *Approved by Ordinance No. 108***
- 12.b. Adopting a Biennial Budget Policy – *Approved by Resolution No. 2022-83***

Motion/Second: Stone/Guilbault

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

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

Director Dave Pine led the Board in voting on the following items:

- 13.a. Approving the San Mateo County Transit District El Camino Real Bus Speed and Reliability Study – *Approved by Resolution No. 2022-84***
- 13.b. Authorizing Use of Construction Manager General Contractor Project Delivery Method for the South Base Battery Electric Bus Charging Infrastructure Project – *Approved by Resolution No. 2022-85***
- 13.c. Acceptance of Capital Projects Quarterly Status Report for 1st Quarter Fiscal Year 2023**

Motion/Second: Pine/Stone

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

14. Matters for Board Consideration: Legislative Committee

Director Charles Stone reported on the following items:

14.a. 2023 Draft Legislative Program

14.b. State and Federal Legislative Update

15. Communications to the Board of Directors

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

16. Date/Time of Next Regular Meeting

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

17. General Counsel Report

17.a. Closed Session: Public Employee Performance Evaluation – Annual Goal-setting Pursuant to Government Code Section 54957(b)

Title: General Manager/CEO

Ms. Cassman announced the closed session and noted that since no reportable actions were expected, the open session of the meeting could be adjourned and a report-out provided at the next Board meeting.

The Board recessed to closed session at 4:44 pm.

18. Adjourn

The meeting adjourned at 5:49 pm.

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenses for the Period Ending November 30, 2022**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the period ending November 30, 2022 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through November 30, 2022. 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 easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

Significance

Year to Date Revenues: As of November year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$9.6 million higher than the prior year. This is primarily driven by the increases in Local TDA and STA Funds (page 1, line 2), 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 increases are partially offset by the decreases in CARES ACT and CRRSSAA and ARPA (page1, line 4).

Year to Date Expenses: As of November year-to-date actual, the Total Uses of Funds (page 1, line 42) are \$16.6 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 22), Other Multi-Modal Programs (page, line 24), and Sales Tax Allocation for Capital Programs (page 1, line 34). The Motor Bus Wages & Benefits (Page 3, Line 1) increased due to a 3.5% wage increase and \$1,000 lump sum payment. Measure W Sales Tax Capital (Page 1, line 32) increased because eligible Measure W capital projects increased as reflected in the Fiscal Year 2023 adopted capital budget.

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 November 2022.

Prepared By:	Soe Aung	Accountant III	650-622-8020
	Jennifer Ye	Director, Accounting	650-622-7890

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2023
NOVEMBER 2022

% OF YEAR ELAPSED: 41.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	3,652,303	4,546,963	894,660	24.5%	9,739,000	9,739,000	-
2 Local TDA and STA Funds	17,708,305	27,452,690	9,744,385	55.0%	65,886,455	65,886,455	-
3 Pass through to Other Agencies	248,905	248,905	-	0.0%	597,375	597,375	-
4 CARES ACT and CRRSAA and ARPA	15,633,362	-	(15,633,362)	(100.0%)	11,882,760	11,882,760	-
5 Operating Grants	598,499	813,963	215,464	36.0%	3,931,070	3,931,070	-
6 SMCTA Measure A	1,577,335	2,163,502	586,167	37.2%	4,330,880	4,330,880	-
7 AB434 Funds, TA Funded Shuttle & Other	162,370	46,875	(115,495)	(71.1%)	114,300	114,300	-
8 Subtotal - Operating Revenues	39,581,079	35,272,898	(4,308,181)	(10.9%)	96,481,840	96,481,840	-
Other Revenue Sources							
10 District Sales Tax	42,258,331	48,425,919	6,167,587	14.6%	108,272,000	108,272,000	-
11 Measure W Sales Tax	21,078,120	24,181,460	3,103,340	14.7%	54,136,000	54,136,000	-
12 Investment Income	953,575	2,514,593	1,561,018	163.7%	2,840,000	2,840,000	-
13 Other Interest, Rent & Other Income	2,249,650	4,086,475	1,836,824	81.6%	9,249,477	9,249,477	-
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	11,028,774	12,285,080	1,256,306	11.4%	47,076,041	47,076,041	-
15							
16 Subtotal - Other Revenues	77,568,451	91,493,527	13,925,076	18.0%	221,573,518	221,573,518	-
17 Total Revenues	117,149,530	126,766,425	9,616,895	8.2%	318,055,358	318,055,358	-
18 Total Sources of Funds	117,149,530	126,766,425	9,616,895	8.2%	318,055,358	318,055,358	-
19							
USES OF FUNDS							
21 PCJPB, SMCTA & SAMTR Capital W&B	11,028,774	12,285,080	1,256,306	11.4%	47,076,041	47,076,041	-
22 Motor Bus	57,036,912	62,439,382	5,402,471	9.5%	159,508,835	159,508,835	-
23 A. D. A. Programs	7,309,447	8,233,169	923,722	12.6%	18,712,269	18,712,269	-
24 Other Multi-Modal Programs	666,752	2,153,900	1,487,149	223.0%	5,926,200	5,926,200	-
25 Pass through to Other Agencies	248,905	248,905	-	0.0%	597,375	597,375	-
26 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
27 Total Operating Expense	76,290,790	85,360,437	9,069,648	11.9%	231,916,131	231,916,131	-
28							
29 Total Operating Surplus / (Deficit)	40,858,740	41,405,987	547,247	1.3%	86,139,227	86,139,227	-
30							
31 District Sales Tax Capital	1,517,585	2,303,083	785,498	51.8%	5,527,400	5,527,400	-
32 Measure W Sales Tax Capital	2,837,800	9,806,662	6,968,861	245.6%	23,535,988	23,535,988	-
33 Reserves for Future Capital Allocation	-	-	-	0.0%	-	-	-
34 Sales Tax Allocation - Capital Program	4,355,386	12,109,745	7,754,359	178.0%	29,063,388	29,063,388	-
35							
36 Total Debt Service	3,505,284	3,291,284	(214,000)	(6.1%)	19,144,578	19,144,578	-
37							
38 Operating Reserve	-	-	-	-	27,814,124	27,814,124	-
39 Sales Tax Stabilization Fund	-	-	-	-	8,120,400	8,120,400	-
40 Pension	-	-	-	-	21,000,000	21,000,000	-
41							
42 Total Uses of Funds	84,151,459	100,761,466	16,610,007	19.7%	337,058,621	337,058,621	-
43							
44 SURPLUS/(DEFICIT)	32,998,070	26,004,959	(6,993,112)	(21.2%)	(19,003,263)	(19,003,263)	-
45 Draw from Prior Years' Surplus	-	-	-	0.0%	19,003,263	19,003,263	-
46 ADJUSTED SURPLUS/(DEFICIT)	32,998,070	26,004,959	(6,993,112)	(21.2%)	-	-	-

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2023 NOVEMBER 2022							
% OF YEAR ELAPSED: 41.7%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	3,469,726	4,342,167	872,441	25.1%	9,309,000	9,309,000	-
2 LOCAL (TDA) TRANSIT FUND	14,364,105	22,095,000	7,730,895	53.8%	53,028,002	53,028,002	-
4 STATE TRANSIT ASSISTANCE	2,323,325	3,789,665	1,466,340	63.1%	9,095,193	9,095,193	-
6 OPERATING GRANTS	76,434	167,414	90,980	119.0%	1,341,421	1,341,421	-
8 DISTRICT SALES TAX REVENUE	34,734,148	28,063,663	(6,670,486)	(19.2%)	81,273,360	81,273,360	-
10 INVESTMENT INTEREST INCOME	780,844	2,336,553	1,555,709	199.2%	2,475,000	2,475,000	-
OTHER REVENUE SOURCES:							
15 Rental Income	508,638	877,504	368,866	72.5%	1,555,354	1,555,354	-
16 Advertising Income	40,884	619,384	578,500	1415.0%	1,246,099	1,246,099	-
17 Other Income	738,808	148,033	(590,775)	(80.0%)	185,406	185,406	-
18 TOTAL OTHER REVENUES	1,288,330	1,644,921	356,591	27.7%	2,986,859	2,986,859	-
19 TOTAL MOTOR BUS	57,036,912	62,439,382	5,402,470	9.5%	159,508,835	159,508,835	-
AMERICAN DISABILITIES ACT:							
23 Passenger Fares Redi-Wheels	182,577	204,796	22,219	12.2%	430,000	430,000	-
24 Local TDA 4.5 Redi-Wheels	756,005	1,162,895	406,890	53.8%	2,790,948	2,790,948	-
25 Local STA - Paratransit	264,870	405,130	140,260	53.0%	972,312	972,312	-
26 Operating Grants	522,065	646,549	124,484	23.8%	2,589,649	2,589,649	-
27 Sales Tax Revenue - ADA	3,225,867	3,158,282	(67,585)	(2.1%)	6,033,480	6,033,480	-
28 Interest Income - Paratransit Fund	172,730	178,040	5,309	3.1%	365,000	365,000	-
29 SMCTA Measure A Redi-Wheels	1,577,335	2,163,502	586,167	37.2%	4,330,880	4,330,880	-
30 Measure M Paratransit	607,997	313,975	(294,022)	(48.4%)	1,200,000	1,200,000	-
31 TOTAL ADA PROGRAMS	7,309,447	8,233,169	923,723	12.6%	18,712,269	18,712,269	-
MULTI-MODAL TRANSIT PROGRAMS:							
35 AB434 Funds-SamTrans Shuttle	162,370	46,875	(115,495)	(71.1%)	114,300	114,300	-
36 Employer SamTrans Shuttle Funds	517,025	1,891,988	1,374,963	265.9%	4,880,200	4,880,200	-
37 Dumbarton Rental Income	180,576	235,591	55,015	30.5%	182,418	182,418	-
38 Sales Tax Revenue - Gen. Operating Asst.	(193,220)	(20,554)	172,666	89.4%	749,282	749,282	-
40 TOTAL MULTIMODAL	666,752	2,153,900	1,487,149	223.0%	5,926,200	5,926,200	-
42 TOTAL REVENUES	65,013,110	72,826,451	7,813,341	12.0%	184,147,304	184,147,304	-

Statement of Revenues and Expenses								
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2023 NOVEMBER 2022								
% OF YEAR ELAPSED:							41.7%	
EXPENSES	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	
DISTRICT OPERATED BUSES								
1	Motor Bus Wages & Benefits	30,981,160	34,428,311	3,447,151	11.1%	81,511,163	81,511,163	-
2								
3	Services:							
4	Board of Directors	62,882	110,900	48,018	76.4%	118,733	118,733	-
5	Contracted Vehicle Maintenance	348,329	514,962	166,633	47.8%	1,252,376	1,252,376	-
6	Property Maintenance	601,461	611,123	9,661	1.6%	2,035,714	2,035,714	-
7	Professional Services	1,933,516	1,820,952	(112,564)	(5.8%)	7,101,919	7,101,919	-
8	Technical Services	2,777,421	3,551,962	774,541	27.9%	11,444,170	11,444,170	-
9	Other Services	1,152,138	1,315,525	163,387	14.2%	5,666,269	5,666,269	-
10	Materials & Supply:							
11	Fuel and Lubricants*	1,201,422	1,989,693	788,270	65.6%	4,981,626	4,981,626	-
12	Bus Parts and Materials	742,748	1,068,026	325,278	43.8%	2,483,496	2,483,496	-
13	Uniforms and Driver Expense	143,261	135,120	(8,141)	(5.7%)	799,140	799,140	-
14	Timetables and Tickets	31,860	28,173	(3,687)	(11.6%)	175,633	175,633	-
15	Office Supplies / Printing	68,213	230,823	162,610	238.4%	408,243	408,243	-
16	Other Materials and Supply	43,694	88,188	44,495	101.8%	132,550	132,550	-
17								
18	Utilities:							
19	Telephone	191,823	278,180	86,357	45.0%	669,200	669,200	-
20	Other Utilities	450,238	681,371	231,133	51.3%	1,676,400	1,676,400	-
21	Insurance	2,638,045	2,844,266	206,221	7.8%	3,030,945	3,030,945	-
22	Claims Reserves and Payments	464,139	371,477	(92,661)	(20.0%)	600,000	600,000	-
23	Workers' Compensation	1,867,679	1,583,107	(284,572)	(15.2%)	3,790,476	3,790,476	-
24	Taxes and License Fees	372,319	335,291	(37,028)	(9.9%)	668,846	668,846	-
25	Leases and Rentals	23,281	16,278	(7,003)	(30.1%)	81,900	81,900	-
26	Promotional and Legal Advertising	75,916	267,092	191,176	251.8%	1,299,786	1,299,786	-
27	Training and Business Travel	53,645	100,529	46,884	87.4%	790,790	790,790	-
28	Dues and Membership	78,311	78,678	367	0.5%	250,032	250,032	-
29	Postage and Other	51,722	69,624	17,902	34.6%	207,492	207,492	-
30								
31	Total District Operated Buses	46,355,222	52,519,650	6,164,428	13.3%	131,176,899	131,176,899	-
32								
33	CONTRACTED BUS SERVICES							
34	Contracted Urban Bus Service	8,199,400	7,237,545	(961,855)	(11.7%)	23,638,400	23,638,400	-
35	Coastside Services	687,802	675,888	(11,914)	(1.7%)	1,805,000	1,805,000	-
36	Redi Coast Non-ADA	78,076	80,950	2,874	3.7%	212,000	212,000	-
37	La Honda - Pescadero	-	13,650	13,650	100.0%	52,600	52,600	-
38	SamCoast - Pescadero	61,320	65,182	3,861	6.3%	158,000	158,000	-
39	CUB Related Wages & Benefits	158,166	203,396	45,230	28.6%	605,512	605,512	-
40	CUB Related Other Support	33,838	96,964	63,127	186.6%	140,760	140,760	-
41	CUB Insurance	1,255,604	1,397,472	141,868	11.3%	1,519,664	1,519,664	-
42	CUB Claims Reserves & Payments	207,483	148,685	(58,799)	(28.3%)	200,000	200,000	-
43	Total Contracted Bus Service	10,681,690	9,919,732	(761,958)	(7.1%)	28,331,936	28,331,936	-
44								
45	TOTAL MOTOR BUS	57,036,912	62,439,382	5,402,471	9.5%	159,508,835	159,508,835	-

* Fuel and Lubricants costs were reduced by a realized gain of \$668,657 from the fuel hedge program.

Statement of Revenues and Expenses

OPERATING EXPENSES
FISCAL YEAR 2023
NOVEMBER 2022

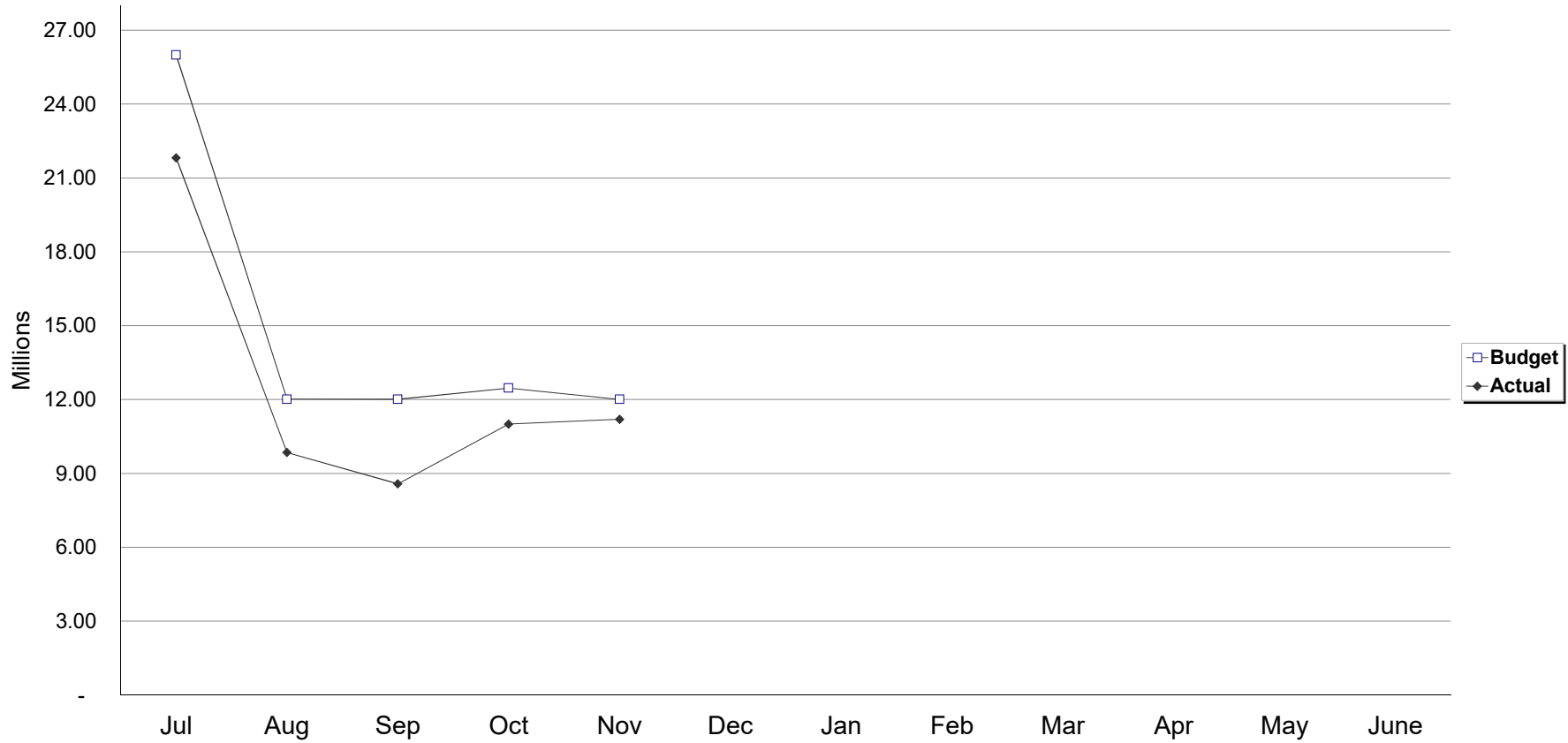
% OF YEAR ELAPSED: 41.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR	CURRENT	\$	%			\$
	ACTUAL	ACTUAL	VARIANCE	VARIANCE	BUDGET	FORECAST	VARIANCE
46 AMERICAN DISABILITY ACT PROGRAMS							
47							
48 Elderly & Disabled/Redi-Wheels	3,178,157	3,459,378	281,221	8.8%	8,285,000	8,285,000	-
49 ADA Sedans / Taxi Service	955,740	1,030,681	74,940	7.8%	2,457,000	2,457,000	-
50 Coastside ADA	518,140	676,007	157,866	30.5%	1,306,000	1,306,000	-
51 ADA Related Wages & Benefits	976,498	1,129,849	153,351	15.7%	2,947,711	2,947,711	-
52 ADA Related Other Support	624,385	762,741	138,356	22.2%	2,328,014	2,328,014	-
53 ADA Insurance	1,056,526	1,174,414	117,888	11.2%	1,188,544	1,188,544	-
54 ADA Claims Reserves & Payments	-	100	100	100.0%	200,000	200,000	-
55							
56 TOTAL ADA PROGRAMS	7,309,447	8,233,169	923,722	12.6%	18,712,269	18,712,269	-
57							
58							
59 MULTI-MODAL TRANSIT PROGRAMS							
60							
61 SamTrans Shuttle Service	614,381	1,952,812	1,338,431	217.9%	5,287,500	5,287,500	-
62 Shuttle Related Wages & Benefits	28,817	100,040	71,223	247.2%	256,282	256,282	-
63 Dumbarton M.O.W.	-	16,809	16,809	100.0%	182,418	182,418	-
64 Maintenance Multimodal Facilities	23,554	84,240	60,686	257.6%	200,000	200,000	-
65							
66 TOTAL MULTI-MODAL PROGRAMS	666,752	2,153,900	1,487,149	822.7%	5,926,200	5,926,200	-
67							
68							
69 TOTAL OPERATING EXPENSES	65,013,110	72,826,451	7,813,341	12.0%	184,147,304	184,147,304	-

SAN MATEO COUNTY TRANSIT DISTRICT

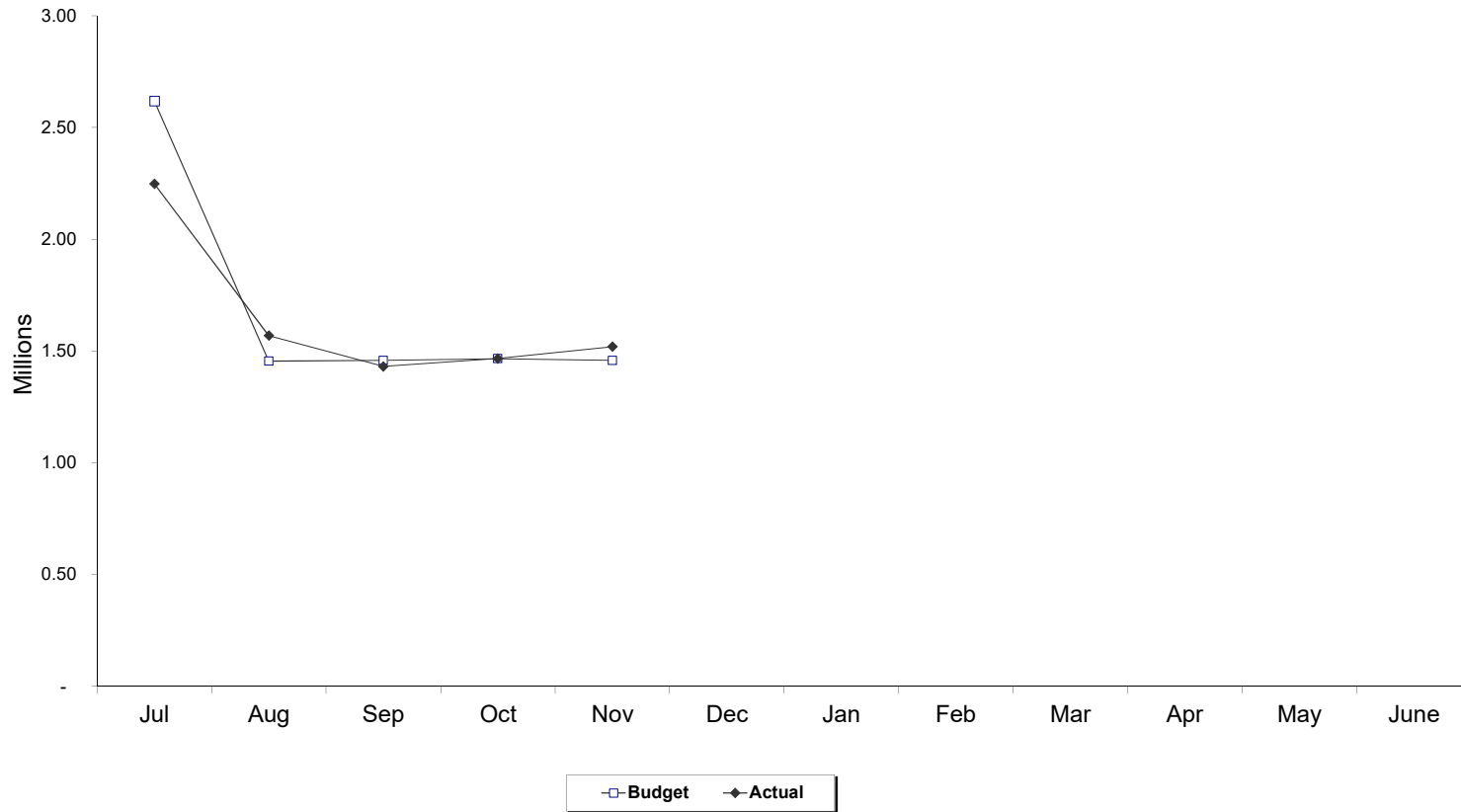
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2023



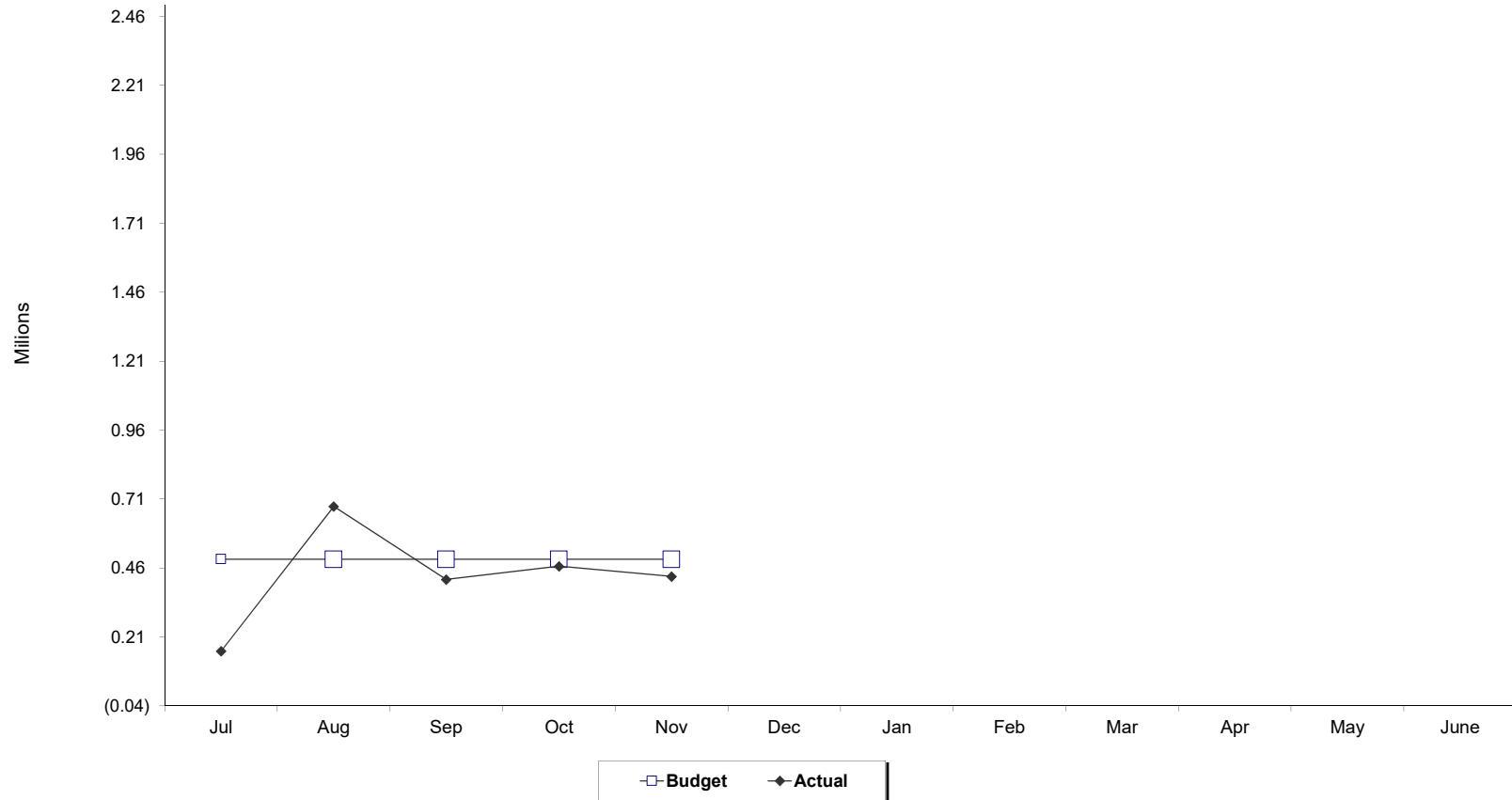
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	25,998,477	12,010,496	12,006,708	12,464,158	12,007,068							
Actual	21,818,382	9,845,874	8,573,523	11,005,352	11,196,251							
CUMULATIVE EXPENSES												
Budget	25,998,477	38,008,973	50,015,681	62,479,839	74,486,907							
Actual	21,818,382	31,664,256	40,237,779	51,243,131	62,439,382							
Variance - F(U)	4,180,095	6,344,717	9,777,902	11,236,708	12,047,525							
Variance %	16.1%	16.7%	19.5%	18.0%	16.2%							

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							
Actual	2,248,116	1,568,907	1,430,922	1,466,196	1,519,028							
CUMULATIVE EXPENSES												
Budget	2,618,125	4,072,506	5,529,787	6,995,068	8,452,449							
Actual	2,248,116	3,817,023	5,247,946	6,714,142	8,233,169							
Variance - F(U)	370,008	255,482	281,840	280,926	219,280							
Variance %	14.1%	6.3%	5.1%	4.0%	2.6%							

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							
Actual	158,050	683,102	418,126	465,795	428,828							
CUMULATIVE EXPENSES												
Budget	491,809	983,118	1,474,427	1,965,736	2,457,045							
Actual	158,050	841,152	1,259,278	1,725,072	2,153,900							
Variance - F(U)	333,759	141,966	215,149	240,664	303,145							
Variance %	67.9%	14.4%	14.6%	12.2%	12.3%							

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF NOVEMBER 30, 2022**

11/30/2022

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	104,934,064.72
Bank of America Checking (Restricted)	12,514,751.74
Wells Fargo	0.00
LAIF	74,796,281.30
ICD Investment (Market values)	35,252,602.99

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	201,378,315.48
MMF - US Bank Custodian Account	9,764,636.63

Debt Service Reserves Held By Trustee 9,621,018.08

TOTAL 448,261,670.94

* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	23,909.28
MMFund	119,813,520.94
Fixed Income	201,354,406.20
Duration	1.618
Convexity	0.038
WAL	1.358
Years to Final Maturity	1.956
Years to Effective Maturity	1.358
Yield	4.472
Book Yield	1.510
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	29.568%
(SM - LAIF) State of California	23.226%
United States	18.675%
Federal Home Loan Mortgage Corporation	10.642%
Federal National Mortgage Association	6.454%
UBS Series Funds - ESG Prime Preferred Fund	4.707%
U.S. Bancorp	3.588%
UBS Series Funds - ESG Prime Institutional Fund	3.139%
---	100.000%

Footnotes: 1,2

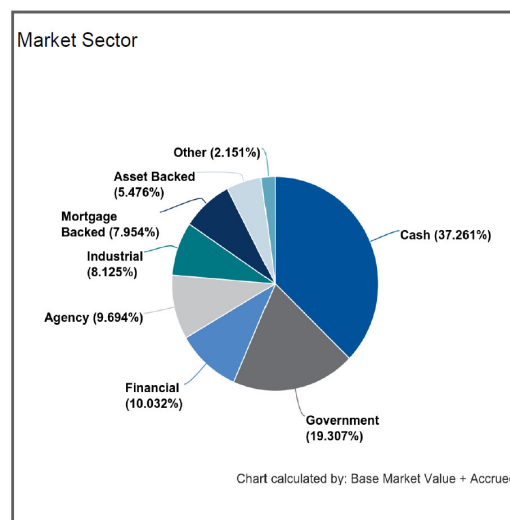
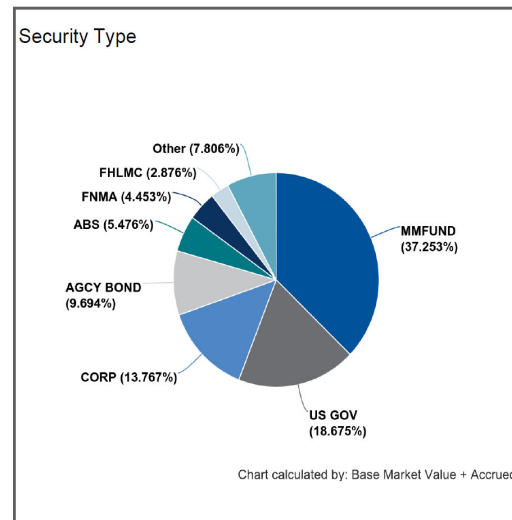
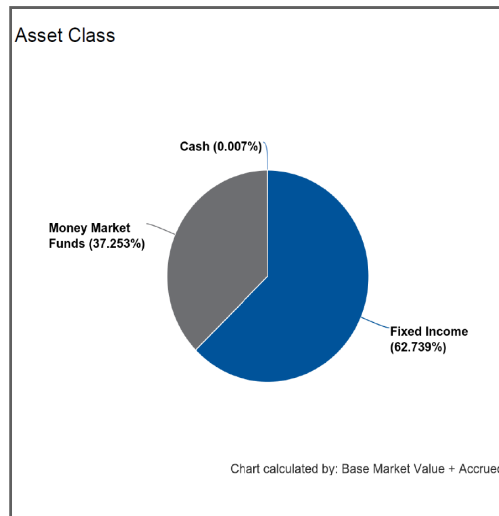
Footnotes:
1) Grouped by Issuer Concentration
2) Group sorted by: % of Base Market Value+Accrued

Risk Summary

SAM Transit District Agg (136232)

11/01/2022 - 11/30/2022

Dated: 12/13/2022



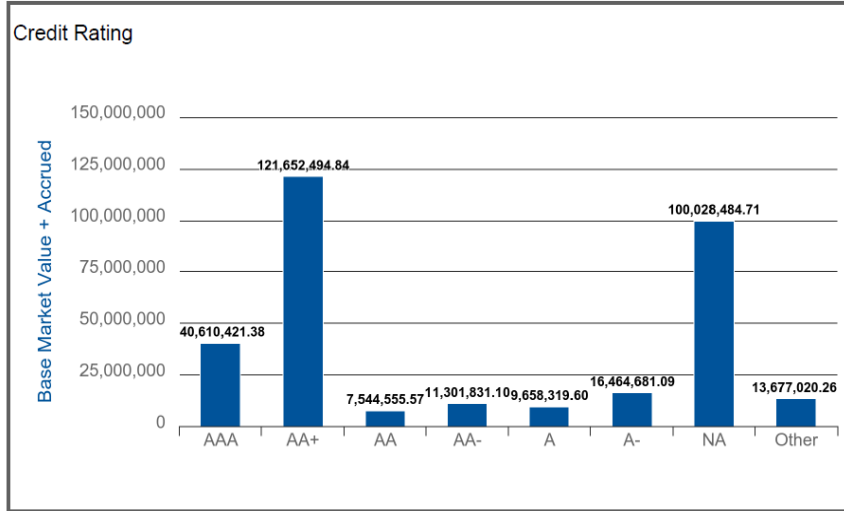
CLEARWATER ANALYTICS.

Risk Summary

11/01/2022 - 11/30/2022

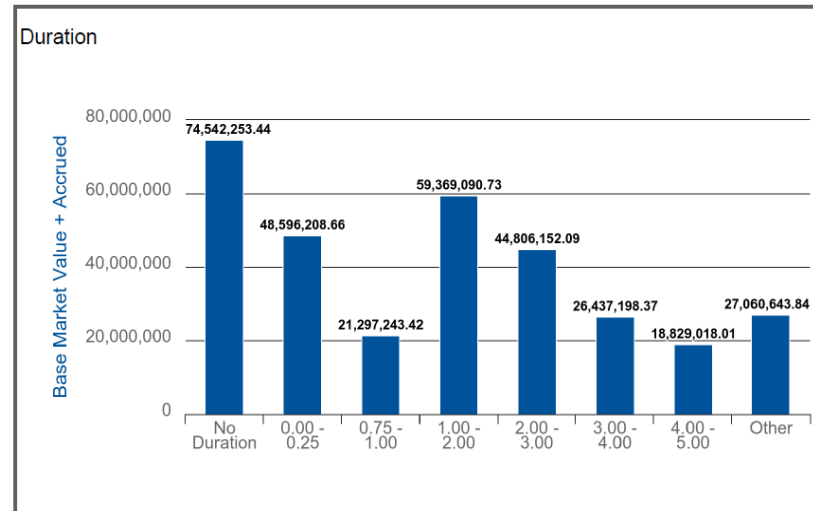
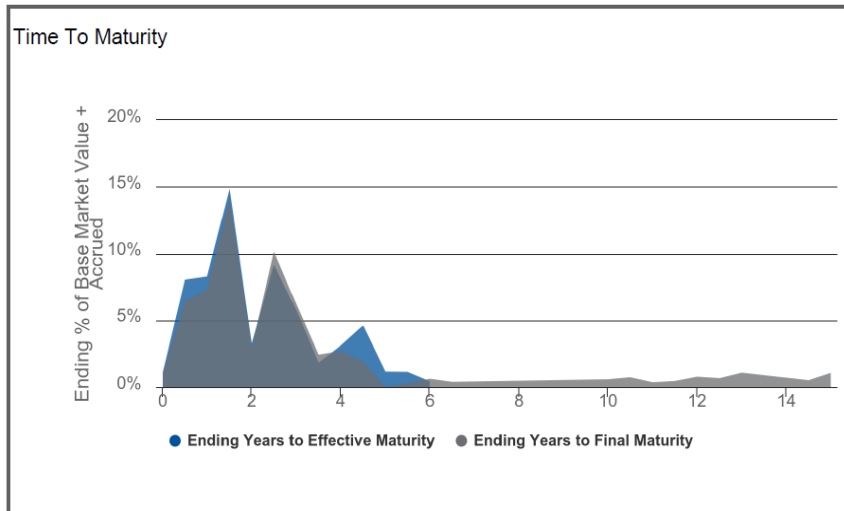
SAM Transit District Agg (136232)

Dated: 12/13/2022



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	8.104%	3.346%	0.572%	0.000%	0.632%	0.000%	0.000%	0.000%	0.000%
AA	11.397%	11.225%	9.809%	6.112%	5.235%	0.000%	0.000%	0.000%	0.000%
A	2.767%	3.208%	3.580%	2.126%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.721%	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	7.941%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

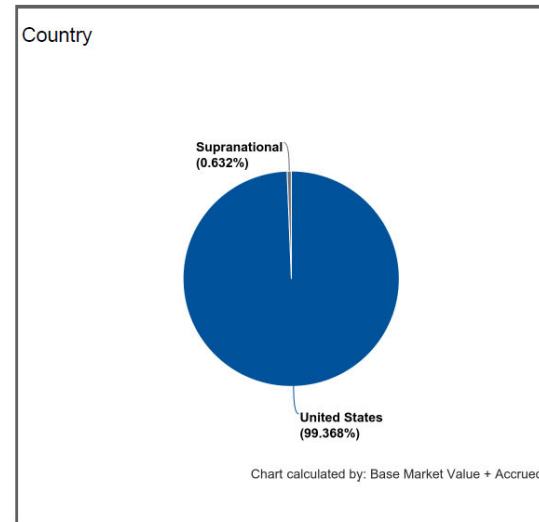
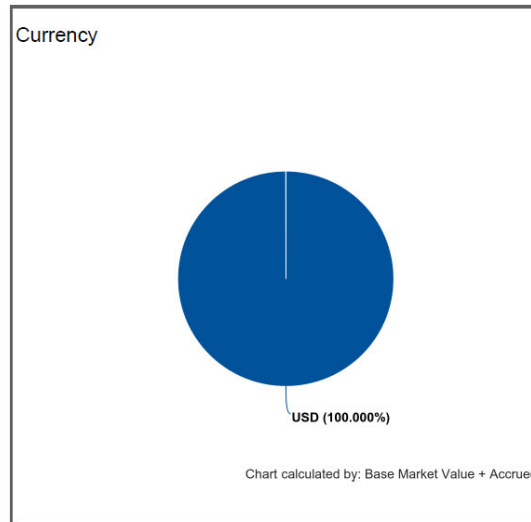
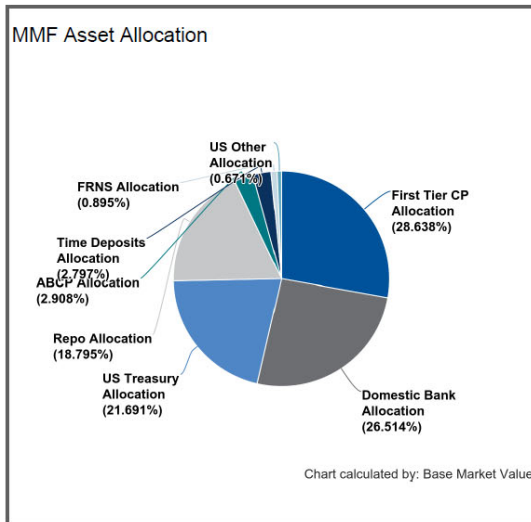
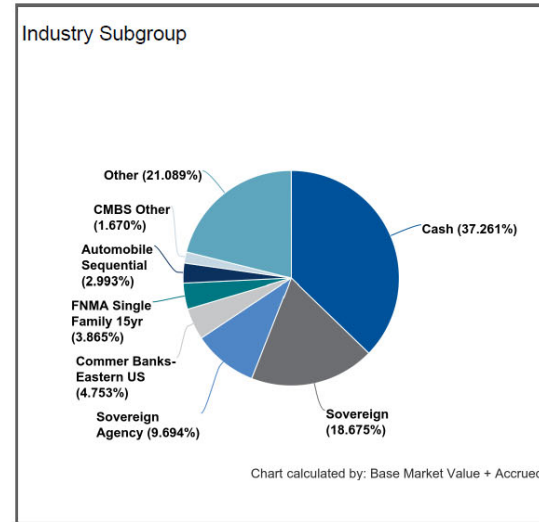
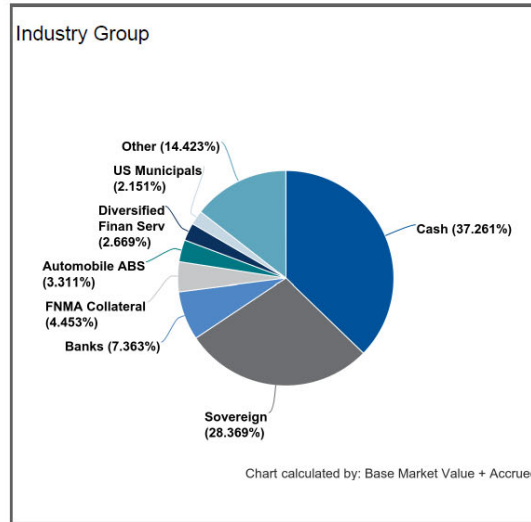
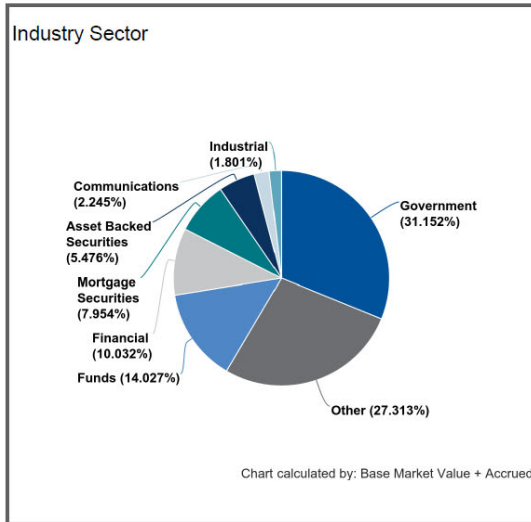


Risk Summary

11/01/2022 - 11/30/2022

SAM Transit District Agg (136232)

Dated: 12/13/2022



CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type
Account: SAM TR Reimbursement Fund (136225)
As of: 11/30/2022
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	22,298.47	---	11/30/2022	22,298.47	0.00	22,298.47	22,298.47
CASH			22,298.47			22,298.47	0.00	22,298.47	22,298.47

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	8,495,649.97	---	11/30/2022	8,495,649.97	0.00	8,495,649.97	8,495,649.97
MMFUND			8,495,649.97			8,495,649.97	0.00	8,495,649.97	8,495,649.97

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,517,948.44			8,517,948.44	0.00	8,517,948.44	8,517,948.44

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

CLEARWATER
ANALYTICS.

Report: Master BS by lot - group by Security type
Account: SAM TR Reserve Fund (136226)
As of: 11/30/2022
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	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	359,891.60	359,914.42
ABS	09661RAD3	BMWOT 2020-A A3	98,864.66	07/15/2020	10/25/2024	98,857.20	7.91	97,346.10	97,354.01
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,371,292.75	1,371,653.31
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,061,392.10	1,061,921.34
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	430,891.20	431,048.62
ABS	14315FAD9	CARMX 2020-3 A3	193,077.16	07/22/2020	03/17/2025	193,044.07	53.20	189,680.93	189,734.14
ABS	14316HAC6	CARMX 2020-4 A3	308,362.14	10/21/2020	08/15/2025	308,294.27	68.52	298,426.71	298,495.23
ABS	14316NAC3	CARMX 2021-1 A3	200,657.51	01/27/2021	12/15/2025	200,617.86	30.32	193,791.01	193,821.33
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	08/15/2025	1,229,970.97	2,170.27	1,198,622.70	1,200,792.97
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	824,976.60	825,206.02
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	361,411.05	361,520.13
ABS	362569AD7	GMALT 2020-3 A4	237,532.79	09/29/2020	10/21/2024	237,499.53	37.02	236,193.10	236,230.12
ABS	362590AC5	GMCAR 2020-3 A3	353,813.36	08/19/2020	04/16/2025	353,732.41	66.34	345,898.56	345,964.90
ABS	36260KAC8	GMCAR 2020-4 A3	259,259.69	10/14/2020	08/18/2025	259,204.29	41.05	251,227.83	251,268.87
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	400,578.20	400,619.54
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	578,957.10	579,079.10
ABS	43815GAC3	HAROT 2021-A A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	434,874.80	434,987.24
ABS	44891RAC4	HART 2020-C A3	861,668.44	10/28/2020	05/15/2025	861,470.00	145.53	837,033.34	837,178.87
ABS	44933LAC7	HART 2021-A A3	332,651.46	04/28/2021	09/15/2025	332,616.47	56.18	320,649.40	320,705.58
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	333,547.35	333,664.11
ABS	47787NAC3	JDOT 2020-B A3	103,831.53	07/22/2020	11/15/2024	103,815.71	23.54	101,916.88	101,940.41
ABS	50117TAC5	KCOT 2021-1 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	335,613.45	335,711.27
ABS	65479CAD0	NAROT 2020-B A3	104,175.98	06/30/2020	07/15/2024	104,173.12	25.47	103,120.67	103,146.14
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,387,007.85	1,387,221.25
ABS	89237VAB5	TAOT 2020-C A3	389,533.87	07/27/2020	10/15/2024	389,503.87	76.18	382,966.33	383,042.50
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	322,527.95	322,579.13
ABS	92290BAA9	VZOT 2020-B A	670,827.29	08/12/2020	02/20/2025	670,686.42	96.34	658,497.49	658,593.82
ABS	92348TAA2	VZOT 2020-A A1A	100,391.82	01/29/2020	07/22/2024	100,380.06	56.75	99,927.00	99,983.75
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	586,136.10	586,816.84
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	647,708.60	647,922.09
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	526,724.80	526,926.40
ABS			15,999,647.69			15,997,766.18	6,207.93	15,278,829.54	15,285,037.46

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	652.78	918,820.00	919,472.78
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	498.44	495,797.50	496,295.94
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	677.08	915,830.00	916,507.08
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	2,277.78	910,690.00	912,967.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,300.00	1,173,536.00	1,174,836.00
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	400.00	1,078,464.00	1,078,864.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	31.94	1,098,813.50	1,098,845.44
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	257.29	932,976.00	933,233.29
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	1,076.39	975,400.00	976,476.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,166.67	1,448,560.00	1,450,726.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	1,684.03	2,417,950.00	2,419,634.03
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	634.03	1,061,962.00	1,062,596.03
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	864.58	1,448,130.00	1,448,994.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	920.83	1,169,805.00	1,170,725.83
AGCY BOND	3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	187.50	1,151,796.00	1,151,983.50
AGCY BOND	3137EAez8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	225.69	1,245,179.00	1,245,404.69
AGCY BOND	3137EAFA2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	9,833.33	7,639,040.00	7,648,873.33
AGCY BOND			27,650,000.00			27,611,238.87	23,688.37	26,082,749.00	26,106,437.37

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	1,290.90	---	11/30/2022	1,290.90	0.00	1,290.90	1,290.90
CASH		Receivable	1,290.90			1,290.90	0.00	1,290.90	1,290.90

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22552G3C2	Credit Suisse AG - New York Branch	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	5,093.67	1,184,004.00	1,189,097.67
CD	23341VZT1	DNB Bank ASA - New York Branch	950,000.00	12/06/2019	12/02/2022	950,000.00	9,797.67	949,905.00	959,702.67
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000.00	10/31/2022	10/27/2025	2,500,000.00	11,890.41	2,546,325.00	2,558,215.41
CD			4,650,000.00			4,650,000.00	26,781.74	4,680,234.00	4,707,015.74

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	85.00	886,896.00	886,981.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	312.31	1,241,281.10	1,241,593.41
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	3,520.00	852,500.00	856,020.00
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	9,240.00	865,989.00	875,229.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	625.00	923,950.00	924,575.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	625.00	923,950.00	924,575.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	437.50	646,765.00	647,202.50
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	7,500.00	864,864.00	872,364.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	738.02	303,163.25	303,901.27
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	3,217.01	745,526.50	748,743.51
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	10,333.33	788,768.00	799,101.33
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	6,529.05	992,519.00	999,048.05
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	422.93	373,644.00	374,066.93
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	19,218.75	2,434,941.00	2,454,159.75
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	13,110.00	2,513,133.00	2,526,243.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	9,116.25	1,210,140.00	1,219,256.25
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	777.00	841,311.00	842,088.00
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	1,121.25	378,729.00	379,850.25
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	8,446.88	827,203.00	835,649.88
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	682.03	452,374.05	453,056.08
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	2,276.56	434,658.75	436,935.31
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	4,202.43	902,595.00	906,797.43
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	5,299.88	863,298.00	868,597.88
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	13,763.75	884,628.00	898,391.75
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	483.00	134,555.40	135,038.40
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	17,911.11	1,280,227.00	1,298,138.11
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	6,630.00	444,055.50	450,685.50
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	3,381.05	893,727.00	897,108.05
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	2,389.60	539,394.20	541,783.80
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	5,244.06	707,520.00	712,764.06
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	22,134.27	1,285,206.00	1,307,340.27
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	2,315.63	365,948.70	368,264.33
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	4,364.25	212,102.00	216,466.25
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	11,200.00	886,149.00	897,349.00
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	422.43	382,036.10	382,458.53
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	987.78	591,077.05	592,064.83
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	11,177.01	2,215,317.40	2,226,494.41
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	752.81	470,121.30	470,874.11
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	2,231.00	372,348.00	374,579.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	1,768.00	219,396.00	221,164.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	2,430.00	423,886.50	426,316.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	756.00	131,875.80	132,631.80
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	729.00	127,165.95	127,894.95
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	1,324.38	231,114.00	232,438.38
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	3,529.69	1,214,501.15	1,218,030.84
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	530.71	261,735.60	262,266.31
CORP	91159HXX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	14,520.00	1,737,162.00	1,751,682.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	587.78	1,035,000.00	1,035,587.78
CORP			40,555,000.00			41,198,804.55	239,399.49	38,314,448.30	38,553,847.79

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	2254EBQL8	Credit Suisse AG, New York Branch	1,800,000.00	06/24/2022	03/20/2023	1,755,615.00	0.00	1,774,116.00	1,774,116.00
CP	63873KQ34	Natixis, New York Branch	3,500,000.00	07/07/2022	03/03/2023	3,425,412.08	0.00	3,457,510.00	3,457,510.00
CP			5,300,000.00			5,181,027.08	0.00	5,231,626.00	5,231,626.00

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	953,262.94	06/25/2021	06/01/2035	1,027,140.81	2,780.35	916,810.16	919,590.51
FHLMC	3133L7LB1	FH RC1222	1,188,424.40	10/19/2021	12/01/2034	1,277,556.23	3,466.24	1,148,172.47	1,151,638.70
FHLMC	3133L9AJ2	FH RC2709	1,221,381.55	10/18/2022	09/01/2037	1,199,244.01	4,580.18	1,216,850.22	1,221,430.40
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	628,732.00	630,390.58
FHLMC	3137F62S5	FHMS K-J31 A1	133,030.13	10/29/2020	05/26/2026	133,027.47	63.08	127,509.38	127,572.46
FHLMC	3137FKK39	FHMS K-P05 A	12,217.38	12/17/2018	07/25/2023	12,217.34	32.61	11,905.96	11,938.57
FHLMC	3137H4RZ5	FHMS K-J36 A1	159,892.87	12/16/2021	12/25/2026	159,892.23	172.95	146,236.42	146,409.37
FHLMC	3137H8B42	FHMS K-J40 A1	837,639.33	07/14/2022	06/25/2028	837,629.28	2,373.31	808,883.17	811,256.48
FHLMC	3137H8H79	FHMS K-J41 A1	1,798,064.42	08/04/2022	01/25/2029	1,798,042.85	4,700.44	1,716,036.73	1,720,737.17
FHLMC	3137H92N8	FHMS K-J42 A1	1,103,162.34	09/15/2022	07/25/2029	1,103,120.42	3,587.12	1,079,378.16	1,082,965.28
FHLMC			8,057,075.36			8,230,065.96	23,414.86	7,800,514.67	7,823,929.52

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	1,251,297.62	12/29/2020	09/25/2033	1,268,991.75	1,042.75	1,159,014.42	1,160,057.17
FHLMC CMO	3137F7DH5	FHR 5048 B	776,288.27	11/30/2020	05/25/2033	786,113.16	646.91	697,448.43	698,095.34
FHLMC CMO			2,027,585.89			2,055,104.92	1,689.65	1,856,462.85	1,858,152.51

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	1,034,873.11	05/18/2021	03/01/2035	1,108,931.22	2,587.18	976,175.11	978,762.29
FNMA	3140Q9FM0	FN CA1971	1,386,118.20	01/18/2022	06/01/2033	1,462,571.28	4,042.84	1,334,540.74	1,338,583.59
FNMA	3140Q9GKN6	FN CA8400	1,059,911.08	03/22/2021	12/01/2035	1,159,608.97	3,091.41	1,019,454.27	1,022,545.68
FNMA	3140X92C8	FN FM6170	917,077.97	06/25/2021	07/01/2035	993,883.25	3,056.93	900,167.05	903,223.98
FNMA	3140X9K46	FN FM5714	718,410.97	03/25/2021	11/01/2035	782,618.94	2,394.70	705,163.47	707,558.17
FNMA	3140XALC4	FN FM6622	1,295,254.85	03/29/2021	02/01/2036	1,362,041.43	2,698.45	1,200,416.29	1,203,114.74
FNMA	3140XC4K1	FN FM8925	1,245,968.90	11/16/2021	08/01/2034	1,351,097.52	4,153.23	1,238,343.57	1,242,496.80
FNMA	3140XHQQ3	FN FS2262	1,694,617.36	06/30/2022	06/01/2037	1,716,064.86	5,648.72	1,657,149.37	1,662,798.10
FNMA	3140XJHF3	FN FS2929	1,759,677.19	10/18/2022	09/01/2037	1,707,161.83	5,865.59	1,722,759.16	1,728,624.76
FNMA	3140XJH87	FN FS2986	1,677,549.78	10/21/2022	10/01/2032	1,627,747.52	5,591.83	1,649,014.65	1,654,606.49
FNMA			12,789,459.40			13,271,726.82	39,130.89	12,403,183.69	12,442,314.58

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	1,057,772.06	---	11/30/2022	1,057,772.06	0.00	1,057,772.06	1,057,772.06
MMFUND			1,057,772.06			1,057,772.06	0.00	1,057,772.06	1,057,772.06

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	1,569.31	248,900.40	250,469.71
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	308.88	386,711.90	387,020.78
MUNI	15741TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,610.77	220,687.30	222,298.07
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,834.58	319,217.50	321,052.08
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	3,407.08	592,832.50	596,239.58
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,310.42	228,012.50	229,322.92
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,417.17	495,500.50	496,917.67
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,275.00	701,775.00	703,050.00
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	850.50	367,213.50	368,064.00
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,439.63	296,082.60	297,522.23
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	2,938.67	1,469,728.00	1,472,666.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,345.50	538,033.25	539,378.75
MUNI			6,375,000.00			6,378,878.00	19,307.50	5,864,694.95	5,884,002.45

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	20,625.00	1,738,872.00	1,759,497.00
SUPRANATIONAL			1,800,000.00			1,799,064.00	20,625.00	1,738,872.00	1,759,497.00

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	7,707.18	3,870,480.00	3,878,187.18
US GOV	912828N30	UNITED STATES TREASURY	1,220,000.00	01/31/2019	12/31/2022	1,200,651.56	10,849.05	1,218,084.60	1,228,933.65
US GOV	912828R28	UNITED STATES TREASURY	1,500,000.00	06/29/2022	04/30/2023	1,484,648.44	2,087.36	1,481,550.00	1,483,637.36
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	129.46	2,858,211.00	2,858,340.46
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	42.41	936,310.50	936,352.91
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	75.89	1,675,503.00	1,675,578.89
US GOV	912828T91	UNITED STATES TREASURY	1,100,000.00	07/08/2019	10/31/2023	1,090,460.94	1,530.73	1,069,574.00	1,071,104.73
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	3,200.62	2,236,382.00	2,239,582.62
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	441.99	464,395.00	464,836.99
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	41,847.83	4,807,400.00	4,849,247.83
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	12,345.11	1,418,183.00	1,430,528.11
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	5,440.22	624,962.00	630,402.22
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,766.30	432,666.00	436,432.30
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	11,298.91	1,297,998.00	1,309,296.91
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	6,224.86	807,066.50	813,291.36
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	2,615.49	2,266,200.00	2,268,815.49
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	865.78	1,430,100.00	1,430,965.78
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	549.25	313,344.50	313,893.75
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,883.15	1,074,324.00	1,076,207.15
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	11,298.91	6,445,944.00	6,457,242.91
US GOV	91282CBV2	UNITED STATES TREASURY	16,600,000.00	12/06/2021	04/15/2024	16,454,750.00	8,037.77	15,668,242.00	15,676,279.77
US GOV			55,295,000.00			55,096,608.63	132,238.30	52,396,920.10	52,529,158.40

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH	1,395,000.00	06/09/2022	06/09/2025	1,395,000.00	23,327.50	1,355,856.30	1,379,183.80
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	23,321.53	1,208,025.00	1,231,346.53
YANKEE			2,645,000.00			2,633,825.00	46,649.03	2,563,881.30	2,610,530.33

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
			184,202,831.30			185,163,172.96	579,132.76	175,271,479.36	175,850,612.11

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

CLEARWATER
ANALYTICS

Report: Master BS by lot - group by Security type
Account: SAM Paratransit Fund (136227)
As of: 11/30/2022
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	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	63,224.20	63,228.21
ABS	09661RAD3	BMWOT 2020-A A3	28,247.05	07/15/2020	10/25/2024	28,244.91	2.26	27,813.17	27,815.43
ABS	14041NFY6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	237,070.95	237,133.28
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	199,300.70	199,400.08
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	74,937.60	74,964.98
ABS	14315FAD9	CARMX 2020-3 A3	55,777.85	07/22/2020	03/17/2025	55,768.29	15.37	54,796.71	54,812.08
ABS	14316HAC6	CARMX 2020-4 A3	72,555.80	10/21/2020	08/15/2025	72,539.83	16.12	70,218.05	70,234.17
ABS	14316NAC3	CARMX 2021-1 A3	35,410.15	01/27/2021	12/15/2025	35,403.15	5.35	34,198.41	34,203.76
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	08/15/2025	194,995.40	344.07	190,025.55	190,369.62
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	143,675.70	143,715.66
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	61,017.45	61,035.87
ABS	362569AD7	GMALT 2020-3 A4	51,465.44	09/29/2020	10/21/2024	51,458.23	8.02	51,175.17	51,183.19
ABS	36260KAC8	GMCAR 2020-4 A3	55,092.68	10/14/2020	08/18/2025	55,080.91	8.72	53,385.91	53,394.64
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	68,391.40	68,398.46
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	99,656.55	99,677.55
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	80,357.30	80,378.08
ABS	44891RAC4	HART 2020-C A3	189,567.06	10/28/2020	05/15/2025	189,523.40	32.02	184,147.34	184,179.35
ABS	44933LAC7	HART 2021-A A3	64,544.31	04/28/2021	09/15/2025	64,537.52	10.90	62,215.55	62,226.46
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	56,374.20	56,393.93
ABS	47787NAC3	JDOT 2020-B A3	24,919.57	07/22/2020	11/15/2024	24,915.77	5.65	24,460.05	24,465.70
ABS	65479CAD0	NAROT 2020-B A3	28,648.39	06/30/2020	07/15/2024	28,647.61	7.00	28,358.19	28,365.19
ABS	89237VAB5	TAOT 2020-C A3	41,439.77	07/27/2020	10/15/2024	41,436.58	8.10	40,741.10	40,749.20
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	62,589.98	62,589.98
ABS	92290BA9	VZOT 2020-B A	97,693.30	08/12/2020	02/20/2025	97,672.78	14.03	95,897.69	95,911.72
ABS	92348TAA2	VZOT 2020-A A1A	26,418.90	01/29/2020	07/22/2024	26,415.81	14.93	26,296.58	26,311.51
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	108,739.40	108,775.24
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	89,355.10	89,389.30
ABS			2,396,780.26			2,396,481.90	892.56	2,288,410.08	2,289,302.64

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	179.51	252,675.50	252,855.01
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	104.22	103,666.75	103,770.97
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	186.20	251,853.25	252,039.45
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	626.39	250,439.75	251,066.14
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	275.00	248,248.00	248,523.00
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	91.67	247,148.00	247,239.67
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	6.94	238,872.50	238,879.44
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	74.48	270,072.00	270,146.48
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	296.01	268,235.00	268,531.01
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2023	348,257.00	473.96	316,872.50	317,346.46
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2025	799,184.00	538.89	773,744.00	774,282.89
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.00	195.97	328,242.80	328,438.77
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	265.14	444,093.20	444,358.34
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	389.58	494,917.50	495,307.08
AGCY BOND	3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	40.63	249,555.80	249,596.43
AGCY BOND	3137EAey8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	47.74	263,403.25	263,450.99
AGCY BOND			5,325,000.00			5,313,158.74	3,792.33	5,002,039.80	5,005,832.13

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	319.91	---	11/30/2022	319.91	0.00	319.91	319.91
CASH			319.91			319.91	0.00	319.91	319.91

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22552G3C2	Credit Suisse AG, New York Branch	200,000.00	03/23/2021	03/17/2023	200,000.00	848.94	197,334.00	198,182.94
CD	23341VZT1	DNB Bank ASA - New York Branch	275,000.00	12/06/2019	12/02/2022	275,000.00	2,836.17	274,972.50	277,808.67
CD	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	1,720.44	406,764.00	408,484.44
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	1,902.47	407,412.00	409,314.47
CD			1,275,000.00			1,275,000.00	7,308.02	1,286,482.50	1,293,790.52

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	58.19	231,265.30	231,323.49
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	520.00	125,937.50	126,457.50
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,566.67	240,552.50	243,119.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	171.88	254,086.25	254,258.13
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,083.33	240,240.00	242,323.33
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	124.90	51,304.55	51,429.45
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	567.71	131,563.50	132,131.21
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	1,187.10	180,458.00	181,645.10
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	211.47	186,822.00	187,033.47
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	3,025.17	383,277.75	386,302.92
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	1,942.22	372,316.00	374,258.22
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,350.56	179,280.00	180,630.56
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	172.50	58,266.00	58,438.50
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	126.56	83,945.70	84,072.26
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	342.71	65,432.50	65,775.21
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,194.38	226,527.00	227,721.38
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,823.26	245,730.00	249,553.26
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	69.00	19,222.20	19,291.20
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	2,755.56	196,958.00	199,713.56
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	136.04	96,078.00	96,214.04
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	844.60	190,647.95	191,492.55
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	699.21	94,336.00	95,035.21
CORP	61747YE78	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	3,405.27	197,724.00	201,129.27
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	356.25	56,299.80	56,656.05
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	694.31	33,743.50	34,437.81
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,111.11	246,152.50	249,263.61
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	163.33	97,737.15	97,900.48
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	1,750.91	347,034.70	348,785.61
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	129.27	80,727.90	80,857.17
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	334.65	55,852.20	56,186.85
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	257.83	31,995.25	32,253.08
CORP	89236GTG6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	675.00	117,746.25	118,421.25
CORP	89236GTG7	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	270.00	47,098.50	47,368.50
CORP	89236GTG8	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	135.00	23,549.25	23,684.25
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	562.50	193,546.00	194,108.50
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	102.22	180,000.00	180,102.22
CORP			5,940,000.00			5,944,543.50	35,920.66	5,593,453.70	5,629,374.36

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	176,939.76	06/25/2021	06/01/2035	190,652.58	516.07	170,173.58	170,689.65
FHLMC	3133L7LB1	FH RC1222	213,916.40	10/19/2021	12/01/2034	229,960.12	623.92	206,671.05	207,294.97
FHLMC	3133L9AJ2	FH RC2709	198,042.34	10/18/2022	09/01/2037	194,452.82	742.66	197,307.60	198,050.26
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	169,274.00	169,720.54
FHLMC	3137F62S5	FHMS K-J31 A1	31,375.03	10/29/2020	05/26/2026	31,374.40	14.88	30,072.97	30,087.84
FHLMC	3137FKK39	FHMS K-P05 A	3,470.85	12/17/2018	07/25/2023	3,470.84	9.26	3,382.37	3,391.64
FHLMC	3137H4RZ5	FHMS K-J36 A1	25,437.50	12/16/2021	12/25/2026	25,437.40	27.51	23,264.89	23,292.40
FHLMC	3137H8B42	FHMS K-J40 A1	139,606.56	07/14/2022	06/25/2028	139,604.88	395.55	134,813.86	135,209.41
FHLMC	3137H8H79	FHMS K-J41 A1	299,677.40	08/04/2022	01/25/2029	299,673.81	783.41	286,006.12	286,789.53
FHLMC	3137H92N8	FHMS K-J42 A1	184,692.34	09/15/2022	07/25/2029	184,685.32	600.56	180,710.37	181,310.93
FHLMC			1,448,158.16			1,482,980.14	4,160.37	1,401,676.81	1,405,837.18

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	164,214.83	11/30/2020	05/25/2033	166,293.17	136.85	147,537.17	147,674.01
FHLMC CMO			164,214.83			166,293.17	136.85	147,537.17	147,674.01

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	182,624.67	05/18/2021	03/01/2035	195,693.75	456.56	172,266.20	172,722.76
FNMA	3140Q9FM0	FN CA1971	207,917.73	01/18/2022	06/01/2033	219,385.69	606.43	200,181.11	200,787.54
FNMA	3140QGKN6	FN CA8400	207,456.21	03/22/2021	12/01/2035	226,970.07	605.08	199,537.61	200,142.69
FNMA	3140X92C8	FN FM6170	171,952.12	06/25/2021	07/01/2035	186,353.11	573.17	168,781.32	169,354.50
FNMA	3140X9K46	FN FM5714	128,287.67	03/25/2021	11/01/2035	139,753.38	427.63	125,922.05	126,349.67
FNMA	3140XALC4	FN FM6622	242,860.28	03/29/2021	02/01/2036	255,382.77	505.96	225,078.05	225,584.01
FNMA	3140XC4K1	FN FM8925	233,619.17	11/16/2021	08/01/2034	253,330.79	778.73	232,189.42	232,968.15
FNMA	3140XJHF3	FN FS2929	293,279.53	10/18/2022	09/01/2037	284,526.97	977.60	287,126.53	288,104.13
FNMA	3140XJH87	FN FS2986	237,514.91	10/21/2022	10/01/2032	230,463.69	791.72	233,474.78	234,266.50
FNMA			1,905,512.30			1,991,860.21	5,722.87	1,844,557.07	1,850,279.94

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	211,214.60	---	11/30/2022	211,214.60	0.00	211,214.60	211,214.60
MMFUND			211,214.60			211,214.60	0.00	211,214.60	211,214.60

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	338.48	53,684.40	54,022.88
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	53.88	67,449.75	67,503.63
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	420.20	57,570.60	57,990.80
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	288.29	50,162.75	50,451.04
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	393.13	68,403.75	68,796.88
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	681.42	118,566.50	119,247.92
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	296.32	103,604.65	103,900.97
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	178.50	77,069.50	77,248.00
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	239.94	49,347.10	49,587.04
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	505.08	252,609.50	253,114.58
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	292.50	116,963.75	117,256.25
MUNI			1,105,000.00			1,105,886.10	3,687.73	1,015,432.25	1,019,119.98

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000.00	07/19/2022	06/15/2027	274,857.00	3,151.04	265,661.00	268,812.04
SUPRANATIONAL			275,000.00			274,857.00	3,151.04	265,661.00	268,812.04

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	912828N30	UNITED STATES TREASURY	670,000.00	01/31/2019	12/31/2022	659,374.22	5,958.08	668,948.10	674,906.18
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	8.93	197,118.00	197,126.93
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	24.55	542,074.50	542,099.05
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	1,182.84	826,489.00	827,671.84
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	869.73	607,712.50	608,582.23
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	132.60	139,318.50	139,451.10
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	8,788.04	1,009,554.00	1,018,342.04
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	3,557.07	408,629.00	412,186.07
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	1,046.20	120,185.00	121,231.20
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,464.67	168,259.00	169,723.67
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,766.30	432,666.00	436,432.30
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,830.84	237,372.50	239,203.34
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	235.39	134,290.50	134,525.89
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	823.88	470,016.75	470,840.63
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	290.52	566,322.00	566,612.52
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	224.79	313,715.50	313,940.29
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	940.05	398,655.00	399,595.05
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	313.35	132,885.00	133,198.35
US GOV			7,745,000.00			7,691,223.84	31,457.85	7,374,210.85	7,405,668.70

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	4,180.56	242,985.00	247,165.56
YANKEE			250,000.00			250,000.00	4,180.56	242,985.00	247,165.56

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
			28,041,200.06			28,103,819.10	100,410.82	26,673,980.73	26,774,391.56

* 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: 11/01/2022 - 11/30/2022
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
14316NAC3	CARMX 2021-1 A3	(11,727.71)	0.340	Principal Paydown	11/15/2022	11/15/2022	12/15/2025	(11,727.71)	0.00	11,727.71
14316NAC3	CARMX 2021-1 A3	(2,069.60)	0.340	Principal Paydown	11/15/2022	11/15/2022	12/15/2025	(2,069.60)	0.00	2,069.60
36260KAC8	GMCAR 2020-4 A3	(18,718.01)	0.380	Principal Paydown	11/16/2022	11/16/2022	08/18/2025	(18,718.01)	0.00	18,718.01
44891RAC4	HART 2020-C A3	(65,097.54)	0.380	Principal Paydown	11/15/2022	11/15/2022	05/15/2025	(65,097.55)	0.00	65,097.55
44933LAC7	HART 2021-A A3	(2,348.54)	0.380	Principal Paydown	11/15/2022	11/15/2022	09/15/2025	(2,348.54)	0.00	2,348.54
36260KAC8	GMCAR 2020-4 A3	(3,977.58)	0.380	Principal Paydown	11/16/2022	11/16/2022	08/18/2025	(3,977.58)	0.00	3,977.58
44891RAC4	HART 2020-C A3	(14,321.46)	0.380	Principal Paydown	11/15/2022	11/15/2022	05/15/2025	(14,321.46)	0.00	14,321.46
44933LAC7	HART 2021-A A3	(455.69)	0.380	Principal Paydown	11/15/2022	11/15/2022	09/15/2025	(455.69)	0.00	455.69
89237VAB5	TAOT 2020-C A3	(44,217.89)	0.440	Principal Paydown	11/15/2022	11/15/2022	10/15/2024	(44,217.89)	0.00	44,217.89
89237VAB5	TAOT 2020-C A3	(4,704.03)	0.440	Principal Paydown	11/15/2022	11/15/2022	10/15/2024	(4,704.03)	0.00	4,704.03
362590AC5	GMCAR 2020-3 A3	(28,908.10)	0.450	Principal Paydown	11/16/2022	11/16/2022	04/16/2025	(28,908.10)	0.00	28,908.10
92290BAA9	VZOT 2020-B A	(113,677.69)	0.470	Principal Paydown	11/20/2022	11/20/2022	02/20/2025	(113,677.69)	0.00	113,677.69
92290BAA9	VZOT 2020-B A	(16,555.00)	0.470	Principal Paydown	11/20/2022	11/20/2022	02/20/2025	(16,555.00)	0.00	16,555.00
09661RAD3	BMWOT 2020-A A3	(13,064.65)	0.480	Principal Paydown	11/25/2022	11/25/2022	10/25/2024	(13,064.65)	0.00	13,064.65
09661RAD3	BMWOT 2020-A A3	(3,732.76)	0.480	Principal Paydown	11/25/2022	11/25/2022	10/25/2024	(3,732.76)	0.00	3,732.76
14316HAC6	CARMX 2020-4 A3	(21,237.30)	0.500	Principal Paydown	11/15/2022	11/15/2022	08/15/2025	(21,237.31)	0.00	21,237.31
14316HAC6	CARMX 2020-4 A3	(4,997.01)	0.500	Principal Paydown	11/15/2022	11/15/2022	08/15/2025	(4,997.01)	0.00	4,997.01
47787NAC3	JDOT 2020-B A3	(12,873.56)	0.510	Principal Paydown	11/15/2022	11/15/2022	11/15/2024	(12,873.56)	0.00	12,873.56
362569AD7	GMALT 2020-3 A4	(62,467.21)	0.510	Principal Paydown	11/20/2022	11/20/2022	10/21/2024	(62,467.21)	0.00	62,467.21
47787NAC3	JDOT 2020-B A3	(3,089.65)	0.510	Principal Paydown	11/15/2022	11/15/2022	11/15/2024	(3,089.65)	0.00	3,089.65
362569AD7	GMALT 2020-3 A4	(13,534.56)	0.510	Principal Paydown	11/20/2022	11/20/2022	10/21/2024	(13,534.56)	0.00	13,534.56
65479CAD0	NAROT 2020-B A3	(16,864.64)	0.550	Principal Paydown	11/15/2022	11/15/2022	07/15/2024	(16,864.64)	0.00	16,864.64
65479CAD0	NAROT 2020-B A3	(4,637.78)	0.550	Principal Paydown	11/15/2022	11/15/2022	07/15/2024	(4,637.78)	0.00	4,637.78
3137F62S5	FHMS K-J31 A1	(1,570.45)	0.569	Principal Paydown	11/01/2022	11/01/2022	05/26/2026	(1,570.45)	0.00	1,570.45
3137F62S5	FHMS K-J31 A1	(370.39)	0.569	Principal Paydown	11/01/2022	11/01/2022	05/26/2026	(370.39)	0.00	370.39
14315FAD9	CARMX 2020-3 A3	(19,887.31)	0.620	Principal Paydown	11/15/2022	11/15/2022	03/17/2025	(19,887.30)	0.00	19,887.30
14315FAD9	CARMX 2020-3 A3	(5,745.22)	0.620	Principal Paydown	11/15/2022	11/15/2022	03/17/2025	(5,745.22)	0.00	5,745.22
3137F7DH5	FHR 5048 B	(13,779.38)	1.000	Principal Paydown	11/01/2022	11/01/2022	05/25/2033	(13,779.38)	0.00	13,779.38
3133Q5GZ3	FHS 370 A3	(31,751.52)	1.000	Principal Paydown	11/01/2022	11/01/2022	09/25/2033	(31,751.52)	0.00	31,751.52
3137F7DH5	FHR 5048 B	(2,914.87)	1.000	Principal Paydown	11/01/2022	11/01/2022	05/25/2033	(2,914.87)	0.00	2,914.87
3137H4RZ5	FHMS K-J36 A1	(658.73)	1.298	Principal Paydown	11/01/2022	11/01/2022	12/25/2026	(658.73)	0.00	658.73
3137H4RZ5	FHMS K-J36 A1	(104.80)	1.298	Principal Paydown	11/01/2022	11/01/2022	12/25/2026	(104.80)	0.00	104.80
92348TAA2	VZOT 2020-A A1A	(29,275.53)	1.850	Principal Paydown	11/20/2022	11/20/2022	07/22/2024	(29,275.52)	0.00	29,275.52
92348TAA2	VZOT 2020-A A1A	(7,704.09)	1.850	Principal Paydown	11/20/2022	11/20/2022	07/22/2024	(7,704.09)	0.00	7,704.09
3137FQ3V3	FHMS K-J27 A1	(2,927.44)	2.092	Principal Paydown	11/01/2022	11/01/2022	07/25/2024	(2,927.45)	0.00	2,927.45
3137FQ3V3	FHMS K-J27 A1	(760.37)	2.092	Principal Paydown	11/01/2022	11/01/2022	07/25/2024	(760.35)	0.00	760.35
912828N30	UNITED STATES TREASURY	(400,000.00)	2.125	Sell	11/02/2022	11/03/2022	12/31/2022	(398,718.75)	(2,910.33)	401,629.08
3140XALC4	FN FM6622	(8,918.54)	2.500	Principal Paydown	11/01/2022	11/01/2022	02/01/2036	(8,918.54)	0.00	8,918.54
3140XALC4	FN FM6622	(1,672.23)	2.500	Principal Paydown	11/01/2022	11/01/2022	02/01/2036	(1,672.23)	0.00	1,672.23
3140K7XA6	FN BP0672	(27,501.27)	3.000	Principal Paydown	11/01/2022	11/01/2022	03/01/2035	(27,501.27)	0.00	27,501.27
3140K7XA6	FN BP0672	(4,853.17)	3.000	Principal Paydown	11/01/2022	11/01/2022	03/01/2035	(4,853.17)	0.00	4,853.17
3137H8H79	FHMS K-J41 A1	(706.32)	3.137	Principal Paydown	11/01/2022	11/01/2022	01/25/2029	(706.32)	0.00	706.32
3137H8H79	FHMS K-J41 A1	(117.72)	3.137	Principal Paydown	11/01/2022	11/01/2022	01/25/2029	(117.72)	0.00	117.72

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
3137FKK39	FHMS K-P05 A	(33.78)	3.203	Principal Paydown	11/01/2022	11/01/2022	07/25/2023	(33.78)	0.00	33.78
3137FKK39	FHMS K-P05 A	(9.60)	3.203	Principal Paydown	11/01/2022	11/01/2022	07/25/2023	(9.60)	0.00	9.60
3137H8B42	FHMS K-J40 A1	(840.24)	3.400	Principal Paydown	11/01/2022	11/01/2022	06/25/2028	(840.24)	0.00	840.24
3137H8B42	FHMS K-J40 A1	(140.04)	3.400	Principal Paydown	11/01/2022	11/01/2022	06/25/2028	(140.04)	0.00	140.04
31846V534	FIRST AMER:US TRS MM Y	18,580.62	3.460	Buy	11/02/2022	11/02/2022	11/30/2022	18,580.62	0.00	(18,580.62)
31846V534	FIRST AMER:US TRS MM Y	909,394.41	3.460	Buy	---	---	11/30/2022	909,394.41	0.00	(909,394.41)
31846V534	FIRST AMER:US TRS MM Y	(1,443.97)	3.460	Sell	11/29/2022	11/29/2022	11/30/2022	(1,443.97)	0.00	1,443.97
31846V534	FIRST AMER:US TRS MM Y	149,609.59	3.460	Buy	---	---	11/30/2022	149,609.59	0.00	(149,609.59)
3132CWMM3	FH SB0364	(10,652.73)	3.500	Principal Paydown	11/01/2022	11/01/2022	06/01/2035	(10,652.73)	0.00	10,652.73
3140QGKN6	FN CA8400	(6,203.51)	3.500	Principal Paydown	11/01/2022	11/01/2022	12/01/2035	(6,203.51)	0.00	6,203.51
3133L7LB1	FH RC1222	(7,998.90)	3.500	Principal Paydown	11/01/2022	11/01/2022	12/01/2034	(7,998.90)	0.00	7,998.90
3140Q9FM0	FN CA1971	(11,216.36)	3.500	Principal Paydown	11/01/2022	11/01/2022	06/01/2033	(11,216.36)	0.00	11,216.36
3132CWMM3	FH SB0364	(1,977.30)	3.500	Principal Paydown	11/01/2022	11/01/2022	06/01/2035	(1,977.30)	0.00	1,977.30
3140QGKN6	FN CA8400	(1,214.21)	3.500	Principal Paydown	11/01/2022	11/01/2022	12/01/2035	(1,214.21)	0.00	1,214.21
3133L7LB1	FH RC1222	(1,439.80)	3.500	Principal Paydown	11/01/2022	11/01/2022	12/01/2034	(1,439.80)	0.00	1,439.80
3140Q9FM0	FN CA1971	(1,682.45)	3.500	Principal Paydown	11/01/2022	11/01/2022	06/01/2033	(1,682.45)	0.00	1,682.45
608919775	FEDERATED HRMS IS MM IS	26,347.35	3.900	Buy	11/01/2022	11/01/2022	11/30/2022	26,321.00	0.00	(26,321.00)
3137H92N8	FHMS K-J42 A1	(843.89)	3.902	Principal Paydown	11/01/2022	11/01/2022	07/25/2029	(843.89)	0.00	843.89
3137H92N8	FHMS K-J42 A1	(141.28)	3.902	Principal Paydown	11/01/2022	11/01/2022	07/25/2029	(141.28)	0.00	141.28
902656404	UBS SL ESG PRIME INS	26,027.73	3.940	Buy	11/01/2022	11/01/2022	11/30/2022	26,032.94	0.00	(26,032.94)
902656602	UBS SL ESG PRIME PFD	39,542.31	3.980	Buy	11/01/2022	11/01/2022	11/30/2022	39,550.22	0.00	(39,550.22)
3140X9K46	FN FM5714	(5,558.34)	4.000	Principal Paydown	11/01/2022	11/01/2022	11/01/2035	(5,558.34)	0.00	5,558.34
3140X92C8	FN FM6170	(12,224.93)	4.000	Principal Paydown	11/01/2022	11/01/2022	07/01/2035	(12,224.93)	0.00	12,224.93
3140XC4K1	FN FM8925	(10,397.25)	4.000	Principal Paydown	11/01/2022	11/01/2022	08/01/2034	(10,397.25)	0.00	10,397.25
3140XHQQ3	FN FS2262	(17,386.04)	4.000	Principal Paydown	11/01/2022	11/01/2022	06/01/2037	(17,386.04)	0.00	17,386.04
3140XJHF3	FN FS2929	(19,069.00)	4.000	Principal Paydown	11/01/2022	11/01/2022	09/01/2037	(19,069.00)	0.00	19,069.00
3140XJJ87	FN FS2986	(37,368.89)	4.000	Principal Paydown	11/01/2022	11/01/2022	10/01/2032	(37,368.89)	0.00	37,368.89
3140X9K46	FN FM5714	(992.56)	4.000	Principal Paydown	11/01/2022	11/01/2022	11/01/2035	(992.56)	0.00	992.56
3140X92C8	FN FM6170	(2,292.17)	4.000	Principal Paydown	11/01/2022	11/01/2022	07/01/2035	(2,292.17)	0.00	2,292.17
3140XC4K1	FN FM8925	(1,949.48)	4.000	Principal Paydown	11/01/2022	11/01/2022	08/01/2034	(1,949.48)	0.00	1,949.48
3140XJHF3	FN FS2929	(3,178.17)	4.000	Principal Paydown	11/01/2022	11/01/2022	09/01/2037	(3,178.17)	0.00	3,178.17
3140XJJ87	FN FS2986	(5,290.85)	4.000	Principal Paydown	11/01/2022	11/01/2022	10/01/2032	(5,290.85)	0.00	5,290.85
3133L9AJ2	FH RC2709	(6,333.21)	4.500	Principal Paydown	11/01/2022	11/01/2022	09/01/2037	(6,333.21)	0.00	6,333.21
3133L9AJ2	FH RC2709	(1,026.91)	4.500	Principal Paydown	11/01/2022	11/01/2022	09/01/2037	(1,026.91)	0.00	1,026.91
65558UYF3	Nordea ABP - New York Branch	400,000.00	5.530	Buy	11/02/2022	11/03/2022	11/03/2025	400,000.00	0.00	(400,000.00)
		356,098.87	2.982					357,366.87	(2,910.33)	(354,456.54)

* 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.

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR NOVEMBER 2022

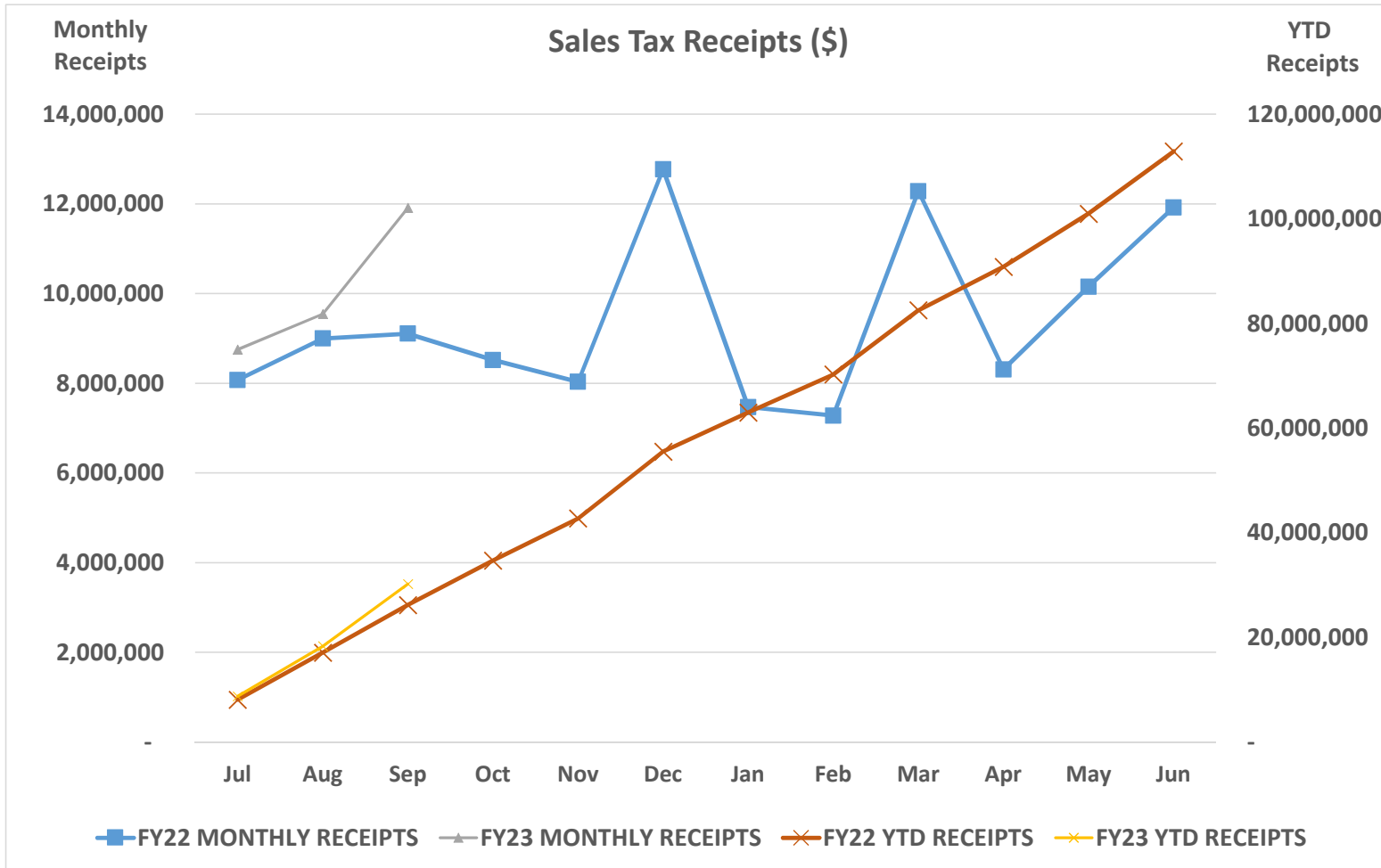
BUDGET AMENDMENTS

Amount	Line Item	Description
Nov-22		No Budget Amendments for November 2022
<u>\$ -</u>	Total	<u>\$ -</u> Total

BUDGET REVISIONS

Amount	Line Item	Description
Nov-22		No Budget Revisions for November 2022
<u>\$ -</u>	Total	<u>\$ -</u> Total

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2023
Measure A Sales Tax
November 2022**



* 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
NOVEMBER 2022

	FY22	FY23	MONTHLY	FY22	FY23	YTD
	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		(100.0%)	34,693,522		(100.0%)
Nov	8,032,736		(100.0%)	42,726,257		(100.0%)
Dec	12,772,114		(100.0%)	55,498,371		(100.0%)
Jan	7,468,855		(100.0%)	62,967,226		(100.0%)
Feb	7,276,489		(100.0%)	70,243,715		(100.0%)
Mar	12,281,405		(100.0%)	82,525,120		(100.0%)
Apr	8,307,361		(100.0%)	90,832,481		(100.0%)
May	10,152,361		(100.0%)	100,984,842		(100.0%)
Jun	11,921,111		(100.0%)	112,905,953		(100.0%)
Total	<u>112,905,953</u>	<u>30,210,810</u>				

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Nate Kramer, Chief People Officer
Subject: **Authorize Execution of Contracts to Renew Vision, Life and Accidental Death and Dismemberment, and Long-Term Disability Insurance Benefits**

Action

Staff recommends that the Board of Directors (Board) authorize the General Manager/CEO, or her designee, to execute contracts to renew the San Mateo County Transit District's (District) vision, life and accidental death and dismemberment (AD&D), and long-term disability (LTD) insurance benefits as follows:

1. Vision insurance coverage through Vision Service Plan (VSP) for a two-year period at an annual cost to the District estimated at \$120,000, for a total cost estimated at \$240,000.
2. AD&D insurance coverage through Reliance Standard Insurance Company (Reliance) for a two-year period at an annual cost to the District estimated at \$103,000, for a total cost estimated at \$206,000.
3. LTD insurance coverage through Reliance for a two-year period at an annual cost to the District estimated at \$83,000, for a total cost estimated at \$166,000.

Significance

A summary of each of the proposed benefit plans is set forth below.

Vision Insurance – VSP

VSP provides comprehensive vision insurance coverage for employees, dependents, spouses and domestic partners, and members of the Board. The vision insurance coverage provides a vision exam every 12 months with a \$20 co-payment fee, standard lenses every 12 months, and frames every 24 months. The District's premium for an individual will be \$5.85 per month, and the premium for family coverage will be \$13.77 per month, which represent slight increases (2%) over the District's most recent (2018) VSP contract.

The proposed VSP contract would be effective on a retroactive basis, beginning November 1, 2022 and running through October 30, 2024. Coverage provided under proposed contract would be effective January 1, 2023 through December 31, 2024, with no breaks in coverage, for an annual estimated cost of \$120,000 and a total estimated cost of \$240,000.

Life and AD&D Insurance – Reliance

The District currently provides a minimum of \$50,000 in life insurance and \$15,000 in AD&D insurance for all regular full-time employees and members of the Board of Directors. The District also provides \$25,000 in life insurance and \$7,500 in AD&D insurance for all regular part-time employees.

The proposed contract would renew coverage and with a slight increase in monthly premium rates for life insurance from \$0.125 to \$0.135 per \$1,000 of coverage. The monthly premium rates for the AD&D insurance would remain the same at \$0.20 per \$1,000 of coverage. Continuing with Reliance will ensure the same level of benefits without disruption.

The proposed Reliance contract would also apply retroactively and be effective June 1, 2022 through May 31, 2024. The Reliance coverage renewal will be effective January 1, 2023 and will continue through December 31, 2024, with no breaks in coverage, for an estimated annual cost to the District of \$103,000 and a total estimated cost of \$206,000.

LTD Insurance – Reliance

When an administrative employee has been disabled for more than 90 days, LTD insurance ensures that the employee can continue to receive up to 60 percent of their regular earnings, after accounting for workers' compensation, state disability, and other benefit payments. The plan also includes a survivor benefit and incentives for returning to work.

The proposed contract includes a slight increase in monthly premium rates for LTD insurance from \$0.16 to \$0.20 per \$100 of payroll. The maximum monthly benefit would remain \$7,500, with a maximum covered payroll of \$12,500 per month.

The proposed Reliance contract would be retroactive and effective June 1, 2022 through May 31, 2024. The Reliance coverage would be effective January 1, 2023 and will continue through December 31, 2024, with no breaks in coverage, for an estimated annual cost of \$83,000 and a total estimated cost of \$166,000.

Budget Impact

Funds for vision, Life/AD&D and LTD coverage through the end of the current fiscal year (FY) were included in the FY 2023 Operating Budget. Funds for future year coverages will be included in future operating budgets.

Background

The District's health and welfare benefits are provided through a combination of providers, including CalPERS health, Delta Dental, VSP and Reliance.

Vision Insurance – VSP

In November 2018, the District entered into a four-year contract with VSP for the provision of vision insurance coverage, which expired in November 2022. VSP has proposed a new two-year

contract, effective November 2022, with a slight 2% increase in rates. The actual costs to the District will vary based on the number of enrolled participants.

The new contract includes an increase in annual frames allowance from \$125 to \$200 plus 20% discount, Costco allowance from \$70 to \$110, and Walmart/Sam's Club allowance from \$125 to \$200.

VSP will continue to provide the optional Easy Options Buy-Up Plan under which participants and their dependents have the flexibility to individually choose to upgrade coverage at the time of service. Participants and their dependents will have the option to: (1) enhance their frames allowance from \$200 to \$325, (2) enhance contacts allowance from \$125 to \$200, (3) cover anti-reflective coating in full, or (4) cover progressive lenses in full. Should a participant choose to exercise the optional Buy-Up Plan, the participant will pay the difference between the District's cost of the basic vision coverage and the buy-up rate.

The cost to participants for the Buy-Up Plan will be \$11.06 per month for an individual and \$26.09 per month for a family, which can be deducted from employees' pay on a pre-tax basis. Participants and dependents can choose from among the covered upgrades to select the one that gives them the most value based on their unique needs.

Life and AD&D Insurance – Reliance

Renewing coverage through Reliance will ensure the same level of benefits with a slight increase in costs, without the inconvenience of switching carriers. The rate is guaranteed through June 2024.

Reliance also provides Optional Life insurance coverage for employees, matching the current benefit levels with a guaranteed issue amount of \$200,000. The optional life insurance benefit is an employee-paid benefit.

LTD Insurance – Reliance

The District has provided LTD coverage for full-time non-bargaining employees for the past 32 years. Renewing the contract with Reliance will ensure the same level of benefits with a slight increase in costs without the added inconvenience of switching carriers. The rate is guaranteed through June 2024.

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 the Execution of Contracts to Renew Vision, Life and Accidental Death
and Dismemberment, and Long-term Disability Insurance Benefits**

Whereas, the San Mateo County Transit District (District) provides vision, life and accidental death and dismemberment (AD&D), and long-term disability (LTD) insurance coverage for its employees; and

Whereas, Vision Service Plan (VSP), the District's current provider of vision insurance coverage, has proposed a two-year contract to renew the District's plan with similar benefit levels as under the prior contract, with a slight 2% increase in rates, at an estimated annual cost to the District of \$120,000, for a total estimated cost of \$240,000; and

Whereas, Reliance Standard Life Insurance Company (Reliance), the District's current provider of Life and AD&D insurance, has proposed a contract to renew the District's current Life and AD&D insurance for two years with the same benefit levels as provided under the prior contract, with a slight increase rates, for an annual estimated cost to the District of \$103,000, and a total estimated cost of \$206,000; and

Whereas, Reliance, the District's current provider of LTD insurance, has proposed a contract to renew the District's LTD insurance for two years with the same benefit levels as under the prior contract, with a slight increase in rates, for an estimated annual cost to the District of \$83,000, and a total estimated cost of \$166,000; and

Whereas, staff recommends that the Board authorize execution of contracts:

1. With VSP for vision insurance coverage for a two-year period beginning November 1, 2022, at a total estimated cost of \$240,000, as detailed above; and
2. With Reliance for Life and AD&D insurance coverage for a two-year period beginning June 1, 2022, at a total estimated cost of \$206,000, as detailed above; and
3. With Reliance for LTD insurance coverage for a two-year period beginning June 1, 2022, at a total estimated cost of \$166,000, as detailed above.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO, or her designee, to execute contracts to renew insurance coverages under terms consistent with those set forth above and in the staff report presented with this resolution as follows:

1. Vision insurance coverage through Vision Service Plan at an annual estimated to the District of \$120,000, for a total estimated cost of \$240,000;
2. Life and AD&D insurance coverage through Reliance Standard Life Insurance Company at an annual estimated cost to the District of \$103,000, for a total estimated cost of \$206,000;
3. LTD insurance coverage through Reliance at an annual estimated cost to the District of \$83,000, for a total estimated cost of \$166,000.

Regularly passed and adopted this 4th day of January, 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: Nate Kramer, Chief People Officer
Subject: **Resolution of Intention to Amend the Contract with the California Public Employees' Retirement System to Provide for Military Service Credit**

Action

Staff recommends the Board of Directors (Board) adopt a Resolution of Intention to amend the San Mateo County Transit District (District) contract with the California Public Employees' Retirement System (CalPERS) to add military service as public service for which service credit may be purchased.

Significance

Adding the option to purchase service credit for military service will (1) allow the District to recognize employees who, as veterans, have served our country, and (2) enhance the District's ability to recruit and retain District employees.

The contract amendment will allow employees who are veterans of a branch of the U.S. military (Army, Navy, Marine Corp, Air Force, and Coast Guard) to purchase up to four years of service credit for their military service prior to becoming a CalPERS member.

Entering into the contract amendment to add this option involves a two-step process. This is the first step in the process.

Budget Impact

Once the District's CalPERS contract is amended, qualified employees who opt to purchase service credit for must pay the cost of the resulting benefit increases, as determined by CalPERS based on actuarial assumptions in effect at the time of purchase. Any future changes to actuarial assumptions or divergence of experience from those assumptions will not affect the member's cost, but may result in additional unfunded accrued actuarial liability cost to the District.

Background

The District strives to continue to attract and retain a highly-skilled and motivated workforce to carry out critical programs of the District, the Peninsula Corridor Joint Powers Board, the San Mateo County Transportation Authority and the San Mateo County Express Lanes Joint Powers Authority. The addition of this service credit purchase option will allow our employees who served our country to increase their retirement benefits.

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**

**Expressing Intention to Approve an Amendment to the Contract
with the Board of Administration of the California Public Employees' Retirement System**

Whereas, California's Public Employees' Retirement Law (Law) permits the participation of public agencies and their employees in the Public Employees' Retirement System (CalPERS) by the execution of a contract, and sets forth the procedure by which said public agencies may elect to subject themselves and their employees to amendments to said Law; and

Whereas, the San Mateo County Transit District participates in the CalPERS pension system under a contract with the CalPERS Board of Administration, which governs the retirement benefits available to District employees;

Whereas, the District desires to amend its contract with CalPERS to enable employees who are veterans of the U.S. military to purchase credit for military service before they joined CalPERS; and

Whereas, one of the steps in the procedures to amend the District's CalPERS contract is Board of Directors adoption of a resolution giving notice of its intention to approve an amendment to said contract, which resolution shall contain a summary of the change proposed in said contract; and

Whereas, the following is a statement of the proposed change: To provide Section 21024 (Military Service Credit as Public Service) for local miscellaneous members.

Now, Therefore, Be It Resolved that the governing body of the San Mateo County Transit District does hereby give notice of intention to approve an amendment to its contract with the Board of Administration of the Public Employees' Retirement System, a copy of said amendment being attached hereto, as an "Exhibit" and by this reference made a part hereof.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Resolution No. 2023-

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

* * *

Recognizing January as National Slavery and Human Trafficking Prevention Month

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

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

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

Whereas, according to the U.S. Department of State, approximately 1,334 individuals were trafficked in 2022; and

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

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

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

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

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

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**Resolution No. 2023 -
Board of Directors, San Mateo County Transit District
State of California
Resolution of Appreciation for**

Carole Groom

Whereas, Director Carole Groom began her tenure on the San Mateo County Transit District (District) Board of Directors in 2008; and

Whereas, Director Groom served as chair of the District Board in 2019 and 2013; and

Whereas, Director Groom has been an advocate for important transportation issues and improvements, bringing a strong sense of initiative to the Board and furthering SamTrans' goal of providing quality transportation service to improve the quality of life for the communities we serve throughout San Mateo County; and

Whereas, Director Groom has been a wonderful asset to the Board and the District, bringing professional insight and thoughtful advice in making critical decisions for the agency; and

Whereas, Director Groom was a significant part of the decision-making process related to the coronavirus (COVID-19) pandemic, including the endorsement of the Bay Area Healthy Transit Plan, a regional transit plan that outlined best practices for frequent cleaning, personal protective equipment, face coverings, physical distancing, ventilation, and touchless fares to ensure that public transit was safe for all Bay Area residents and transit employees; and

Whereas, Director Groom supported the adoption of the final new SamTrans bus network as recommended by *Reimagine SamTrans*, a nearly three-year analysis of the bus system designed to improve service and respond to ridership and travel patterns throughout San Mateo County; and

Whereas, Director Groom supported the SamTrans Youth Unlimited Pass Program, in partnership with the San Mateo County Office of Education, that permanently gives low-income students free rides on all SamTrans buses; and

Whereas, Director Groom supported the adoption of SamTrans' participation in the Clipper START program, which allow adults ages 19-64, who have lower incomes, to receive fare discounts on select transit services around the region; and

Whereas, Director Groom pushed for the expansion of the SamTrans Way2Go Pass, expanding the program so that educational institutions and residential complexes can participate as well as employers, helping to provide the benefits of transit to a wider range of people; and

Whereas, Director Groom helped SamTrans officially launch Wi-Fi on every vehicle in its bus fleet, allowing SamTrans riders to use the internet while on board; and

Whereas, Director Groom was vital to the passage of Measure W, providing SamTrans with a much-needed revenue source that allows for new and innovative approaches to providing transit services to those who need them;

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors hereby commends and expresses its sincere appreciation to **Carole Groom** for her outstanding service to the District, her many accomplishments on the Board and for her collaborative leadership on matters of public transit, and wishes her congratulations on her retirement from this Board and the San Mateo County Board of Supervisors.

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



Chair, San Mateo County Transit District

Resolution No. 2023-
Board of Directors, San Mateo County Transit District
State of California
Resolution of Appreciation for

Dave Pine

Whereas, Director Dave Pine began his tenure on the San Mateo County Transit District (District) Board of Directors in 2017; and

Whereas, Director Pine has been an advocate for important transportation issues and improvements, bringing a strong sense of initiative to the Board and furthering SamTrans' goal of providing quality transportation service to improve the quality of life for the communities we serve throughout San Mateo County; and

Whereas, Director Pine has been a wonderful asset to the Board and the District, bringing professional insight and thoughtful advice in making critical decisions for the agency; and

Whereas, Director Pine served on numerous Board standing and ad hoc subcommittees, including the Finance Committee, Strategic Planning, Development & Sustainability Committee, and the Dumbarton Rail Corridor and Get Us Moving San Mateo County ad hoc committees; and

Whereas, Director Pine supported the adoption of the final new SamTrans bus network as recommended by *Reimagine SamTrans* in 2022, an overhaul of the bus network system designed to improve service and respond to ridership and travel patterns throughout San Mateo County; and

Whereas, Director Pine supported the SamTrans Youth Unlimited Pass Program, in partnership with the San Mateo County Office of Education, that permanently gives low-income students free rides on all SamTrans buses; and

Whereas, Director Pine supported the adoption of SamTrans' participation in the Clipper START program, which allows those adults ages 19-64 who have lower incomes to receive fare discounts on select transit services around the region; and

Whereas, Director Pine encouraged for the expansion of the SamTrans Way2Go Pass, expanding the program so that educational institutions and residential complexes can participate as well as employers, helping to provide the benefits of transit to a wider range of people; and

Whereas, Director Pine helped SamTrans officially launch Wi-Fi on every vehicle in its bus fleet, allowing SamTrans riders to use the internet while on board; and

Whereas, Director Pine was vital to the passage of Measure W, providing SamTrans with a much-needed revenue source that allows for new and innovative approaches to providing transit services to those who need them; and

Whereas, Director Pine was a significant part of the decision-making process related to the coronavirus (COVID-19) pandemic, including the endorsement of the Bay Area Healthy Transit Plan; and

Whereas, Director Pine has been a strong advocate for SamTrans in his role on the Caltrain Board, pushing for a fair and equitable agreement that ensured that SamTrans was fairly compensated for its initial investment in the Caltrain corridor; and

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors hereby commends and expresses its sincere appreciation to **Dave Pine** for his outstanding service to the District, for his collaborative leadership on matters of public transit, and wish him good fortunes in his future endeavors.

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



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2023

PETER RATTO, CHAIR
 JOSH POWELL, VICE CHAIR
 MARIE CHUANG
 MARINA FRASER
 JEFF GEE
 ROSE GUILBAULT
 RICO E. MEDINA
 DAVE PINE

APRIL CHAN
 GENERAL MANAGER/CEO



Memorandum

Date: December 28, 2022
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: General Manager/CEO Report

Ridership Recovery

SamTrans year to date ridership for the first four months of FY 2023, ending in October 2022 was 76.2 percent of its ridership compared to the same period in FY 2020 (pre-pandemic). The SamTrans ridership recovery rate of 76.2 percent compares favorably against local peer agencies and with out-of-state bus public transportation agencies.

	YTD Total Trips October 2019	YTD Total Trips October 2022	YTD Recovery Rate
SamTrans	3,826,290	2,915,468	76.2%
AC Transit	19,068,053	11,466,943	60.1%
SFMTA	70,869,609	42,807,699	60.4%
VTA	9,532,573	6,371,843	66.8%
Dallas	13,115,194	7,727,582	58.9%
Seattle - King	41,819,632	23,012,862	55.0%
Chicago	82,502,707	50,763,132	61.5%
Atlanta	18,139,975	10,677,058	58.9%
New York MTA	245,579,098	166,679,475	67.9%
National Bus	1,570,337,653	1,054,826,986	67.2%
Caltrain	6,713,960	1,885,115	28.1%
BART Extension	4,739,580	1,970,496	41.6%
National Rail	1,678,425,849	1,011,217,472	60.2%

Bus Operator Staffing

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	9	302**

* **Class 177 began training on December 5, 2022, scheduled to graduate on January 27, 2023.**

** Includes bus operators assigned to the extra board.

MTC and Regional Coordination Update

The Regional Network Management Business Case Advisory Group (AG) had their final meeting on December 12, 2022. The AG is a 14-member body which included membership from seven transit operators and seven stakeholders. MTC staff and consultants at the meeting presented the final proposed governance framework and operating model for Regional Network Management (RNM).

District staff will provide more information on the final proposed RNM governance framework, and the next steps/milestones for standing up the RNM in a staff presentation at the January 4 Board meeting. The presentation will also include an overview of District staff’s participation in ongoing MTC regional coordination, project updates on other key MTC-led initiatives (e.g., Fare Integration, Next Generation Clipper, Mapping and Wayfinding), and a look ahead of upcoming items that District staff will bring to the Board for information and consideration in the next few months.

Safety Campaign

The Safety Campaign continues to focus on passenger safety when boarding a bus.

Bus Operator Recognitions

Congratulations to the following Operators who achieved a milestone Safe Driver Award in 2022. Safe Driver awards are recognized by the National Safety Council and are given to drivers who operate a vehicle, uphold high safety performance standards and are skilled in driving without having a preventable accident.

<u>SAFE DRIVER MILESTONE AWARDS</u>			
10 Years	15 Years	20 Years	35 Years
AVALOS, DOUGLAS BELFREY, MICHAEL MONROE, STACY EACKLES, MARVIN BOLDS, SHARITA OVILLE, ALBERT	MACALINO, ANTONIO VERGARA, WILLIAM GRANILLO, ROGER OPAON, CHRISTOPHER VORAKITAKI, KINI BAILEY, RICHARD MANANGU, GILBERT VALENCIA, FILOMENO	GONZALES, CESAR CASTAGNOLA, STEVEN CLAVIJO, WILFREDO CHAVARRIA, WILLIAM SALAH, SAMIR EGUILOS, RODRIGO TRIVINO, JASON ESPINO, RENE STOCKSTILL, LEVI THOMAS, ALTRENET ZARO, HUSNI	CHANDRA, DEVENDRA

For the month of November, **Ladie Caballa** is the Operator of the Month at North Base and **Kini Vorakitaki** is at South Base. Ladie has been driving with the District for one year, and this is his first Operator of the Month award. This is Kini's second time as Operator of the Month in his twenty-one years of service with the District.

Bus Maintenance Recognitions

Julian Deala is the Mechanic of the Month at North Base and **Francisco Estrada** is the November Mechanic of the Month at South Base.

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Joan Cassman, Legal Counsel

Subject: **Update on Policy Regarding New Brown Act Remote Meetings Exceptions and Potential Legislative Positions Related to Remote Meeting Exceptions**

Action

Legal Counsel will provide an update on:

1. A draft policy for all San Mateo County Transit District (District) Regular and Special Board of Directors (Board) and Standing Committee¹ meetings to reflect new remote meetings exceptions recently added to the Ralph M. Brown Act (the Brown Act) by Assembly Bill (AB) 2449 and Governor Newsom's anticipated withdrawal of the COVID-19 State of Emergency; and
2. Options for taking positions on potential legislation related to AB 2449.

No action is proposed for this January 4, 2023 Board meeting. Staff will return to the Board with a request for action in February, as detailed further below.

Significance

Legal Counsel and staff have prepared a draft policy on administration of AB 2449 for the Board's consideration. The proposed policy would provide District Board members, staff and the public with clear direction on options for, and limits on, directors' participation in Board and Committee meetings via teleconference after the end of the COVID-19 State of Emergency, and a process for Board members to participate remotely under AB 2449, as described below. In addition, the proposed policy would clarify the role of the District Secretary in implementing the policy to ensure efficiency, maintain transparency in public meetings, and provide the public with adequate notice of changes to meeting formats. Finally, the proposed policy would maximize the public's opportunity to participate in future meetings of the Board and its Standing Committees, both remotely and in person. With the Board's approval, the proposed policy would take effect upon the end of the COVID-19 State of Emergency (currently anticipated to occur on February 28, 2023).

¹ The Board currently has five Standing Committees: Finance; Community Relations; Strategic Planning, Development and Sustainability; Legislative, and Audit. Ad hoc advisory committees are permitted to meet remotely/telephonically (rather than in person) without restriction.

Staff and Legal Counsel may return to the Board in the coming months to discuss meeting requirements and options for the SamTrans Citizens Advisory Committee, Measure W Citizens' Oversight Committee and SamTrans Accessibility Advisory Committee.

There is no legal requirement for the Board to adopt a policy governing compliance with AB 2449, but some agencies (including the Peninsula Corridor Joint Powers Board) are doing so to ease implementation.

In addition, some agencies are taking action at the start of the next State legislative session to establish their positions on potential additional changes to the Brown Act. For example, the City of San Carlos has authorized the Mayor, on behalf of the City Council, to sign a letter to the State Legislature urging amendments to the new rules established by AB 2449. A copy of San Carlos' letter is attached as an exhibit to this staff report. The District's current draft legislative program does not include support for Brown Act amendments. Accordingly, additional input would be required for staff or Board leadership to sign a similar letter or otherwise advocate for expanded remote meeting participation options under the Brown Act.

This purpose of this informational item is to solicit the Board's feedback and comments on the proposed policy and on whether the District should take a position on further Brown Act amendments related to remote meeting participation.

Budget Impact

There is no budget impact associated with adopting the policy or taking a legislative position.

Background

The Brown Act was enacted in 1953 to guarantee the public's right to attend and participate in meetings of local government legislative bodies.² As "local legislative bodies," a quorum of the District's Board (e.g., 5 members) and Standing Committees (typically 2 members) may only discuss matters within the body's subject-matter jurisdiction when doing so in compliance with the many requirements set forth in the Brown Act, including that the meetings must be open and accessible to the public, that agendas describing all planned actions and discussions must be published at least 24 hours in advance of any Special Meeting or 72 hours in advance of any Regular Meeting, and that the Board and Standing Committees may only meet in Closed Session for specific reasons delineated in the law.

For many years, the Brown Act has permitted members of local legislative bodies to participate in public meetings via teleconference only when:

1. each remote location is open and accessible to the public, and connected to the main meeting location by telephone, video, or both;
2. the notice and agenda of the meeting identify the address of each remote location;
3. the agenda is posted at each remote location;

² Cal. Gov. Code § 54950 *et seq.*

4. all votes are taken by roll call;
5. the public is given an opportunity to address the legislative body and otherwise participate at each remote location; and
6. at least a quorum of the legislative body participate from locations within the agency's jurisdiction (but other members may participate from outside the jurisdiction).³

Meetings During the COVID-19 State of Emergency

During the early months of the COVID-19 pandemic, Governor Newsom issued multiple Executive Orders that suspended certain portions of the Brown Act to enable fully remote meetings of local legislative bodies, without requiring compliance with certain aspects of the Brown Act teleconference rules enumerated above. These Executive Orders were later replaced by Assembly Bill (AB) 361, enacted in 2021, which amended the Brown Act to permit local agencies to meet remotely during a proclaimed state of emergency without having to notice the remote locations from which members participate, or make those locations accessible to the public, provided the legislative bodies make certain findings regarding public health and safety.⁴

On October 17, 2022, the Governor announced his intent to withdraw the COVID-19 State of Emergency on February 28, 2023. After the Governor withdraws the state of emergency, the teleconference exceptions afforded by AB 361 will no longer be available to the District Board and its Standing Committees.⁵

Meetings After the COVID-19 State of Emergency

Once the flexibility provided under AB 361 is not available to local legislative bodies, the traditional teleconferencing rules under the Brown Act will again become the primary method of remote participation by Board and Standing Committee members who are unable – or choose not – to attend meetings in person.

However, in addition, AB 2449 amended the Brown Act in 2022 to provide an alternative way for members of local legislative bodies to participate in meetings remotely, even when there is no state of emergency, until January 1, 2026.⁶ Under AB 2449, Board and Standing Committee members may participate in meetings without identifying the member's location on the agenda or making the location accessible to the public if:

- a. a quorum of members participate in the meeting in person from a singular physical location that is clearly identified on the agenda, open to the public, and situated within the local agency's jurisdiction;

³ Cal. Gov. Code § 54953(b).

⁴ Codified at Cal. Gov't Code § 54953(e)(3) until January 1, 2024, at which point the subsection will be repealed.

⁵ If the Governor opts to continue the State of Emergency, or declares a subsequent State of Emergency, the teleconference exceptions afforded by AB 361 will remain available, or again become available, until as late as January 1, 2024. Absent further legislative action, teleconference exceptions created by AB 361 will be repealed by operation of law on January 1, 2024.

⁶ Codified at Cal. Gov. Code § 54953(f) until January 1, 2024, when it will be renumbered as § 54953(e) until January 1, 2026, when that subsection also will be repealed.

- b. the public can remotely hear, visually observe, and address the body at the meeting through (i) audio-video teleconference, or (ii) a combination of audio teleconference and live-streaming video technology;
- c. the agenda must provide notice of the means by which members of the public may access the meeting and offer public comment, and identify and include an opportunity for all persons to attend and address the legislative body;
- d. the member participating remotely under AB 2449 has:
 - i. notified the legislative body of their intent to participate remotely for "just cause," and provided a description of the reason; or
 - ii. made a request to participate remotely due to "emergency circumstances" and the legislative body takes action to approve the request; and
- e. the member participating remotely under AB 2449 uses both audio and visual technology to allow members of the public to see and hear them, and publicly discloses whether any other individual over the age of 18 is present at their remote location.

Just Cause

AB 2449 defines "just cause" as one or more of the following: (i) a childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires a member to participate remotely; (ii) a contagious illness that prevents a member from attending in person; (iii) a need related to a physical or mental disability, as defined by statute; or (iv) travel while on official business of the legislative body or another state or local agency.

Emergency Circumstances

"Emergency circumstances" is defined as physical or family medical emergencies that prevent members from attending in person.

Limitations

A member may rely upon the "just cause" exception no more than two times per calendar year. When combining the "just cause" and "emergency circumstances" exceptions, no member may participate remotely under AB 2449 for more than (a) three consecutive months, (b) 20% of the regular meetings in a calendar year (i.e., no more than 2 of 12 monthly regular meetings per year), or (c) two meetings in a calendar year if the legislative body has fewer than 10 regular meetings in that year.⁷

Absent additional legislative action at the State level, the remote meeting alternative created through AB 2449 will be repealed as of January 1, 2026.

San Carlos Letter to the Legislature

The City Council for San Carlos has authorized its Mayor to sign a letter urging State legislators to amend the rules established by AB 2449. The letter explains how AB 2449 is unnecessarily restrictive and urges changes to the law, as follows:

⁷ These limitations will be applied separately for each legislative body. For purposes of the District's Board, each Standing Committee is considered a separate "local legislative body" even though Standing Committees often meet on the same day as the full Board.

1. Just cause travel. AB 2449's "just cause" requirement allows travel while on business of the legislative body or another state or local agency, but not travel related to an individual's occupation. The letter raises an equity concern that participation in local and regional government may be limited to officials at a certain socioeconomic level, and suggests that travel for any member's occupation should be included under "just cause."
2. Cap on number of remote meetings allowed. The letter suggests that the limitation on the number of meetings that may be attended remotely appears arbitrary. The letter offers some alternatives, including mandating a "floor" for in-person meetings and allowing flexibility for regional boards and their standing committees.
3. Quorum. The letter suggests that requiring a quorum at a single physical location for regional boards and their committees, and mandating that members of these bodies travel long distances to attend in-person meetings, is inconsistent with the State's efforts to curb greenhouse gas emissions and seems arbitrary and particularly burdensome when regional boards are comprised of a geographically-diverse membership of representatives from multiple cities and counties. The letter suggests that local legislative bodies should have the option of deciding how many meetings should be attended in-person versus remote.
4. Webcasting Technology. The letter explains that regional boards meet in a variety of locations, many of which are not equipped with the webcasting technology needed for hybrid remote and in-person meetings. Under AB 2449, regional boards without hybrid meeting technology will need to pivot from online meetings to entirely in-person meetings.
5. Disclosure. The letter raises a concern that the requirement for members participating remotely to publicly disclose any individual in the room over the age of 18 is a privacy violation.

The letter requests that AB 2449 be amended to provide more flexibility for regional agencies and local governing bodies.

Prepared By: Shayna van Hoften Legal Counsel

415-995-5880

Policy Regarding Remote Participation in Meetings of the Board of Directors of the San Mateo County Transit District

Principles and Purpose

The Board of Directors (Board) of the San Mateo County Transit District (District) is committed to the principles of government transparency, the promotion of public participation, and compliance with the Ralph M. Brown Act, codified at California Government Code section 54950, *et seq.*

The purpose of this Policy is to establish clear guidance for members of the District Board, District staff, and the public regarding remote participation in Regular and Special meetings of the Board and its Standing Committees¹.

I. In-Person Participation in Meetings

- A. Members of the Board and Committees may participate in public meetings from the auditorium at the District's administrative headquarters at 1250 San Carlos Avenue, in San Carlos, California, or at another location that is noticed on the agenda for the meeting, subject to the health and safety policies of the District.
- B. Members of the public may participate in Board and Committee meetings in person at the same location, subject to the health and safety policies of the District, or from any other location that is noticed on the agenda for the meeting.

II. Remote Participation Under the "Teleconferencing" Provisions of the Brown Act

- A. Members of the Board and Committees may participate remotely in Board and Committee meetings under the "teleconferencing" provisions of the Brown Act², as they may be amended from time to time.
- B. Members of the Board and Committees participating in meetings under the "teleconferencing" provisions of the Brown Act must:
 - 1. Provide the address of the location from which they will be participating to the District Secretary at least four days in advance of the scheduled meeting;
 - 2. Ensure that the location is open and accessible to the public throughout the meeting, and that attendees can hear the meeting from such locations (e.g., on a speakerphone); and

¹ This Policy applies only to the Board and its Standing Committees, of which there are five as of adoption of this Policy: Finance; Community Relations; Strategic Planning, Development and Sustainability; Legislative, and Audit. Ad hoc advisory committees are not subject to this Policy.

² As permitted by Cal. Gov. Code section 54953(b).

3. Ensure that the meeting agenda is posted in a publicly-accessible place at the remote location.
- C. Members of the public may attend, hear and make public comments at locations used by Board and Committee members under the "teleconferencing" provisions of the Brown Act.

III. Remote Participation Due to "Just Cause" or "Emergency Circumstances"

- A. Members of the Board and Committees may participate remotely in Board and Committee meetings under the "just cause" and "emergency circumstances" provisions of the Brown Act³, as they may be amended from time to time, until they are repealed by the State.
- B. **Just Cause**
 1. A member of the Board or a Committee may participate remotely in a meeting of the Board or Committee without noticing the location from which they are participating or making the location accessible to the public if the member:
 - i. Notifies the Board or Committee Chair, and the District Secretary, of the member's need to participate remotely due to "just cause" at least four days before the meeting; and
 - ii. Provides the Board or Committee Chair, and the District Secretary, a general description of the circumstances relating to the member's need to appear remotely in the meeting.
 2. "Just cause" is defined as: childcare or caregiving of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires remote participation; a contagious illness that prevents a member from attending in person; a need related to a physical or mental disability; and travel while on official business of the legislative body or another state or local agency.⁴
 3. A member may participate in meetings remotely for "just cause" no more than twice per legislative body per calendar year. For purposes of this limit, the Board and each Committee are considered separate legislative bodies.
 4. The District Secretary shall alert the Chair of the Board or Committee and members if it appears that a quorum of members will not be physically present at a meeting for which a member or members have provided notice of their intent to participate remotely for just cause.

³ As permitted by Cal. Gov. Code § 54953(f) until January 1, 2024, when it will be renumbered as § 54953(e) until January 1, 2026, when the subsection will be repealed.

⁴ As defined by Cal. Gov. Code section 54953(j) until January 1, 2024, when it will be renumbered as § 54953(i) until January 1, 2026, when the subsection will be repealed.

C. Emergency Circumstances

1. A member of the Board or a Committee may participate remotely in a meeting of the Board or Committee without noticing the location from which they are participating or making the location accessible to the public if the member submits a request to participate remotely due to emergency circumstances to the Board or Committee Chair, and District Secretary, in advance of the meeting, and the Board or Committee approves the request.⁵
2. “Emergency circumstances” is defined as a physical or family medical emergency that prevents a member from attending in person.⁶
3. **Process**
 - i. Any member requesting to participate in a meeting remotely due to emergency circumstances shall alert the Board Chair or Committee Chair, and District Secretary, as soon as practicable. The member must provide a brief (e.g., no more than 20 words), general description of the emergency circumstances. The member does not need to disclose any medical diagnosis or disability, nor any personal identifying information regarding a patient’s medical history, mental or physical condition, or related treatment.
 - ii. A member requesting permission to participate remotely in multiple meetings must make a separate request for each meeting.
 - iii. When the Board or a Committee receives a member’s request to participate remotely due to emergency circumstances, the Board or Committee shall vote on whether to approve the request at the subject meeting.
 - iv. The Board or Committee will act on a member's request to participate remotely due to emergency circumstances at the beginning of the meeting before considering other items of business even if the proposed action on the request is not placed on the posted agenda for the meeting.
 - v. If a quorum of the Board or Committee will not be physically present at the meeting for which a request is made, the Board or Committee must deny the request or cancel the meeting.

⁵ As permitted by Cal. Gov. Code § 54953(f) until January 1, 2024, when it will be renumbered as § 54953(e) until January 1, 2026, when the subsection will be repealed.

⁶ As defined by Cal. Gov. Code section 54953(j) until January 1, 2024, when it will be renumbered as § 54953(i) until January 1, 2026, when the subsection will be repealed.

D. Agenda Notices

1. It is the intent of the District to provide notice of remote participation due to just cause or emergency circumstances as soon as practicable.
2. If a notice and agenda for a meeting has been posted without the information required for remote or teleconference attendance, and the District Secretary then receives a notification or request for remote participation, the District Secretary shall expeditiously post a revised agenda including a link to a teleconferencing platform to allow the public and the Board or Committee member(s) to participate remotely. In the case of a request for remote participation due to emergency circumstances at least 72 hours before a Regular Meeting or 24 hours before a Special Meeting, the revised agenda should include an item for consideration of the member's request.
3. When the Board or Committee votes to approve a request for remote participation due to emergency circumstances in advance (e.g., at a prior meeting), the District Secretary shall indicate that the Board or Committee approved the prior request and that the meeting is a hybrid remote meeting in compliance with Government Code § 54953.

E. Combined Limits on Remote Participation. A member may rely on the remote meeting exception no more than:

1. three months in a row;
2. at more than 20 percent of the regular meetings in a calendar year (i.e., no more than 2 of 12 monthly regular meetings); or
3. at more than 2 meetings in a calendar year if the Board or Committee has fewer than 10 regular meetings in that year.

Dear Assemblymember Rubio:

Thank you for your leadership in the State Assembly on critical issues ranging from pre-school education and safe drinking water, to continuous medical care for children under the age of five and transparency and flexibility in public meetings. We appreciate your inclusive approach to addressing the needs of all Californians and empowering communities to come together to create positive change for all.

We are writing to request that Assembly Bill (“AB”) 2449 be amended to allow city councils, their standing committees, and regional boards more flexibility to establish their own teleconference requirements related to quorums, just cause and emergency requirements, and limitations on the number of remote meetings members may attend.

In March 2020, the Governor issued Executive Order N-29-20, giving local agencies more flexibility to deploy teleconferencing, and it was a monumental success. It protected the health and safety of civil servants and the public, while effectively and efficiently conducting the public’s business.

Teleconferencing during the pandemic increased public participation, reduced single occupancy vehicle trips and travel costs, and decreased greenhouse gas (GHG) emissions.

We believe there are several unintended consequences of AB 2449 and respectfully request that the following requirements be considered for amendment:

1. **Just cause travel.** Local city councils and their standing committees are often comprised of individuals with full-time occupations. AB 2449’s “just cause” requirement unfairly allows travel while on business “of the legislative body or another state or local agency,” but not travel related to an individual’s occupation. This raises an equity concern that participation in local and regional government would be limited to officials at a certain socioeconomic level. Travel for a member’s occupation should be allowed under “just cause.”
2. **Cap on number of remote meetings allowed.** The limitation on the number of meetings that may be attended remotely appears arbitrary. The State could consider mandating a “floor” for in-person meetings, i.e. at least two meetings per year must be in person, and allow regional boards and standing committees maximum flexibility in determining the “ceiling” or “cap” on the number of remote meetings permissible. To contrast, local officials serve in the communities in which they live and the return to in-person meetings for local jurisdictions is not an issue. Nonetheless, local jurisdictions and their constituents are best suited to decide whether to host in-person or virtual meetings and to decide the limitations of those meetings.
3. **Quorum.** Requiring a quorum at a single physical location for regional boards and their subcommittees, and mandating that members of these bodies travel long distances to attend in-person meetings, contradicts the State’s efforts to curb GHG emissions and seems arbitrary and particularly burdensome when regional boards are comprised of a geographically diverse membership of cities and counties. Regional boards, as well as standing committees of a city council should be allowed to stay 100% remote, with the option of deciding as a body, how many meetings should be attended in-person versus remote.

4. **Webcasting technology.** Unlike local city councils, regional boards meet in a variety of locations that often are not equipped with webcasting technology to enable hybrid meetings. Under AB 2449 regional boards will need to pivot from online meetings to in-person meetings.

5. **Disclosure.** The requirement to publicly disclose any individual in the room over the age of 18 is a privacy violation. For example, if a member is under the care of an at-home nurse, this should not need to be shared publicly.

We have serious concerns regarding AB 2449's measures to limit remote teleconferencing to a handful of emergency or restrictive just cause approvals. Without amendment, these measures will result in unnecessarily long travel times to meetings, suppressed attendance, and difficulty reaching quorum, which will in turn negatively impact the governing body's productive work.

We respectfully request that AB 2449 be amended to provide more flexibility to regional agencies and local governing bodies. The Brown Act ensures that officials and their constituents can have open and transparent meetings, which we now know can occur using modern technology. As representatives of local governments and regional boards, we believe in the benefit of increased access in our communities. We look forward to collaborating with you to promote greater flexibility and participation in the decision making process by incorporating the changes we have proposed. Thank you for your time and consideration of this important matter that impacts all of us.

Sincerely,

Adam Rak, Mayor, City of San Carlos
Sara McDowell, Councilmember, City of San Carlos

cc: Senator Josh Becker
Assemblymember Diane Papan



BOARD OF DIRECTORS 2023

PETER RATTO, CHAIR
JOSH POWELL, VICE CHAIR
MARIE CHUANG
MARINA FRASER
JEFF GEE
ROSE GUILBAULT
RICO E. MEDINA
DAVE PINE

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

Legislative Committee Committee of the Whole

San Mateo County Transit District

Wednesday, January 4, 2023 – 2:30 pm

- | | |
|--|---------------|
| 10.a.1. Call to Order | |
| 10.a.2. Approval of Minutes of the Legislative Committee Meeting of December 7, 2022 | Motion |
| 10.a.3. Adoption of 2023 Legislative Program | Motion |
| 10.a.4. State and Federal Legislative Update | Informational |
| 10.a.5. Adjourn | |

Committee Members: Rico E. Medina (Chair)

Note:

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

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

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

December 7, 2022

Committee Members Present: R. Medina (Chair), C. Stone

Committee Members Absent: C. Groom

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

Other Board Members Absent: None

Staff Present: A. Chan, C. Mau, J. Cassman, D. Olmeda, J. Brook, D. Seamans

9.d.1. Call to Order

Committee Member Charles Stone called the meeting to order at 4:33 pm.

Committee Member Stone took Item #9.d.2 out of order.

9.d.3. 2023 Draft Legislative Program

Jessica Epstein, Manager, Government and Community Affairs, reviewed updates and additional work to the legislative program for the upcoming year, including advocacy for equitable transportation projects and funding.

9.d.4. State and Federal Legislative Update

Ms. Epstein provided a brief overview of recent federal and state legislative activity, noting personnel changes at both the federal and state level.

9.d.2. Approval of Minutes of the Legislative Committee Meeting of November 2, 2022

Motion/Second: Fraser/Pine

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

9.d.5. Adjourn

The meeting adjourned at 4:39 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Legislative Committee
Through: April Chan, General Manager/CEO
From: Casey Fromson, Chief Communications Officer
Subject: **2023 Legislative Program**

Action

Staff proposes the Committee recommend the Board approve the attached 2023 Legislative Program for the San Mateo County Transit District

Significance

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

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

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

Objectives

The 2023 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

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

Advocacy Process

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

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

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

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2023 Legislative Program, including:

- Direct Engagement

Engage policymakers at the federal, state, regional and local levels directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.

- Coalition-based Engagement

Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2023 Legislative Program.

- Media Engagement

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

Budget Impact

There is no impact on the budget.

Prepared By:	Jessica Epstein	Government and Community Affairs Manager	650-400-6451
	Amy Linehan	Government and Community Affairs Officer	650-418-0095

San Mateo County Transit District 2023 Legislative Program

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

Issues

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

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

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

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

Advocacy Process

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

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

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

State and Regional	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p>General Funding Transit agencies continue to suffer from a loss of ridership and revenue as a result of the COVID-19 pandemic. Additional funding is needed to mitigate the pandemic’s impact for transit agencies.</p> <p>In 2022, the state budget included significant new funding for transportation, with additional funds (\$4 billion) proposed for FYs 2023-24 and 2024-25. These funds are for capital projects and flow through the Transit and Intercity Rail Capital Program (TIRCP).</p>	<ul style="list-style-type: none"> ● Direct advocacy for additional resources to secure state funding for transit systems and work to ensure committed funds materialize in the FY 2023-24 State Budget. ● Work with other transit agencies and stakeholders to secure a new source of operations funding for transit. ● Ensure that any new COVID relief funding sub allocated through the region is based primarily on revenue losses, balanced with the needs of transit dependent riders. ● Protect against the elimination or diversion of any State or regional funds that support the Agency’s transportation needs. ● Support State funding allocation requests for investments that benefit the Agency’s transportation programs and services. ● Work with legislative delegation, regional agencies, transit systems and transit associations to identify and advance opportunities for funding that would support the Agency’s transportation priorities. ● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure, including working with the California State Transportation Agency (CalSTA), the California Air Resources Board (CARB), and the California Energy Commission (CEC) on funding program requirements.
<p>Formula Funding In 2022, transit formula funding began to rebound from the lows of the COVID-19 pandemic, seeing new highs by some estimates. However, a potential recession may impact core transit funding.</p> <p>After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on</p>	<ul style="list-style-type: none"> ● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation. ● Support full and timely allocation of the Agency’s State Transportation Improvement Program (STIP) share. ● Participate in the CTA’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform, the review of performance measures for transit, and efforts to extend temporary relief.

<p>behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p> <p>In 2019, the California Transit Association convened a working group at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The CTA effort resulted in temporary relief in meeting farebox recovery ratio requirements to access LTF, STA, LCTOP and SOGR funds as well as several more significant and permanent changes to TDA such as adding additional exemptions for on-demand service, cost of security, transitioning to zero-emission operations, and more. In 2023, the TDA conversation will continue to assess more holistic changes to TDA to maximize flexibility for maintaining and expanding service. The Agency is part of the working group.</p>	
<p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, it has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade, which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state</p>	<ul style="list-style-type: none"> ● Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs. ● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment. ● Support efforts to further extend the program. ● Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation. ● Support efforts to revise the State’s definition on “equity priority communities” to encompass a larger proportion of disadvantaged communities on the Peninsula

<p>budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	
<p>Voter Threshold In recent years, the Agency has supported legislation that would provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> • Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs. Monitor efforts to use the initiative process to place measures on the ballot with lower voter thresholds.
<p>Other State or Local Funding Options Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>In 2020, there was the potential for a regional transportation measure (called FASTER Bay Area), led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. MTC is kicking off a listening tour regarding a potential future regional ballot. Many details about the timing, funding mechanism and expenditure plan are still being discussed.</p> <p>In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures</p>	<ul style="list-style-type: none"> • Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. • Support innovative local and regional funding options that will provide financial support for the Agency. • Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin. • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. • Support funding for workforce development, retention, and housing to attract and retain quality personnel. • Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion. • Work to ensure the Agency is at the table and appropriately funded as part of any potential regional funding measure.

<p>Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures. The State of California has been active in addressing this issue.</p>	<ul style="list-style-type: none"> • Support efforts to ensure sales tax revenues generated from aviation fuel continue to fund planned transportation projects. Support the State of California in its efforts to respond and address FAA’s requests.
<p>Transportation & Housing Connection Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding. The Surplus Lands Act which governs the disposition of government owned property is likely to be amended in the next legislative cycle.</p>	<ul style="list-style-type: none"> • Evaluate state or regional efforts that directly link transportation funding to housing and provide for higher density housing projects near transit stations. • Advocate for solutions that appropriately match decision making authority with funding (i.e. – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency). • Advocate where necessary for the Agency to be able to develop its property in the manner most beneficial to Agency needs and goals.
<p>Transportation Projects</p>	
<p>General Pre-pandemic, as the Bay Area’s population continued to grow, the region’s transportation infrastructure was strained. Although transit ridership remains below pre-pandemic levels, we expect riders to return to public transit over time. We are seeing heavy congestion on highways, local streets and roads and the demand for housing with easy access to public transit continues to grow.</p>	<ul style="list-style-type: none"> • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for equitable transportation and mobility in the Bay Area. • Support legislation that assists the Agency in its efforts to recruit and retain employees.
<p>Dumbarton Rail Corridor In 2018, the Agency kicked off a process with Cross Bay Transit Partners (Facebook and Plenary Americas) to evaluate the technical and financial feasibility of a transit project along the Dumbarton rail bridge. In Spring 2020, the project was put on hold due to the global</p>	<ul style="list-style-type: none"> • Support funding opportunities at regional, state and federal levels that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Support policies that will promote long-term transit use and access in the Dumbarton Corridor.

<p>pandemic. In fall 2020, the project was restarted through a partnership with Facebook to compile and document pre-environmental work of the alignment and technology options under consideration. This information was provided to the Agency in Spring of 2021. The 2018 agreement with Cross Bay Transit Partners also ended in late Spring 2021.</p> <p>While Facebook has since ended its involvement in the project, the Agency is continuing to seek new opportunities to secure regional support to advance the project with regional and East Bay partners. In parallel, MTC is leading the “Dumbarton Forward” effort, which includes near-term strategies to improve efficiency and reduce delays on and near the Dumbarton Bridge.</p> <p>These bodies of work are building on the 2017 San Mateo County Transit District “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties. The Agency is currently evaluating the best next steps for this project.</p>	
<p>The Grand Boulevard Initiative (GBI) The GBI is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at Daly City and ending near the Diridon Caltrain Station in central San Jose, the initiative brings together for the first time all of the</p>	<ul style="list-style-type: none"> • Support funding for GBI projects such as those that improve bus speed, complete streets, bike and pedestrian projects, parking improvements, signal improvements, sustainability features like storm water capture, and transportation demand management features.

<p>agencies having responsibility for the condition, use and performance of the street.</p>	
<p>101 Managed Lanes and Multimodal Projects There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from the San Mateo/Santa Clara County line to I-380 in South San Francisco (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 Interchange Area Improvement and Direct Connector projects. Phase 1 (of Express Lanes is expected to be fully operational in early 2023 and Phase 2 began environmental efforts in 2021 with a draft EIR expected to be available for public comment in winter 2023/24. The 101/92 Area Improvement project is construction ready and the Direct Connect project starts environmental efforts in 2023.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Participate in future workshops held by the California Transportation Commission to ensure eligibility for all projects. • Support funding and regulations that complement the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) adopted 101 equity program.
<p>Transit-Oriented Development / First and Last Mile First and last mile projects, as well as transit-oriented development projects, are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination. • Support the development of new, innovative and equitable first and last mile options. • Support increased funding opportunities for first and last mile projects. • Advocate for policies that promote transit-oriented developments in ways that with compliment transit services. • Support state funding incentives and streamlining processes for transit-oriented development.
<p>Grade Separations are an important safety and quality of life feature for the cities in San Mateo County. These projects improve safety for people walking, biking, and driving when crossing the railroad, and help to relieve congestion on local our streets. Unfortunately, with the average grade separation cost over \$200 million, there continue</p>	<ul style="list-style-type: none"> • Advocate for funding and policies to support grade separation projects.

<p>to be limited federal, state and local resources available to help finance these projects.</p>	
<p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> • Support efforts that provide more TDM tools and funding opportunities. • Support policies that encourage use of TDM.
<p>Electrification Project In 2012, the State Legislature appropriated Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace 75% of Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The Project has a funding gap that requires additional financial resources.</p> <p>The Electrification Project is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p>	<ul style="list-style-type: none"> • Direct advocacy to support allocation of one-time general fund money, TIRCP, cap-and-trade, or other State funding, to fill the funding gap for the Electrification project to ensure timely completion of the project by 2024. • Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the Electrification Project.
<p>Legislative, Regulatory and Administrative Issues</p>	
<p>General Every year, lawmakers pursue a variety of legislation or regulatory actions that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, there are</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the Agency.

<p>opportunities to reform or update existing regulations that are outdated or can be improved to address potential burdens on transportation agencies without affecting regulatory goals. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</p>	<ul style="list-style-type: none"> • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. • Engage with MTC, the Legislature, and stakeholders on policies stemming from MTC’s Blue Ribbon Transit Recovery Task Force’s Bay Area Transit Transformation Action Plan, and the “Seamless” Bay Area efforts. • Ensure that new requirements impacting transit agencies support improved connections with other transit system and don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders. • Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs. • Support efforts that assist the Agency in its efforts to recruit and retain employees.
<p>California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process. In 2020, legislation was passed (SB 288) providing a series of statutory exemptions for transit and active transportation projects under CEQA. In 2022, lawmakers passed SB 922 to extend these exemptions through 2030.</p>	<ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects. • Monitor the implementation and opportunities related to SB 922 (Wiener).
<p>Public Employees’ Pension Reform Act (PEPRA) In 2021, the United States Department of Labor issued new policy asserting that the implementation of PEPRA by California transit agencies precludes the department from certifying federal transit grants owed to California transit agencies. This policy, if implemented fully by USDOL, would lead to the withholding of potentially billions of dollars in federal funding to California transit agencies, including the Agency.</p>	<ul style="list-style-type: none"> • Engage the State of California, delegation, sister agencies and transportation associations to prevent the withholding of the certification of federal transit grants owed to the Agency due to the implementation of PEPRA by transit agencies.

<p>Sustainable Communities Strategies Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. The final Plan Bay Area 2050 was adopted in 2021.</p>	<ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area. • Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning. • Support efforts to provide ensure transit agencies are eligible for climate resiliency program funding.
<p>Transit Bus Electrification Zero-Emission Bus In December 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit regulation. This regulation, which aims to transition all transit buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges. Addressing these challenges requires ongoing engagement with regulatory bodies, including CARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.</p>	<ul style="list-style-type: none"> • Advocate for priority funding from the State Legislature, CARB, CEC and CPUC for zero-emission buses and charging/refueling infrastructure to facilitate compliance with the Innovative Clean Transit (ICT) regulation. • Continue to educate State Legislature, CARB, CEC and CPUC on any challenges to implement the ICT regulation. • Continue to monitor implementation of Pacific Gas & Electric’s Commercial Electric Vehicle Rate, determine whether further refinements to the rate are necessary.
<p>Executive Orders Related to GHG Emissions Since taking office, Governor Newsom has issued two Executive Orders – N-19-19 and N-79-20 – calling for reduced emissions from the transportation sector and larger, coordinated investments in transit, active transportation and land use. The</p>	<ul style="list-style-type: none"> • Work to ensure state and federal funds are made available to achieve the goals outlined in the orders. • Engage in the State’s effort to address the transit-specific goals outlined in the executive orders. • Protect transit agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding, changes to funding guidelines that might disadvantage transit projects).

<p>executive orders highlight the need for expanding clean transportation options.</p> <p>Building on the executive orders above, in 2021, CalSTA adopted the Climate Action Plan for Transportation Infrastructure (CAPTI), which details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity.</p>	<ul style="list-style-type: none"> • Work to ensure state regulations related to the reduction of greenhouse gas emissions (GHG) and the implementation of the Climate Action Plan for Transportation Infrastructure (CAPTI) align with the goals of The Agency.
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Federal	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p>Federal Appropriations Transit agencies continue to be impacted by the loss of ridership and revenue due to the COVID-19 pandemic. We expect the same in 2023. While federal emergency relief funding has provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic’s long-term impact.</p> <p>Every year, Congress adopts appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the funding for federal agencies to spend money during the</p>	<ul style="list-style-type: none"> • Seek funding opportunities for Zero Emission Bus infrastructure from the Low or No Emission Vehicle Grant and the Bus and Bus Facilities grant programs or the FY 2024 Department of Transportation appropriations bill. • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the Agency’s transportation services and needs. • Work with local and regional coalitions to support requests for funding from discretionary programs, • Communicate frequently with the Agency’s federal delegation and key appropriators on the needs or concerns of pending appropriation bills.

<p>upcoming fiscal year for the programs they administer.</p> <p>In September, as Congress debated FY 2023 spending bills, members passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through December 16, 2022.</p> <p>Similar to FY 2022, the FY 2023 appropriations process is expected to be completed with an Omnibus appropriations bill.</p>	
<p>Tax and Finance Congress considers legislation that governs tax and finance issues that impact transit agencies.</p>	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the Agency’s priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the Agency’s transportation needs.
<p>Transportation Projects</p>	
<p>General Support Agency projects and the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for Agency projects and for our partner transit agencies on projects that provide complimentary services for the Agency. • Support the allocation of federal funding to advance implementation of transportation projects in San Mateo County.
<p>Grade Separations are an important safety and quality of life feature for the cities in San Mateo County. These projects improve safety for people walking, biking, and driving when crossing the railroad, and help to relieve congestion on local our streets. While the IJJA authorized additional funding for Grade Separation projects, the average grade separation cost over \$200 million and there continues to be limited resources available to help advance these projects.</p>	<ul style="list-style-type: none"> • Advocate for funding and policies to support grade separation projects. • Support the allocation of federal funding to advance implementation of grade separation projects.

<p>Electrification Project The current funding plan includes funding from several federal funding sources including the FTA Capital Investments Grant Core Capacity Program.</p> <p>The Project currently has a funding gap that we are working to close through State and federal funding sources. The Electrification Project is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to fill the Electrification Project funding gap. • Support the implementation of the Caltrain Business Plan associated projects and policies. • Support funding and regulations that are consistent with Caltrain’s equity and growth policy, business plan. Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.
<p>Dumbarton Rail Corridor In 2018, the Agency kicked off a process with Cross Bay Transit Partners (Facebook and Plenary Americas) to evaluate the technical and financial feasibility of a transit project along the Dumbarton rail bridge. In Spring 2020, the project was put on hold due to the global pandemic. In fall 2020, the project was restarted through a partnership with Facebook to compile and document pre-environmental work of the alignment and technology options under consideration. The Agency is also maintaining a partnership with CBTP, now owned by Plenary Americas. Continuation of pre-environmental work is expected through 2021. MTC is leading an effort related to the Dumbarton Highway called Dumbarton Forward.</p> <p>These efforts are building on the 2017 San Mateo County Transit District “Dumbarton</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.

<p>Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties.</p> <p>While Facebook has since ended its involvement in the project, the Agency is currently evaluating the best next steps for this project.</p>	
<p>101 Managed Lanes and Multimodal Projects There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from the San Mateo/Santa Clara County border to I-380 in South San Francisco (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 interchange Area Improvement and Direct Connector projects. Phase 1 is expected to be fully operational in early 2023 and Phase 2 began environmental efforts in 2021 with a draft EIR expected to be available for public comment in fall 2023. The 101/92 Area Improvement project is construction ready and the Direct Connect project starts environmental efforts in 2023.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.
<p>Legislative, Regulatory and Administrative Issues</p>	
<p>General Every year lawmakers pursue legislation or regulatory action that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, there are opportunities to reform or update existing regulations that are outdated, or can be improved to address</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the Agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.

<p>potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support efforts that assist the Agency in its efforts to recruit and retain employees.
<p>Infrastructure Investment and Jobs Act (IIJA) implementation In November 2021, Congress approved, and the President signed into law the IIJA, which includes \$550 billion in new funding, and \$1.2 trillion in total, for infrastructure investment, including for roads and bridges, rail systems, bus systems, drinking water and clean water, the electric grid, and other programs. MTC estimates that the Bay Area will receive at least \$3.4 billion in formula funding from the IIJA.</p>	<ul style="list-style-type: none"> • Support efforts to seek federal funds through IIJA for Agency projects and plans. • Monitor and review guidance and rulemaking proposals affecting IIJA implementation and other transportation issues. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for IIJA funding and implementation • Evaluate DOT funding announcements as they open and seek direct funding from RAISE, INFRA/MEGA, Reconnecting Communities, and other relevant funding programs.
<p>Inflation Reduction Act (IRA) After the passage of the IRA, federal agencies will be tasked with program implementation, granting them broad authority over the deployment of funding. While focusing mainly on energy production, tax, and healthcare, the IRA provides some funding for low-emission transportation technologies.</p>	<ul style="list-style-type: none"> • Monitor closely and take action as needed during Administration implementation of provisions that may have a significant impact on transit / transportation projects and programs. • Advocate for funding for the Agency’s projects and needs.
<p>FAA Rule In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports</p>	<ul style="list-style-type: none"> • Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated. • Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue. • Support the State of California in its efforts to respond and address FAA’s requests

is contrary to states' rights to control their general application sales tax measures.

The final FY 2021 Omnibus Appropriations bill includes report language encouraging the Department of Transportation "to continue working with State and local governments and the FAA to develop a path forward to allow the use of local sales tax revenues generated on the sale of aviation fuel to be used in a manner consistent with their enactment."

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

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

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

SamTrans Federal Report December 2022

FY 2023 Appropriations Update

- Congressional leadership continues negotiating over topline FY 2023 funding levels as the current continuing resolution (CR) will expire on December 16. Since Congress remains without a deal, they are expected to pass another short-term CR that will last through December 23. The CR extension will give them more time to finalize topline numbers for the FY 2023 Omnibus Appropriations bill.
- Despite Republicans' new majority in the House, Republican leadership has indicated that they would like to pass an omnibus package before the start of the 118th Congress.

FHWA Nominee Confirmed

- On December 8, the Senate confirmed Shailen Bhatt as Administrator of the Federal Highway Administration (FHWA). In his new position, Bhatt will oversee the implementation of some of the most significant Infrastructure Investment and Jobs Act (IIJA) programs at the Department of Transportation (DOT).
- Bhatt was nominated in July to lead FHWA, after several Senators urged the Biden Administration to announce a candidate for the vacant position. With the announcement, several industry groups announced their support for his nomination.

DOT Announces Another Round of RAISE Grant Funding

- On November 30, the U.S. Department of Transportation (DOT) released the notice of funding opportunity (NOFO) for the second round (FY 2023) [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) Grant Program](#). DOT will publish an updated NOFO on or before December 14 with additional information on the 2023 funding round.
- Approximately \$1.5 billion is available for awards, with \$25 million as the maximum award. DOT will award half of RAISE funding to urban areas and the other half to rural areas, focusing on historically underserved areas.
- RAISE is one of DOT's most competitive grant programs, as officials selected 166 projects for funding out of 936 applications submitted to the Department. Interested parties have until February 28, 2023, to submit applications.

FTA Discontinues Buy America Waiver for Construction Materials

- On November 7, the Federal Transit Administration (FTA) [announced](#) it would discontinue its Buy America waiver for construction materials. At the onset of IIJA implementation, FTA issued a waiver allowing grant recipients to source materials from other nondomestic sources due to cost and supply chain concerns.
- The new Buy America requirements took effect on November 10, mandating that construction materials for federally-funded transit projects be manufactured in America. FTA recommends affected parties reference the Office of Management and Budget (OMB)'s Initial Implementation Guidance on the Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure to assist with the transition to the new Buy America Preference.
- The new preference will apply to grant funding obligated after November 10th. Projects that received funding while the original waiver was active will not be required to abide by the new rule. FTA encourages interested parties to reach out with questions regarding the transition to the Buy America preference for transit.

DOT Releases Application Checklist for Transportation Workforce and Labor Plan

- On November 28, DOT released a new [checklist](#) for grant applicants' use while developing a transportation workforce and labor plan. A strong workforce plan is a top priority of the Biden Administration; and DOT recommends that this should be reflected in all DOT grant applications.
- The new checklist outlines several criteria for applicants' to consider while drafting their plan. The checklist has three main components:
 - Creating good-paying jobs with a free and fair choice to join a union
 - Expanding high-quality training and education programs to help train and place people in good-paying jobs, with a focus on populations facing systemic barriers to employment
 - Implementing policies both during procurement and during project implementation that will promote the hiring and retention of underrepresented workers
- DOT has made clear that projects that include workforce concerns will be viewed more favorably. While workforce development requirements among DOT grants are not universal, grant administrators expect high-quality proposals to address workforce concerns in applications.



December 9, 2022

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 – January 2023**

General Update

The California Legislature met briefly in the State Capitol on Monday, December 5th to conduct formal swearing-in ceremonies for the new class of state legislators. They also adopted operating rules and elected leaders for the 2023 -2024 Regular Session. The Legislature also responded to a recent call from Governor Gavin Newsom for lawmakers to form a special session for the purpose of reviewing a proposal from Governor Newsom’s Office to establish more regulatory oversight and a proposed penalty on oil companies when their profits exceed a certain threshold. The Legislative Calendar, which sets the deadlines for the year, has been released and can be viewed [here](#). Please note: February 17 marks the last day to introduce bills in the Regular Session.

Assembly Leadership Change Official

As we previously reported, the Assembly Democrats met informally in Sacramento shortly after election day to discuss Caucus leadership moving forward. After the Caucus meeting, it was announced that an agreement had been reached which would allow Speaker Rendon to maintain his role until June 30, 2023, at which point “Speaker-designate” Rivas would assume the leadership post. The agreement was officially ratified with the adoption of [HR 1](#) on December 5.

Final Guidelines and Call for Projects for Transit and Intercity Rail Capital Program (Cycle 6) Released

On November 15, the California State Transportation Agency (CalSTA) released the final program guidelines and a call for projects for the Transit and Intercity Rail Capital Program (TIRCP) – Cycle 6. The final guidelines, comparison document, and the call for projects are available on the [CalSTA website](#). CalSTA expects to award a minimum of \$1.8 billion to existing TIRCP projects by January 31, 2023. Applications for new projects and high-priority grade separations are due February 10, 2023. CalSTA expects to announce the latter awards by April 24, 2023.

Transformative Climate Communities Draft Guidelines (Round 5) Released

The [California Strategic Growth Council](#) (SGC) released the Transformative Climate Communities Program (TCC) [Round 5 Draft Program Guidelines](#) for public comment on November 21, 2022. SGC will accept public comments through December 21, 2022. Final Guidelines, Notice of Funding Availability, and Application Release are expected in Spring 2023, with awards in the Fall of 2023.

CARB Adopts FY 2022-23 Funding Plan for Clean Transportation Incentives

On November 17, the California Air Resources Board (CARB) approved the \$2.6 billion [Fiscal Year 2022-23 Funding Plan for Clean Transportation Incentives](#). The investments are part of California's comprehensive strategy for improving air quality and reducing greenhouse gas emissions in the transportation sector. Programs that support the transition to zero-emission buses include the following:

- **\$265 million** for HVIP-Standard: This program provides voucher incentives to reduce the cost of zero-emission trucks and buses. Transit agencies are eligible recipients of this funding.
- **\$70 million** for HVIP-Transit Buses: This program provides voucher incentives to reduce the cost of zero-emission transit buses. Transit agencies are the only eligible recipients of this funding.

CEC Releases FY 2022-23 Investment Plan Update for the Clean Transportation Program

On November 29, the California Energy Commissioner (CEC) released the \$1.1 billion [FY 2022-23 Investment Plan Update for the Clean Transportation Program](#). Line-items that support the transition to zero-emission buses include the following:

- \$30 million for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure
- \$28.5 million for Transit Bus ZEV Infrastructure
- \$94.05 million for Clean, Trucks, Buses and Off-Road Equipment ZEV Infrastructure
- \$20 million for Hydrogen Fueling Infrastructure

The Investment Plan Update is expected to be approved by the CEC at its next business meeting on December 14.

Grants for Zero-Emission Buses and Infrastructure

The investments noted above identify grant opportunities that are forthcoming and that support the transition to zero-emission buses. Below, we highlight existing grant opportunities. More details on these grant opportunities are below.

Vehicles:

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

Current Guidelines: Found [here](#)

Status: [Funding cycle for FY 2021-22 remains open](#)

Infrastructure:

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2021-22) – 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: [Initial funding cycle for FY 2021-22 is now closed; second funding cycle for FY 2021-22 focused on hydrogen opened on June 30](#)

Vehicles and Infrastructure:

Volkswagen Environmental Mitigation Trust (\$130 million total)- The Volkswagen (VW) 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 tranches. The first tranche of \$65 million is still being drawn down; the second tranche is expected to be released in late 2021.

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

Status: [Funding cycle open](#)

Cybersecurity and Transit Security

Transit Security Grant (\$93 million in FY 2022) – The Transit Security Grant Program provides funding to eligible public transportation systems (which include intra-city bus, ferries and all forms of passenger rail) to protect critical transportation infrastructure and the travelling public from terrorism, and to increase transportation infrastructure resilience.

Current Guidelines: Found [here](#)

Status: Funding for FY 2022 awarded; funding for FY 2023 expected Q2 2023.

SB 1 Grant Program

The CTC oversees three SB 1 programs – the [Solutions for Congested Corridors Program \(SCCP\)](#), [Local Partnership Program \(LPP\)](#), and the [Trade Corridor Enhancement Program \(TCEP\)](#). Guidelines for the programs have been finalized. Applications for the next round of funding are due in November/December 2022 and the CTC will announce project awards in June 2023.



BOARD OF DIRECTORS 2023

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APRIL CHAN
GENERAL MANAGER/CEO

Agenda

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

San Mateo County Transit District

Wednesday, December 7, 2022 – 2:45 pm

or immediately following the Legislative Committee

- | | |
|--|---------------|
| 10.b.1. Call to Order | |
| 10.b.2. Approval of Minutes of the Community Relations Committee Meeting of December 7, 2022 | Motion |
| 10.b.3. Accessible Services Update | Informational |
| 10.b.4. Paratransit Coordinating Council Update | Informational |
| 10.b.5. Monthly Performance Report November 2022 | Informational |
| 10.b.6. Adjourn | |

Committee Members: Rose Guilbault (Chair), Marina Fraser, 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 Community Relations Committee Meeting /
Committee of the Whole**

December 7, 2022

Committee Members Present: R. Guilbault (Committee Chair), M. Fraser, R. Medina

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: J. Gee, D. Pine, J. Powell, P. Ratto, C. Stone

Other Board Members Absent: C. Groom

Staff Present: A. Chan, C. Mau, J. Cassman, D. Olmeda, J. Brook, D. Seamans

9.a.1. Call to Order

Committee Chair Rose Guilbault called the meeting to order at 3:13 pm.

**9.a.2. Approval of Minutes of the Community Relations Committee Meeting of
November 2, 2022**

Motion/Second: Medina/Fraser

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

9.a.3. Accessible Services Update

Tina Dubost, Manager, Accessible Transit Services, said that they had had the opportunity to participate in several outreach events recently to promote services to seniors and people with disabilities, and planned to attend a senior event in January. She noted the recent passing of Berkeley disability advocate Hale Zukas.

9.a.4. Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, also acknowledged Hale Zukas's passing and said they had recently provided advisement and consultation to the Solano Transportation Authority PCC.

9.a.5. Citizens Advisory Committee Update

Meredith Park, CAC Chair, provided a summary of the November 30 meeting, which included a presentation on the Bus Stop Improvement Plan project.

9.a.6 Monthly Performance Report | October 2022

David Olmeda, Chief Operating Officer, Bus, provided a brief summary of October performance, noting that average daily ridership had increased 38 to 40 percent compared to October 2021 and that ridership on fixed route service was currently approaching 80 percent of pre-pandemic levels.

9.a.7. Adjourn

The meeting adjourned at 3:21 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

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

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

Minutes from the November 2022 PAL and PCC meetings are attached to this report.

Budget Impact

There is no impact to the budget.

Background

No additional information.

Prepared By:	Lynn Spicer	Accessibility Coordinator	650-508-6475
	Tina Dubost	Manager, Accessible Transit Services	650-508-6247

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of November 8, 2022 Meeting

ATTENDANCE:

Members:

Tina Dubost, SamTrans; Judy Garcia, Consumer; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Marie Violet, Dignity Health
(Member attendance = 8/13, Quorum = Yes)

Guests:

Richard Hedges; Enrique Silvas, SamTrans; Charles Posejpal, First Transit/Redi-Wheels; Lynn Spicer, SamTrans; Kelly Shanks, SamTrans; Jane Stahl, PCC Staff; Richard Weiner, Nelson Nygaard, David Koffman, Nelson\Nygaard

Absentees:

Susan Capeloto, Dept. of Rehabilitation; Dinae Cruise, Vice Chair, Consumer; Dao Do, Rosener House; Alex Madrid, Consumer; Evan Milburn, Consumer, COD; Kathy Uhl, COA.

WELCOME/INTRODUCTIONS:

Chair Ben McMullan called the meeting to order at 1:33 pm. The meeting was held both via Zoom conference call service and in person; a roll call was taken.

APPROVAL OF OCTOBER MINUTES:

Sammi Riley moved to approve the October meeting minutes; Sandra Lang seconded the motion; the minutes were approved.

PUBLIC COMMENTS:

None.

COMMITTEE REPORTS:

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

See page 11.

Grant/Budget Review – Sammi Riley, Chair

There were no updates.

Education – Sammi Riley, Chair

The committee met on November 4th.

- They discussed adding a page on the website for videos.
- Mike, Ben and Sammi attended the tabling on October 18 at Sequoia Hospital and met with social workers and care coordinators. The intent was to give a better understanding of how Redi-Wheels worked, i.e., the 20-minute window, shared ride, etc.

The next meeting is on January 6th, 2023.

Executive – Ben McMullan

During the November 1st meeting:

- Ben reported that he had reached out to Dinae Cruise regarding the Vice Chair position and wanted to hear from her before a new Vice Chair is appointed.
- Mike had volunteered to talk to the Solano PCC. Their system is different as they work in a county with 5 transit agencies, each with its own ADA paratransit service. Sammi Riley will also attend.
- Reprinting of the Paratransit Riders' Guide. Tina asked if the PCC had any updates. Sandra thought the content was clear and wondered if the design could include more color and more design elements.

Judy Garcia asked if service could be extended to Sawyer Trail or Huddart Park. Tina responded that there are no plans to extend the service area to these locations.

Nominations/Membership – Chair Vacant

Ben will follow up with a member who has expressed interest in the position.

OPERATIONAL REPORTS

Tina reported on a potential change to the eligibility process to allow for returning to in-person meetings. The first phase would be for second level assessments to return to in-person interviews in early 2023. Richard reported most programs have already gone back to in-person assessments. Tina proposed an ERC meeting to discuss this and will send out some possible dates.

PERFORMANCE REPORT

The data in the packet was preliminary and so didn't include the last few days of October.

Total ridership and average weekday ridership were higher than in October 2021. The average weekday ridership was 593, which was 17% higher. Total ridership was 15,699, about 20% higher than October 2021.

Subscription trips remain at about 20%; agency trips remain at 5% and are steadily growing; taxi trips are low. The number of individuals riding increased compared to September 2022. The on-

time performance didn't quite meet the standard of 90% due to traffic congestion and employees taking time off. Charles reported that the driver shortage is being managed.

COMMENT STATISTICS REPORT

Data from September included a good number of compliments, and the majority were received as consumer reports rather than comment cards.

SAFETY REPORT

Charles Posejpal reported that there were two preventable and five non-preventable incidents in October.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

Marie reported that there was a call in October, but attendees were mostly from the PCC so lacked input from providers in the community.

ERC – Mike Levinson

Tina reported that IT work continues with the new paratransit scheduling software. She couldn't give an estimate of when it will be ready to test.

Commission on Disabilities (CoD) – Ben McMullan

Work continues on their paratransit and fixed route surveys. There was a call with CARA regarding airport accessibility and air travel. A recording of the meeting can be found [here](#).

Center for Independence (CID) – Ben McMullan

The search for a new Executive Director continues and they will be interviewing candidates. A decision is expected to be made by the end of the year.

CID has received a grant from the Department on Aging to create a new program – Aging and Disability Resource Center (ADRC) – that will bring together information from various agencies and create a “no wrong-door” policy in San Mateo County to enable people to find the services they need more easily. It will include Enhanced Information and Referral; Transition Services; Options; Counselling; and Short-Term services.

Commission on Aging (CoA) – Kathy Uhl

No report.

Coastside Transportation Committee (CTC) – Tina Dubost

The meeting in December was postponed and a date will be set in January.

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

The Citizens Advisory Committee of the Transit Authority met on October 29th.

- The appointment of April Chan as SamTrans General Manager and CEO of the TA was announced. The committee chair was enthusiastic about the appointment, and Ms. Chan's growing responsibilities over the last 30 years.
- They received a 101 Express Lanes quarterly update. The portion from Burlingame north is open and signage being tested.

The next meeting is on November 29th.

OTHER BUSINESS

Tina did not provide an ADA policy refresher to keep the meeting short.

Tina mentioned that Transdev is buying First Transit but there should not be any impact to riders.

Rich Hedges mentioned attending a recent memorial to Diane Prosser, Director of Physical Therapy and Rehabilitation at Mills Hospital. She was appointed to a county task force investigating the needs of the disabled. She created the Mills-Peninsula Arthritis and Rehabilitation Center and worked on fundraising efforts that resulted in the Mack E. Mickelson pool.

The meeting adjourned at 2:36pm. The next meeting will be on December 13th at 1:30pm.

There followed a reception honoring Richard Weiner's retirement.

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

A roll call was taken. The minutes from the October PAL meeting were included in the meeting packet and were approved with no corrections.

Legislative

No updates.

Advocacy

Transit Recovery Update – Tina Dubost

Tina reported that April Chan had been appointed as the new CEO for SamTrans – the first woman to be appointed to the role at SamTrans. Mike mentioned that Ms. Chan had been involved in every aspect of SamTrans and is a great choice.

When compared to last year, total ridership increased about 17% and average weekday ridership is higher. Bus ridership is recovering faster than paratransit – approximately 80% and 50% of pre-pandemic levels respectively.

Sandra asked if there were any national trends in ridership. Tina responded that it varies. In some places paratransit has come back faster than bus ridership. Redi-Wheels ridership is a little better than others in the region. Richard mentioned that San Diego's fixed-route ridership was only 50%. SamTrans, at 80%, has one of the highest recovery rates.

Tina reminded everyone that free rides to COVID vaccination centers continue on SamTrans, Caltrain, and Redi-Wheels/RediCoast. Face coverings are not required but are encouraged.

Policy Issues

None.

The next PAL meeting will be on December 13, 2022.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: April Chan, General Manager/CEO
From: David Olmeda, Chief Operating Officer, Bus Millie Tolleson, Acting Director of Planning
Jonathan Steketee, Manager, Bus Operations Planning
Subject: **Monthly Performance Report | November 2022**

Action

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

Significance

SamTrans: Average weekday ridership (AWR) across all three modes (Bus, Paratransit, Shuttles) increased by 23.4 percent in the month of November 2022 compared to November 2021. Similarly, the total monthly ridership increased by 22.5 percent comparing November 2022 to November 2021.

The total ridership recovery rate for the three modes is 59.8 percent for November 2022 compared to November 2019. For SamTrans fixed-route bus service the recovery is 73.9 percent.

Caltrain: Average weekday ridership increased by 43.0 percent in the month of November 2022 compared to November 2021. Caltrain total monthly ridership increased by 37.2 percent comparing November 2022 to November 2021.

The average weekday ridership for Caltrain in the month of November 2022 is 25.1 percent of the ridership attained pre-pandemic; just prior to the start of the pandemic related restrictions (February 2020).

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

- Preventable Accidents – In November 2022, there were 14 preventable accidents. The goal is to have one or fewer preventable accidents per every 100,000 miles; this month, SamTrans did not meet its goal with 2.01 accidents per 100,000 miles.
- Miles Between Service Calls (MBSC) – SamTrans had 25 service calls in November 2022. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.90 service calls per 25,000 miles.
- On-Time-Performance (OTP) systemwide for November 2022 was below SamTrans' OTP goal of 85.0 percent at 77.4 percent. Schedule changes were implemented on November 5 with the goal of improving reliability. OTP increased in November 2022 by 5.2 percent compared to October 2022.
- In November 2022, there were 5 DNOs (trips that did not operate) – 4 more than in October 2022.

Update: Staff has identified an issue with SamTrans ridership data that impacted the ridership reported in both the September and October 2022 Monthly Performance Reports. September 2022 and October 2022 ridership numbers were slightly overstated, but the November year-to-date (YTD) reflects the appropriate corrections.

Data shown in this report is current as of December 16, 2022.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Nov-20	Nov-21	Nov-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Bus	13,653	22,642	27,791	22.7%	12,855	21,159	26,859	26.9%
Paratransit	384	555	668	20.4%	387	536	655	22.1%
Shuttles	1,558	1,366	1,861	36.2%	1,538	1,276	1,853	45.2%
Total	15,595	24,563	30,320	23.4%	14,780	22,970	29,366	27.8%

SAMTRANS Total Ridership								
Mode	Nov-20	Nov-21	Nov-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Bus	363,789	574,528	701,263	22.1%	1,786,171	2,790,149	3,523,122	26.3%
Paratransit	9,301	14,211	16,897	18.9%	49,720	69,368	84,144	21.3%
Shuttles	29,912	28,028	37,301	33.1%	162,723	135,709	194,130	43.0%
Total	403,002	616,767	755,461	22.5%	1,998,614	2,995,226	3,801,396	26.9%

CALTRAIN Average Weekday Ridership								
Mode	Nov-20	Nov-21	Nov-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Caltrain	3,760	11,787	16,857	43.0%	3,645	10,632	17,938	68.7%

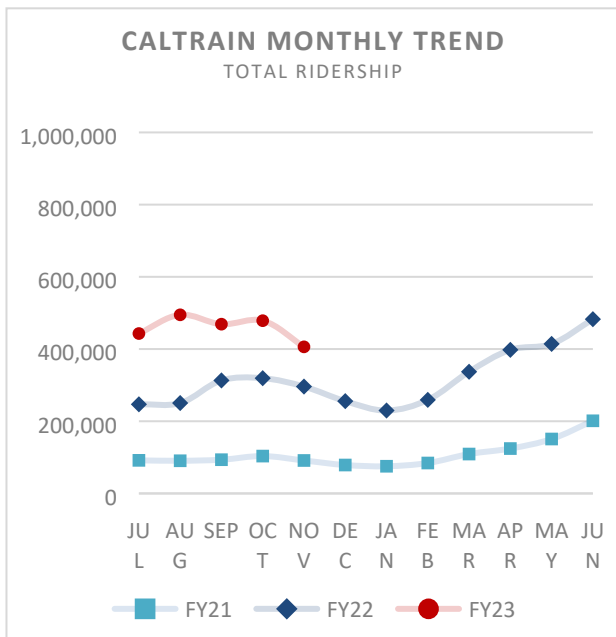
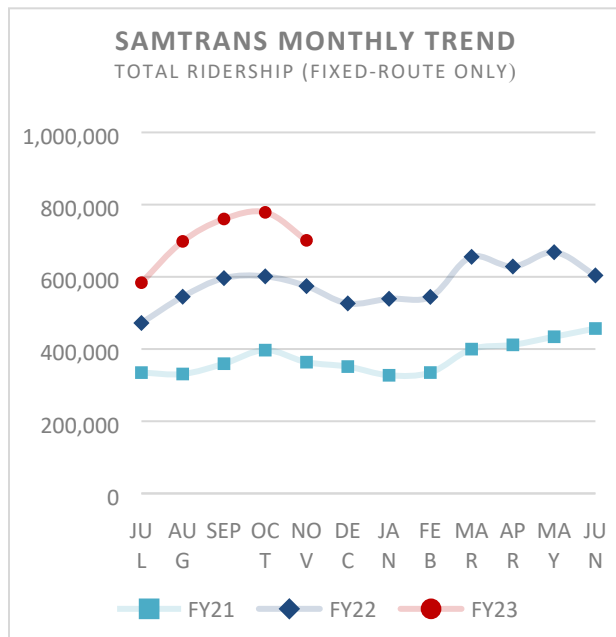
CALTRAIN Total Ridership								
Mode	Nov-20	Nov-21	Nov-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Caltrain	91,699	296,065	406,068	37.2%	471,112	1,425,685	2,291,183	60.7%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Nov-20	Nov-21	Nov-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Dumbarton	40	55	72	30.7%	54	54	81	50.8%
BART (San Mateo County)	5,010	12,363	15,965	29.1%	4,682	11,278	17,611	56.2%

OTHER MODES in San Mateo County Total Ridership								
Mode	Nov-20	Nov-21	Nov-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Dumbarton	793	1,206	1,575	30.6%	5,766	5,814	8,694	49.5%
BART (San Mateo County)	122,966	335,665	433,916	29.3%	604,479	1,536,575	2,404,412	56.5%

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	Nov-20	Nov-21	Nov-22
Adult	228,554	325,905	415,464
Eligible Discount	114,492	151,941	161,587
Youth	20,606	96,415	123,986
-- Youth Unlimited Pass	-	-	54,982
Total	363,652	574,261	701,037

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Nov-20	Nov-21	Nov-22
On-Time Performance	86.7%	79.9%	77.4%
Preventable Accidents	8	8	14
Service Calls	21	22	25
Trips Scheduled	34,734	37,434	36,641
Did Not Operate DNOs	11	212	5

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) Fleet Key Performance Indicators			
KPI	Nov-20	Nov-21	Nov-22
Revenue Hours (Sched.)	46,800	44,254	43,751
Revenue Miles (Sched.)	491,682	508,436	478,960
Total Fleet Miles (Actual)	631,294	704,839	696,130

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

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

PARATRANSIT Operations Key Performance Indicators			
KPI	Nov-20	Nov-21	Nov-22
On-Time Performance (RW)	97.3%	96.0%	90.3%
On-Time Performance (RC)	95.3%	95.5%	93.2%
Preventable Accidents (RW)	2	0	1
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	3	3
Service Calls (RC)	0	0	0

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

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

RW = Redi-Wheels
RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Nov-20	Nov-21	Nov-22
Revenue Miles (RW)	79,588	117,849	141,748
Revenue Miles (RC)	13,149	13,843	15,463
Fleet Miles (RW)	93,409	132,451	157,680
Fleet Miles (RC)	16,189	17,962	19,936

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Nov-19	Nov-20	Nov-21	Nov-22	% ³
Bus	37,615	13,653	22,642	27,791	73.9%
Paratransit	1,111	384	555	668	60.1%
Shuttles	11,938	1,558	1,366	1,861	15.6%
Total	50,664	15,595	24,563	30,320	59.8%

SAMTRANS Total Ridership					
Mode	Nov-19	Nov-20	Nov-21	Nov-22	% ³
Bus	909,148	363,789	574,528	701,263	77.1%
Paratransit	26,599	9,301	14,211	16,897	63.5%
Shuttles	234,188	29,912	28,028	37,301	15.9%
Total	1,169,935	403,002	616,767	755,461	64.6%

CALTRAIN Average Weekday Ridership					
Mode	Nov-19	Nov-20	Nov-21	Nov-22	% ³
Caltrain	69,607	3,760	11,787	16,857	24.2%

CALTRAIN Total Ridership					
Mode	Nov-19	Nov-20	Nov-21	Nov-22	% ³
Caltrain	1,472,693	91,699	296,065	406,068	27.6%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Nov-19	Nov-20	Nov-21	Nov-22	% ³
Dumbarton	136	40	55	72	52.6%
BART (San Mateo County)	45,598	5,010	12,363	15,965	35.0%

OTHER MODES in San Mateo County Total Ridership					
Mode	Nov-19	Nov-20	Nov-21	Nov-22	% ³
Dumbarton	2,725	793	1,206	1,575	57.8%
BART (San Mateo County)	1,041,450	122,966	335,665	433,916	41.7%

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

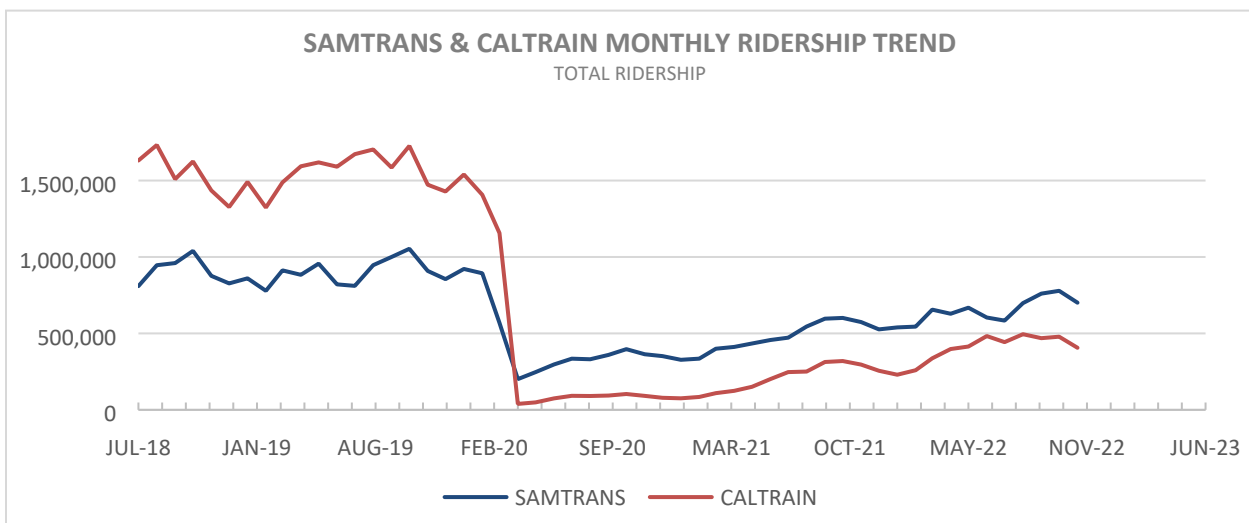
%³ indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2020). For example, SamTrans Bus Average Weekday Ridership reached 73.9 percent of pre-pandemic levels (2019) for this month of November 2022.

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Nov-19	Nov-20	Nov-21	Nov-22	% ³
Adult	476,049	228,554	325,905	415,464	87.3%
Youth	195,207	20,606	96,415	123,986	63.5%
Eligible Discount	237,452	114,492	151,941	161,587	68.1%
Total	908,708	363,652	574,261	701,037	77.1%

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

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Nov-20	Nov-21	Nov-22
Complaints	79	93	84
Accessibility	6	8	8
Compliments	5	12	13
Service Requests	22	27	37
Reports Total	112	140	142

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

The total number of reports for SamTrans decreased from October 2022 (154) to November 2022 (142).

COMMUNICATIONS & MARKETING

The following is a list of the Communications Division’s marketing and promotional efforts in **November 2022:**

- Press Release: "SamTrans Updates Service on Several Routes"
- Press Release: "SamTrans Launches New E-Newsletter"
- Press Release: "SamTrans to Change Schedule for Thanksgiving"
- Bus Operator Recruitment
- Wi-Fi on Buses (ongoing)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

Digital Communications Report:

At the beginning of November, SamTrans focused on promoting the new Runbook, with a particular emphasis on late-night service. In addition, staff experimented with creating a video tutorial to help people navigate the SamTrans website and continued to develop new content for the Bus Operator Recruitment campaign.

As the holidays approached, SamTrans also posted a thread highlighting places and events that riders could attend around the Bay Area during Thanksgiving weekend, including local food banks and volunteer opportunities.

Despite the acquisition of Twitter, SamTrans only lost five followers in the past 28 days and saw a 50% increase in impressions and 75% in profile views.

November 2022 Digital Marketing Highlights:

- SamTrans Runbook 140 Changes
- Drive with Us Campaign (Video Interview)
- Thanksgiving Thread of Events
- Employee Appreciation Posts (Fall Cookout, Rooftop, IMAD Award)
- Veteran’s Day Operator Highlight
- Start of Holiday Bus Posts

November Website Sessions: 68,781 visits (*compared to 86,867 visits in October 2022*)

Prepared By:	Alex Lam	Principal Planner (Operations Planning)	650-508-6227
	Robert Casumbal	Director (Marketing/Market Research)	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845



PETER RATTO, CHAIR
JOSH POWELL, VICE CHAIR
MARIE CHUANG
MARINA FRASER
JEFF GEE
ROSE GUILBAULT
RICO E. MEDINA
DAVE PINE

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

Finance Committee Committee of the Whole

San Mateo County Transit District

Wednesday, December 7, 2022 – 3:00 pm

or immediately following the Community Relations Committee meeting

- 10.c.1. Call to Order
- 10.c.2. Approval of Minutes of the Finance Committee Meeting of December 7, 2022 Motion
- 10.c.3. Authorize an Open Market Procurement of Switchgear for the SamTrans South Base Switchgear Replacement Project Motion
- 10.c.4. Award of Contract for the South Base Switchgear Replacement Project and Delegation of Authority for Approval of the Project Design Motion
- 10.c.5. Authorize an Increase in the General Manager/CEO's Contract Contingency Authority for Contract Number 22-S-C-045 for the North Base Bus Maintenance Facility Charger Replacement Contract Motion
- 10.c.6. Authorize an Amendment to the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Studies Motion
- 10.c.7. Award of Contract for Microtransit Services Motion
- 10.c.8. Adjourn

Committee Members: Marina Fraser (Chair), Jeff Gee, Rose Guilbault

Note:

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

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

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

December 7, 2022

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom

Staff Present: A. Chan, C. Mau, J. Cassman, D. Olmeda, J. Brook, D. Seamans

9.b.1. Call to Order

Committee Chair Marina Fraser called the meeting to order at 3:21 pm.

9.b.2. Approval of Minutes of the Finance Committee Meeting of November 2, 2022

Motion/Second: Fraser/Stone

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

9.b.3. Adoption of Salary Ordinance No. 108

Juliet Nogales-DeGuzman, Director of Human Resources, presented the staff report noting the addition of 56 new positions and no adjustments to the salary ranges.

Motion/Second: Stone/Pine

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

9.b.4. Adopt a Biennial Budget Policy

Grace Martinez, Acting Chief Financial Officer, presented the staff report for a biennial operating and capital budget, which if adopted would be for Fiscal Years 2024 and 2025. She noted the benefits for long-term financial planning, strategic thinking, and savings in time and costs.

Committee Member Jeff Gee asked if the budget would be on a rolling two-year schedule. Ms. Martinez said they would be providing a two-year budget every two years. She said the General Manager/CEO would be authorized to adjust the operating budget by up to 10 percent before seeking Board approval.

Director Dave Pine asked if the budget would still be adopted annually. Ms. Martinez said at the end of the first year of the biennial budget, they would bring the budget to the Board to approve any adjustments of 10 percent or more.

Motion/Second: Guilbault/Pine

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

9.b.5. Adjourn

The meeting adjourned at 3:32 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: Finance Committee

Through: April Chan, General Manager/CEO

From: Grace Martinez, Acting Chief Financial Officer David Olmeda, Chief Operating Officer,
Bus

Subject: **Authorize an Open Market Procurement of Switchgear for the SamTrans South Base Switchgear Replacement Project**

Action

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

1. Authorize staff to negotiate on the open market to procure a 3000-amp switchgear to be installed at the SamTrans bus maintenance and repair facility as part of the South Base Switchgear Replacement Project.
2. Authorize the General Manager/CEO or designee to execute a contract for up to \$220,000 for the purchase and delivery of the switchgear, in full conformity with the terms and conditions set forth in a negotiated agreement, and in a form approved by legal counsel.

Significance

Approval of the above actions allows the District to purchase a 3000-amp switchgear, a key infrastructure component of upgraded power distribution that will be installed at the District's South Base yard. The upgraded power distribution infrastructure is needed for the installation of 10 universal chargers and dispensers that will support 20 battery electric buses (BEBs), which the District anticipates receiving in the second half of 2023.

The proposed action will result in a contract only for the manufacture and delivery of the switchgear. Installation of the switchgear will be completed under a separate contract for the South Base Switchgear Replacement Project (Invitation for Bids 23-S-C-022). Having a separate contract just for purchase of the switchgear is expected to mitigate delays in construction of the upgraded power distribution infrastructure, as this equipment is subject to long lead-times. The Board will separately consider award of the construction contract to Anvil Builders, Inc.

BEBs will be deployed from South Base to extend SamTrans service through San Mateo County along the US-101 corridor. The switchgear purchase, power distribution infrastructure upgrade, and BEB purchase all align with the District's Board-approved Innovative Clean Transit rollout plan.

Budget Impact

Funds to support this contract are included in the District’s Fiscal Year 2023 Capital Budget.

Background

On October 12, 2022, the District issued Request for Quotations (RFQ) 23-S-M-017, soliciting quotes for switchgear with a requirement that participating firms must have at least five years of experience manufacturing switchgear. In response to RFQ 23-S-M-017, the District received one quote for \$153,184 from a firm that did not have the required manufacturing experience. After rejecting that quote, staff conducted additional market research and determined that switchgear is typically sold by brokers or distributors that are not directly engaged in manufacturing.

On November 18, the District issued a second solicitation for the switchgear, RFQ 23-S-M-034. RFQ 23-S-M-034 also required that the switchgear must have been manufactured by a firm with at least five years manufacturing experience, but allowed brokers and distributors of qualifying switchgear to participate, even if they did not themselves have manufacturing experience. RFQ 23-S-M-034 also added a maximum quote amount of \$150,000. Once again, the District only received one quote, for \$196,694. Staff rejected this quote for exceeding the maximum quote amount.

Staff subsequently issued an additional informal solicitation to assess more accurately current market conditions and develop an anticipated contract amount for the switchgear. Due to the pending delivery of the BEBs, and the need to prevent delays to the construction contract, staff have determined that it is not in the District's interest to issue another solicitation for the switchgear. Pending approval of the proposed actions, staff will engage in open negotiations with the two firms that responded to RFQs 23-S-M-017 and 23-S-M-034 and firms responding to additional outreach efforts. Staff will report back to the Board with the results of negotiations once a contract is executed.

Prepared By:	Theresa Tril	Procurement Administrator	650-622-8013
	Jeffrey Shu	Project Manager	650-508-6416

Resolution No. 2023-

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

* * *

**Authorizing an Open Market Procurement of Switchgear for the SamTrans South Base
Switchgear Replacement Project**

Whereas, the Board of Directors (Board) of the San Mateo County Transit District (District) approved its Innovative Clean Transit Rollout Plan (Plan) on December 2, 2020; and

Whereas, the District, as part of the Plan, purchased 20 Battery Electric Buses (BEBs), which are scheduled to be delivered to the District's South Base bus maintenance and repair facility by the end of 2023; and

Whereas, in order for SamTrans to charge and operate the new BEBs, South Base requires infrastructure improvements, including installation of power distribution infrastructure, with a 3000-amp switchgear and power cable networks, and BEB chargers and dispensers; and

Whereas, on October 12, 2022, the District issued Request for Quotations (RFQ) 23-S-M-017, soliciting quotes for the switchgear, which resulted in only one quote that was not responsive to the solicitation requirements; and

Whereas, on November 18, the District issued a second solicitation for the switchgear, RFQ 23-S-M-034, which again resulted in only one quote that was not responsive to the solicitation requirements; and

Whereas, staff have determined it is now in the best interest of the District and the Project to purchase the switchgear by negotiating on the open market.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes District staff to negotiate on the open market to procure a 3000-amp switchgear to be installed at the SamTrans South Base bus maintenance facility as part of the South Base Switchgear Replacement Project; and

Be It Further Resolved that the Board hereby authorizes the General Manager/CEO or designee to execute a contract for up to \$220,000 for the purchase and delivery of the switchgear, in full conformity with the terms and conditions set forth in a negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of January, 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: Finance Committee

Through: April Chan, General Manager/CEO

From: Grace Martinez, Acting Chief Financial Officer David Olmeda, Chief Operating Officer,
Bus

Subject: **Award of Contract for the South Base Switchgear Replacement Project and
Delegation of Authority for Approval of the Project Design**

Action

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

1. Award a contract for the South Base Switchgear Replacement Project (Project) to the lowest responsive, responsible bidder, Anvil Builders, Inc. of Emeryville, California (Anvil) for a total contract amount of \$2,492,675.
2. Authorize the General Manager/CEO or designee to execute a contract with Anvil in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel.
3. Delegate to the General Manager/CEO or designee the authority to approve the locations, designs, and functionalities of the Project and all of its component elements, to be effective until revoked by the Board.

Significance

Approval of the above actions will allow for construction of new power distribution infrastructure, power cable networks and installation of 10 universal chargers and dispensers in anticipation of the delivery of 20 New Flyer battery electric buses (BEBs). The anticipated delivery window for the BEBs is in the second half of calendar year 2023, after which staff will begin preparing the BEBs for use in service.

The BEBs will be deployed from South Base to extend SamTrans service throughout San Mateo County along the US-101 corridor. This Project is aligned with the District's Board-approved Innovative Clean Transit rollout plan.

Budget Impact

Funds for this contract are included in the District's approved Fiscal Year 2022 Capital Budget.

Background

On October 20, 2022, the District issued Invitation for Bids (IFB) 23-S-C-022. The solicitation was advertised in a newspaper of general circulation and on the District e-procurement website. As part of its outreach efforts, staff sent solicitation notices to various Bay Area Builders Exchanges. The District established a Small Business Enterprise (SBE) goal of 41% for this contract. Bidders who meet or exceed this goal would be eligible for the 5% bid preference. Prior to releasing the IFB, staff did an extensive outreach to SBEs using the State of California’s Disadvantaged Business Enterprise database. The District received four bids in response to this IFB, two of which were from certified SBEs:

Company	Bid Amount	5% SBE Preference Eligibility	Bid Amount With 5% SBE Preference Applied
Independent Cost Estimate	\$3,900,000	N/A	N/A
Anvil Builders, Inc.	\$2,492,675		\$2,492,675
DMZ Builders	\$2,950,000		\$2,950,000
Pacific Industrial Electric	\$3,322,502	-\$50,000	\$3,272,502
Fort Bragg Electric	\$3,496,763	-\$50,000	\$3,446,763

Staff and legal counsel have reviewed and determined that the lowest responsive, responsible bidder is Anvil, whose total bid amount is \$2,492,675.

The bid amount is 36% less than the independent cost estimate (ICE), which is \$3,900,000. Staff conducted a price analysis and determined that Anvil’s prices are fair and reasonable as compared to previously-procured similar services, market rates, and as compared to the ICE, and that the bid was received under full and open competition.

Staff conducted reference checks and determined that Anvil is highly-rated for its quality of work, responsiveness to time-sensitive requests, and communication.

To provide greater administrative efficiency, responsiveness and flexibility, staff recommends that the Board delegate to the General Manager/CEO, or designee, the authority to approve the locations, designs, and functionalities of Project and all of its component elements, to be effective until revoked by the Board.

Prepared By:	Danielle Sanderson	Administrative Analyst III	650-551-6130
	Jeffrey Shu	Engineer, Project Manager	650-703-6103

Resolution No. 2023-

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

* * *

Awarding a Contract to Anvil Builders, Inc. for the South Base Switchgear Replacement Project for a Total Contract Amount of \$2,492,675, and Delegating Authority to the General Manager/CEO to Approve the Project Design

Whereas, the Board of Directors (Board) of the San Mateo County Transit District (District) approved its Innovative Clean Transit Rollout Plan (Plan) on December 2, 2020; and

Whereas, the District, as part of the Plan, purchased 20 Battery Electric Buses (BEBs), which are scheduled to be delivered to South Base by the end of 2023; and

Whereas, to operate the new BEBs, the South Base bus maintenance and repair facility requires infrastructure improvements, including installation of power distribution infrastructure, power cable networks, and 10 new BEB chargers and dispensers (Improvements); and

Whereas, to construct the Improvements, on October 20, 2022, the District issued Invitation for Bids (IFB) 23-S-C-022 for the South Base Switchgear Replacement Project (Project); and

Whereas, in response to the IFB, the District received four bids; and

Whereas, staff have reviewed these bids and determined that Anvil Builders, Inc. of Emeryville, California (Anvil) submitted the lowest responsive and responsible bid; and

Whereas, staff further determined that Anvil possesses the necessary qualifications and experience to successfully deliver the Project; and

Whereas, staff and legal counsel determined the bid from Anvil complies with the requirements of the solicitation documents; and

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

Whereas, the General Manager/CEO recommends that the Board award a construction contract to Anvil to complete the Project for a total contract amount of \$2,492,675.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Anvil Builders, Inc. to provide construction services for new power distribution infrastructure, power cable networks, and installation of 10 new Battery Electric Bus chargers and dispensers at the SamTrans South Base Bus Maintenance Facility for a total contract amount of \$2,492,675; and

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

Be It Further Resolved that the General Manager/CEO or designee, effective immediately and until terminated by action of the Board, is authorized to approve the locations, designs, and functionalities of the Project, the Improvements, and all of their component elements; and

Be It Further Resolved that the General Manager/CEO or designee, in the exercise of such authority, is directed to reasonably and appropriately balance considerations of safety and convenience for employees, District contractors and consultants, and members of the public; accessibility to transit facilities, and cost effectiveness to balance all benefits, advantages, and potential risks involved; and

Be It Further Resolved that the delegation of authority for approval of the locations, designs, and functionality of the Project, Improvements and all of their component elements, as granted by this Resolution, is not intended to alter the process by which funds may be budgeted or expended on the Project.

Regularly passed and adopted this 4th day of January, 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: Finance Committee
Through: April Chan, General Manager/CEO
From: David Olmeda, Chief Operating Officer, Bus
Subject: **Authorize an Increase in the General Manager/CEO's Contract Contingency Authority for Contract Number 22-S-C-045 for the North Base Bus Maintenance Facility Charger Replacement Contract**

Action

Staff proposes the Committee recommend that the Board of Directors (Board) of the San Mateo County Transit District (District) authorize an increase in the General Manager/CEO's or designee's contract contingency authority for Contract Number 22-S-C-045 (with Bhogal Brothers for a not-to-exceed amount of \$200,000.

Significance

Contract Number 22-S-C-045 (Contract) is a contract with Bhogal Brothers for installation of 10 universal chargers and dispensers in anticipation of the delivery of battery electric buses (BEBs) at the SamTrans North Base Bus Maintenance Facility (North Base) in the second quarter of calendar year 2023. The Board awarded the Contract for \$290,000 and authorized the then Acting General Manager/CEO or designee to exercise contract contingency authority up to an additional 20 percent of the Board-authorized contract amount, or \$58,000.

Construction work for the Contract started in December 2022 and is expected to be complete by the first quarter of calendar year 2023. However, due to a change order required to rectify a design omission and a proposed change to the BEB parking layout configuration, the total amount for change orders on the Contract is expected to exceed the General Manager's/CEO's contract contingency authority of \$58,000. The proposed reconfiguration of the BEB parking layout is required to accommodate a temporary hydrogen fueling station without reducing available BEB parking at North Base. Performing the parking lot reconfiguration under this Contract is more cost effective than performing the work later under a separate construction contract because it eliminates future rework.

Staff recommends that the Board authorize an increase in the General Manager's/CEO's contract contingency authority for a not-to-exceed amount of \$200,000 for change orders required to rectify the design omission, reconfigure the BEB parking layout, and perform other essential changes that could be required to complete the Contract prior to delivery of the BEBs in the second quarter of 2023.

Budget Impact

The additional contract contingency will be funded by District sales tax funds that were previously allocated for the purchase of 17 BEBs but were replaced by California’s Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) incentives.

Background

The District has procured BEBs to replace end-of-life diesel buses. Diesel buses are major contributors to greenhouse gas emissions (GHG) and are the source of 89% of SamTrans’ GHG emissions. The BEBs will help reduce energy consumption, direct carbon emissions, and other harmful emissions. Replacement of the diesel buses is a component of the District’s Zero Emission Transition Plan that guides the District’s transition from diesel and gasoline-powered vehicles to a zero emission fleet, without early retirement of diesel vehicles.

The BEBs, chargers, and dispensers will benefit not only those who rely on public transportation, but also help improve air quality while reducing GHG emissions, including in disadvantaged and low-income communities. The transition to zero emission technology represents the District’s commitment to providing sustainable public transit services for the communities it serves and supporting the State of California and CARB in leading the reduction of transportation impacts on air quality and the climate.

Prepared By: Liria Larano Deputy Chief, Fleet & Facilities (650) 288-9151
Infrastructure

Resolution No. 2023-

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

* * *

Increasing the Contract Contingency Authority for the North Base Bus Maintenance Facility Charger Replacement Project and Delegating Authority to the General Manager/CEO to Approve the Project Design

Whereas, pursuant to Resolution No. 2022-63, the Board of Directors (Board) for the San Mateo County Transit District (District) authorized an agreement for the North Base Bus Maintenance Facility Charger Replacement Project (Contract) with Bhogal Brothers Construction, Inc. (Bhogal Brothers); and

Whereas, the North Base Bus Maintenance Facility Charger Replacement Project (Project) includes installation of power distribution infrastructure, power cable networks, battery electric bus (BEB) chargers and dispensers, and related improvements; and

Whereas, the Board awarded the Contract to Bhogal Brothers for a not-to-exceed amount of \$290,000 and authorized the then-Acting General Manager/CEO or designee to exercise contract contingency authority up to an additional 20 percent of the Board-authorized contract amount, or \$58,000; and

Whereas, during the course of work under the Contract, change orders would be required to rectify a design omission, and implement a proposed change to the North Base BEB parking layout configuration; and

Whereas, the General Manager/CEO has recommended that the Contract contingency authority be increased by a not-to-exceed amount of \$200,000, for a new total amount of \$258,000, for change orders required to rectify the design omission, reconfigure the BEB

parking layout, and perform other essential changes that could be required for work under the Contract to be completed to accommodate the BEBs, which are expected for delivery in the second quarter of 2023.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District approves an increase in the General Manager/CEO or designee's contract contingency authority for the North Base Bus Maintenance Facility Charger Replacement Project in an amount not-to-exceed \$200,000.

Be it Further Resolved that the General Manager/CEO, or designee, effective immediately and until terminated by action of the Board, is authorized to approve the locations, designs, and functionalities of the Project, and all of its component elements, including the parking lot reconfiguration.

Be It Further Resolved that the General Manager/CEO, or designee, in the exercise of such authority, is directed to reasonably and appropriately balance considerations of safety and convenience for employees, District contractors and consultants, and members of the public; accessibility to transit facilities, and cost effectiveness to balance all benefits, advantages, and potential risks involved.

Be It Further Resolved that the delegation of authority for approval of locations, designs, and functionality of the Project, and all of its component elements, including the parking lot reconfiguration, as granted by this Resolution, is not intended to alter the process by which funds may be budgeted or expended on the Project.

Regularly passed and adopted this 4th day of January, 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: Finance Committee
Through: April Chan, General Manager/CEO
From: David Olmeda, Chief Operating Officer, Bus
Subject: **Authorize an Amendment to the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Studies**

Action

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

1. Authorize an amendment to contract 22-S-P-057 (Contract) with the Center for Transportation and the Environment (CTE) for Hydrogen Fuel Cell Electric Bus Feasibility Study services to exercise two one-year option terms and increase the Contract value by \$200,000; and
2. Authorize the General Manager/CEO or designee to execute the contract amendment, as negotiated, and in a form approved by legal counsel.

Significance

On April 29, 2022, within the General Manager/CEO's contract authority, the District awarded the single-source Contract to CTE for a not-to-exceed amount of \$150,000 to perform two feasibility studies for: (a) a 10-bus fuel cell electric bus (FCEB) Demonstration Program, and (b) replacement of the entire fleet of buses housed at the SamTrans North Base bus maintenance facility with FCEBs. The Contract scope of work also included additional tasks to be performed pursuant to District-issued work directives on an as-needed basis. The base Contract term is for a one-year term, which ends on April 28, 2023. The contract also includes two one-year option terms; however, the exercise of such options requires Board authority as the related cost would exceed the General Manager/CEO's contract authority.

CTE is expected to complete the initial two feasibility studies by the end of the one-year base term of the Contract, and the initial 10 FCEBs are anticipated for delivery to North Base in the fall of 2023. Now, the District needs CTE's assistance with implementation of the 10 FCEB Demonstration Program including the following additional tasks identified in the contract:

1. Manage hydrogen fuel supply contracts (including station design and build, operation, and maintenance agreement, and fuel supply agreement),
2. Oversee required facility modifications,
3. Obtain required permits, and
4. Develop metrics for the Agency to evaluate fleet performance.

These tasks are estimated to cost an additional \$200,000 and will take an additional two years to complete. Accordingly, staff recommends that the Board authorize a Contract amendment that would increase the contract value by \$200,000 and exercise both one-year options to increase the contract term by two years.

Budget Impact

Funds to support this amendment are included in the District's Fiscal Year 2023 Capital Budget.

Background

The District has procured FCEBs to replace 10 end-of-life diesel buses as part of a demonstration program. Diesel buses are major contributors to greenhouse gas emissions (GHG) and are the source of 89% of SamTrans' GHG emissions. The FCEBs will help reduce energy consumption, direct carbon emissions, and other harmful emissions. Replacement of the 10 diesel buses is a component of the District's Zero Emission Transition Plan that guides the District's transition from diesel and gasoline-powered vehicles to a zero emission fleet, without early retirement of diesel vehicles.

The FCEBs will benefit not only those who rely on public transportation, but also help improve air quality while reducing GHG emissions. The transition to zero emission technology represents the District's commitment to providing sustainable public transit services for the communities it serves and supporting the State of California and CARB in leading the reduction of transportation impacts on air quality and the climate.

CTE is a non-profit organization that is experienced in developing, implementing, and administering advanced transportation technology projects, with a focus on zero-emission transit buses. CTE has provided technical assistance and project management services to public transit properties within California and around the United States on many zero-emission bus deployment projects and has demonstrated experience in the fuel cell arena as one of the three members of the National Fuel Cell Bus Program Consortia responsible for deploying fuel cell transit buses for the Federal Transit Administration.

Prepared By: Liria C. Larano Deputy Chief, Fleet & Facilities 650-288-9151
Infrastructure

Resolution No. 2023-

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

* * *

Authorizing an Amendment to the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Study Services to Extend the Contract by Two Years and Increase the Total Contract Amount by \$200,000

Whereas, on April 29, 2022, and within the General Manager/CEO's contract authority, the San Mateo County Transit District (District) awarded a single-source contract (Contract) to the Center for Transportation and the Environment of Atlanta, Georgia (CTE) for a not-to-exceed (NTE) amount of \$150,000 for a one-year term, with up to two one-year option terms, to perform feasibility studies for: (a) a 10-bus fuel cell electric bus (FCEB) Demonstration Program and (b) a total replacement of the bus fleet housed at the SamTrans North Base bus maintenance facility with FCEBs, plus additional tasks to be performed pursuant to District-issued work directives on an as-needed basis; and

Whereas, CTE is expected to complete the two feasibility studies by the end of the one-year Contract term;

Whereas, the District now desires to exercise both one-year option terms to allow CTE to assist with implementation the FCEB Demonstration Program by performing the following additional as-needed tasks listed in the Contract:

1. Manage hydrogen fuel supply contracts (including station design and build, operation, and maintenance agreement, and fuel supply agreement),
2. Oversee required facility modifications,
3. Obtain required permits, and

4. Develop metrics for the Agency to evaluate fleet performance; and

Whereas, these additional tasks are expected to cost an additional \$200,000; and

Whereas, the General Manager/CEO recommends that the Board authorize an amendment to the contract with CTE to exercise both one-year option terms and at an additional cost not to exceed \$200,000, for a new total contract value of \$350,000.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes an amendment to the contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Study services to exercise two one-year option terms and increase the contract value by \$200,000, for a new total contract value of \$350,000.

Be It Further Resolved that the Board authorizes the General Manager/CEO, or designee, to execute the contract amendment as negotiated, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of January, 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: Finance Committee
Through: April Chan, General Manager/CEO
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Award of Contract for Microtransit Services**

Action

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

1. Award a contract to Transdev Services, Inc. of Lombard, Illinois (Transdev) for on-demand microtransit services in the Half Moon Bay Coastside and East Palo Alto zones (Services) for a not-to-exceed amount of \$9,720,761 for a three-year, five-month base term, that consists of four months for implementation and 37 months of services.
2. Authorize the General Manager/CEO or designee to execute a contract with Transdev in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise up to two, one-year option terms, at an additional total not-to-exceed amount of \$6,764,590 for both option terms, if deemed in the best interest of the District.

Significance

Approval of the above actions will provide the District with a dedicated and qualified contractor to provide the Services on the Half Moon Bay Coastside and East Palo Alto zones to supplement changes to the District's bus service and provide additional transportation options for those communities. The Services are a "turnkey" operation, through which the contractor will provide the enabling technology, vehicles, operating personnel and customer support service/call center service.

Budget Impact

Funds to support this contract are included in the District's Fiscal Year 2023 adopted operating budget and will be included in future-year operating budgets.

Background

In June 2019, the District launched Reimagine SamTrans, a comprehensive operational analysis that evaluated the current state of the SamTrans bus system to develop a redesigned network with the combined goals of providing more frequent, off-peak, efficient, and direct service throughout San Mateo County. After three years of analysis and focused public outreach,

Reimagine SamTrans recommended several network and route modifications plus the creation of two new microtransit zones in the communities of Half Moon Bay and East Palo Alto.

The two zones were identified because they present different and unique challenges for fixed-route bus services. Some of these challenges include narrow streets, lack of street grid, gaps in the pedestrian network, traffic patterns clogging major arterials, off-peak/weekend traffic, and unique land uses/densities. The goal of the Services is to mitigate such challenges by using flexible microtransit technology to provide public transit service in areas that are difficult to plan fixed route service. Microtransit on-demand service is able to cover a larger area, with lower ridership density, while still providing service that is in reasonable walking distance for riders. The Services will compliment and integrate into the SamTrans fixed-route bus service.

On May 18, 2022, the District issued Request for Proposals (RFP) 22-S-S-067 to provide the Services. The Services require both a strong technology platform for the scheduling and customer use of the Service as well as a contractor with the experience to operate the Services. The solicitation was advertised on the District’s e-procurement website. The District received four proposals:

1. First Transit, Inc., Cincinnati, OH
2. Nomad Transit LLC, New York, NY
3. RideCo, Los Angeles, CA
4. Transdev Services, Inc., Lombard, IL

A Selection Committee (Committee) comprised of qualified staff representing the District reviewed and scored these proposals in accordance with the following weighted criteria:

Evaluation Criteria	Maximum Points
Company Qualifications, Experience & References	20
Qualifications and Experience of Key Personnel	10
Approach to Scope of Services and Implementation	45
Reasonableness of Cost	25
Small Business Enterprise (SBE) Preference	5

Following the initial proposal review, the Committee found three firms to be in the competitive range and invited them to proceed to the next phase of the evaluation and selection process, which included interviews and application demonstrations. Additionally, the Committee performed extensive reference checks. Upon completion of the interviews, demonstrations, and reference checks, the Committee identified Transdev as the highest-ranked proposer. District Information Technology (IT) staff conducted discussions with Transdev’s IT team to address, clarify and resolve technology-related requirements. District IT staff determined that Transdev’s hosting platform meets the District’s needs. Staff successfully concluded negotiations with Transdev and determined that Transdev’s negotiated prices are fair and

reasonable. Staff further determined that Transdev possesses the requisite experience and knowledge to successfully provide the Services.

Prepared By:	Terry Loo	Contract Administrator	650-508-7788
	Millie Tolleson	Acting Director, Planning	650-508-7815

Resolution No. 2023-

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

* * *

Awarding a Contract to Transdev Services, Inc. for Microtransit Services for a Total Not-to-exceed Amount of \$9,720,761 for a Three-year, Five-month Base Term

Whereas, on May 18, 2022, the San Mateo County Transit District (District) issued Request for Proposals (RFP) 22-S-S-067 to provide on-demand microtransit services in the Half Moon Bay Coastside and East Palo Alto zones to supplement changes to the District's bus service and provide additional transportation options for those communities (Services); and

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

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

Whereas, the Committee determined the proposal submitted by Transdev Services, Inc. of Lombard, Illinois (Transdev) to be the highest-ranked proposal; and

Whereas, staff and legal counsel have reviewed Transdev's proposal and have determined it complies with the requirements of the solicitation documents; and

Whereas, staff determined that Transdev possesses the necessary qualifications and is fully capable of providing the specified Services at prices that have been deemed fair and reasonable; and

Whereas, the General Manager/CEO recommends that the Board of Directors (Board) award a contract to Transdev for provision of the Services for a three-year, five-month base term, consisting of four months for implementation and 37 months of services, for a total not-

to-exceed amount of \$9,720,761, and authorize up to two, one-year option terms for an aggregate not-to-exceed amount of \$6,764,590, if in the best interest of the District.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Transdev Services, Inc. to provide on-demand microtransit services in the Half Moon Bay Coastside and East Palo Alto zones for a three-year, five-month base term for a total not-to-exceed amount of \$9,720,761; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract with Transdev in full conformity with the terms and conditions of the RFP and negotiated agreement, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise up to two, one-year option terms for an aggregate total not-to-exceed amount of \$6,764,590, if in the best interest of the District.

Regularly passed and adopted this 5th day of January, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary