

BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO



Agenda

Board of Directors Meeting

April 5, 2023, 2:00 pm

San Mateo County Transit District

The Governor lifted the State of Emergency due to COVID-19 on February 28, 2023. Accordingly, this Board Meeting will be held in-person at:

**San Mateo County Transit District
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Ave., San Carlos, CA**

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

67 San Min Road, Taichung, Taiwan

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

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

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
 - Cough
 - Shortness of Breath
 - Fever
 - Chills
 - Muscle Pain
 - Sore Throat
 - Loss of Taste or Smell
2. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a person's temperature is measured at 100.4 or above.
3. Visitors must show proof of COVID-19 vaccination or a negative COVID-19 PCR 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)

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.

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

Wednesday, April 5, 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. Roll Call

3. Consent Calendar

3.a. Approval of Minutes of the Regular Board of Directors Meeting of March 1, 2023 and the Special Meeting of March 17, 2023 Motion

3.b. Acceptance of Statement of Revenues and Expenses for the Period Ending February 28, 2023 Motion

3.c. Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2023 Motion

4. Public Comment for Items Not on the Agenda

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

5. Report of the Chair
 - 5.a. Recognizing Arab-American Heritage Month Resolution
 - 5.b. Resolution of Appreciation for Rose Guilbault Resolution
6. Report of the General Manager/CEO Informational
7. Board Member Requests/Comments
8. Recess to Committee Meetings
 - 8.a. Community Relations Committee / Committee of the Whole
M. Chuang (Chair), R. Mueller, P. Ratto
 - 8.a.1. Call to Order
 - 8.a.2. Approval of Minutes of the Community Relations Committee Meeting of March 1, 2023 Motion
 - 8.a.3. Accessible Services Update Informational
 - 8.a.4. Paratransit Coordinating Council Update Informational
 - 8.a.5. Citizens Advisory Committee Update Informational
 - 8.a.6. Quarterly Report | Quarter 2 Fiscal Year 2023 Informational
 - 8.a.7. Monthly Performance Report | February 2023 Informational
 - 8.a.8. Adjourn
 - 8.b. Finance Committee / Committee of the Whole
J. Gee (Chair), M. Chuang, M. Fraser
 - 8.b.1. Call to Order
 - 8.b.2. Approval of Minutes of the Finance Committee Meeting of March 1, 2023 Motion
 - 8.b.3. Resolution Authorizing an Amendment to the Contract with the California Public Employees' Retirement System to Provide for Military Service Credit Motion
 - 8.b.4. Adjourn

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

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

8.c.1. Call to Order

8.c.2. Approval of Minutes of the Strategic Planning, Development,
and Sustainability Committee Meeting of March 1, 2023 Motion

8.c.3. Reimagine SamTrans Implementation Update Informational

8.c.4. Adjourn

8.d. Legislative Committee / Committee of the Whole

R. Mueller (Chair), R. Medina

8.d.1. Call to Order

8.d.2. Approval of Minutes of the Legislative Committee Meeting of
March 1, 2023 Motion

8.d.3. State and Federal Legislative Update and Approval of
Legislative Proposals: Support Assembly Bill (AB) 463 (Hart),
AB 817 (Pacheco), and Assembly Constitutional Amendment
(ACA) 1 (Aguiar-Curry) Motion

8.d.4. Adjourn

9. Reconvene Board of Directors Meeting

10. Matters for Board Consideration: Community Relations Committee

10a. Accessible Services Update Informational

10.b. Paratransit Coordinating Council Update Informational

10.c. Citizens Advisory Committee Update Informational

10.d. Quarterly Report | Quarter 2 Fiscal Year 2023 Informational

10.e. Monthly Performance Report | February 2023 Informational

11. Matters for Board Consideration: Finance Committee

- 11.a. Resolution Authorizing an Amendment to the Contract with the California Public Employees' Retirement System Resolution

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

- 12.a. Reimagine SamTrans Implementation Update Informational

13. Matters for Board Consideration: Legislative Committee

- 13.a. State and Federal Legislative Update and Approval of Legislative Proposals: Support Assembly Bill (AB) 463 (Hart), AB 817 (Pacheco), and Assembly Constitutional Amendment (ACA) 1 (Aguiar-Curry) Motion

14. Communications to the Board of Directors Informational

15. Date/Time of Next Regular Meeting - Wednesday, May 3, 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.

16. General Counsel Report

- 16.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): SC Transit Village, LLC, et al. v. San Mateo County Transit District, et al.; San Mateo County Superior Court Case No. 22-CIV-04642

17. Adjourn

Information for the Public

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

Minutes of Board of Directors Meeting

March 1, 2023

Members Present: M. Chuang, M. Fraser (Vice Chair), J. Gee, R. Medina, R. Mueller (joined
(In Person) at 3:28 pm), J. Powell (Chair), P. Ratto

Members Present: None
(Via Teleconference)

Members Absent: D. Canepa

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

1. Call to Order/Pledge of Allegiance

Chair Josh Powell called the meeting to order at 2:00 pm and led the Pledge of Allegiance.

2. Roll Call

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

3. Consent Calendar

3.a. Approval of Minutes of the Board of Directors Meeting of February 1, 2023

3.b. Acceptance of Quarterly Fuel Hedge Update

**3.c. Revisions to the District's Safety-sensitive Policy Concerning Substance Abuse – Approved by
Resolution No. 2023-16**

3.d. Award of Contract for Cleaning Supplies – Approved by Resolution No. 2023-17

Motion/Second: Chuang/Gee

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

Noes: None

Absent: Canepa, Mueller

4. Public Comment for Items Not on the Agenda

Aleta Dupree said she appreciated that April Chan was the new General Manager/CEO, and said she was looking forward to having electric buses and riding transit again in San Mateo County.

5. Report of the Chair

5.a. Honoring Women's History Month – Approved by Resolution No. 2023-18

Tasha Bartholomew, Manager, Communications, noted activities at the District to honor women throughout the month of March.

Motion/Second: Medina/Chuang

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

Noes: None

Absent: Canepa, Mueller

6. Report of the General Manager/CEO

6.a. General Manager/CEO Report – February 22, 2023

April Chan, General Manager/CEO, noted the report was in the packet. She noted that MTC (Metropolitan Transportation Commission) is ending the Clipper START program at the end of June 2023, and the Board will decide whether to continue the program at a future meeting.

Ms. Chan said that MTC had selected a new executive director, Andrew Fremier, with whom she had worked on the 101 Express Lanes project.

6.b. Presentation of Operator and Maintenance Awards

Ms. Chan presented the Bus Maintenance Employee of the Year award to Nestor Tiongco, and the Bus Operator Employee of the Year award to Michael Keating, and they each expressed their appreciation in turn and had their pictures taken with Chair Powell.

Public Comment:

Adina Levin asked what analysis that had been done about the percentage of people who have been using Clipper START who are existing SamTrans users versus new users.

Aleta Dupree commended SamTrans for its service and congratulated the award recipients.

7. Board Member Requests/Comments

Director Marie Chuang noted her recent tour of the maintenance bases had given her a better understanding of the bus operations.

8. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:34 pm.

Director Ray Mueller joined the meeting at 3:28 pm.

9. Reconvene Board of Directors Meeting

Chair Powell reconvened the Board meeting at 3:57 pm.

10. Matters for Board Consideration: Community Relations Committee

Director Marie Chuang reported on the following items:

- 10.a. Accessible Services Update**
- 10.b. Paratransit Coordinating Council Update**
- 10.c. Citizens Advisory Committee Update**
- 10.d. Monthly Performance Report | January 2023**

11. Matters for Board Consideration: Finance Committee

Director Jeff Gee led the Board in voting on the following items:

- 11.a. Accept Statement of Revenues and Expenses for the Period Ending January 31, 2023 and Receive Chief Financial Officer Report on Projections for Fiscal Year 2023**
- 11.b. Resolution of Intention to Approve an Amendment to Contract Between the Board of Administration, California Public Employees' Retirement System, and the Board of Directors, San Mateo County Transit District – *Approved by Resolution No. 2023-19***

Motion/Second: Gee/Medina

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

Noes: None

Absent: Canepa

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

Director Rico Medina reported on the following item:

- 12.a. Bus Stop Improvement Plan (BSIP) Project Introduction**

13. Matters for Board Consideration: Legislative Committee

Director Ray Mueller reported on the following item:

- 13.a. State and Federal Legislative Update**

14. Communications to the Board of Directors

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

15. Date/Time of Next Regular Meeting

Chair Powell announced the time and location of the next meeting as Wednesday, April 5, 2023 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

16. General Counsel Report

Ms. Cassman said she had nothing to report. She said they had distributed remote meeting participation guidelines per the Brown Act and they would also prepare guidelines on potential financial conflicts of interest.

17. Adjourn

The meeting adjourned at 4:03 pm.

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

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

Minutes of Board of Directors Special Meeting / Finance Workshop

**Mavericks Event Center
107 Broadway Avenue
Half Moon Bay, CA**

March 17, 2023

Members Present: J. Gee, R. Medina, R. Mueller, M. Fraser (Vice Chair), J. Powell (Chair), P. Ratto

Members Absent: D. Canepa, M. Chuang

Staff Present: A. Chan, D. Santoro, J. Cassman, D. Olmeda, K. Kelly, K. Steiner, N. Kramer, M. Kumar, P. Skinner, J. Nogales de Guzman, J. Epstein, M. Tolleson, S. van Hoften, L. Millard-Olmeda, C. Mobley-Ritter, K. Beltz, L. Larano, P. Ledezma, C. Fromson, A. Rivas, D Harbour, M. Tseng, D. Seamans

1. Call to Order/Roll Call

Chair Josh Powell called the meeting to order at 9:17 am. Dora Seamans, District Secretary, confirmed that a quorum of the Board was present.

2. Public Comment

There was no public comment.

3. Innovative Clean Transit (ICT) – Emission Zero Program

April Chan, General Manager/CEO, thanked the attendees who came to Half Moon Bay and provided a brief introduction of the items under discussion. She noted the ten-year financial outlook to be presented would provide a preview of the two-year budget for Fiscal Years 2024 and 2025. She said that the purpose of the Zero Emissions Bus (ZEB) Program is to meet the state mandate to have a zero emission fleet by 2040.

Ms. Chan officially welcomed Kate Steiner, whom she said will replace Kathleen Kelly, Interim Chief Financial Officer, as the new Chief Financial Officer starting April 17. She also welcomed David Santoro, the current Acting Chief Operating Officer for Caltrain, as the new Deputy General Manager/CEO for SamTrans starting March 27.

Liria Larano, Deputy Chief, Bus Fleet/Facilities, provided the presentation, which included the following topics:

- Program Scope
 - The California Air Resources Board (CARB) mandate through the Innovative Clean Transit (ICT) regulation requires transit agencies to transition their entire fleet to ZEB by the year 2040.
 - 319 fixed routes and total vehicle replacement of 40- and 60-foot buses to ZEB fleet in North and South Bases and those operated by MV Transportation. There are 70 paratransit vehicles and we need to wait until the year 2026 to replace them since they are not yet commercially available.
 - The need to modify existing facilities to upgrade electrical systems and connect to PG&E (Pacific Gas and Electric).
 - Training workforce, such as operators, mechanics, and utility workers. Some of the work would be outsourced until the workforce is fully trained.
- Life Cycle Costs for Battery Electric Buses (BEBs) versus Fuel Cell Electric Buses (FCEBs)
 - Assumptions on buses, infrastructure, maintenance, energy, and service levels.
 - A comparison was conducted on performance of vehicles (including the infrastructure, life cycle, limitations, costs, emissions, and ranges).
 - Resilience of energy sources, infrastructure, and hydrogen performed better than BEB.
 - BEB provided up to 200 miles whereas hydrogen can go up to 300 miles in range.
- Other Transit Agencies in California
 - David Olmeda, Chief Operating Officer, Bus, noted that the District and Santa Clara Valley Transportation Authority (VTA) started with hydrogen fuel in 2003.
 - AC Transit (Alameda-Contra Costa Transit District) had their first hybrid hydrogen fuel cell bus in 2005 and they have the comparison data. Golden Gate Transit is considering both BEBs and FCEBs.
- Recommendations, Progress and Time, Funding, and Next Steps
 - Staff recommended replacement of the North Base fleet with hydrogen buses to reduce costs and defer the decision for South Base until next year so staff can have more experience with both hydrogen and electric buses.
 - Federal Transit Administration (FTA) formula funds cover anywhere from 70 to 80 percent of the cost of the buses. In addition to FTA, there are hybrid and zero-emission voucher incentives and various grants.

The Board had a robust discussion, which included the following points:

- North and South Bases mitigation plans and concerns on energy resilience and concerns on water clean-up and rising sea levels.
- Staff noted that these concerns were built into the financial analysis and clarified that there was a sea level rise study that will be brought back before the Board. The study recommended building a wall and working collaboratively with the City and County of San

Francisco, SFO (San Francisco International Airport), and San Mateo County. One Director mentioned working with One Shoreline and other cities in looking at the entire Bayside and for seeking grant funding.

- The comparison of electricity costs versus hydrogen in the last few years and the need to look at additional past data and projections for the future.
- Outsourcing

Mr. Olmeda clarified that there are plans to negotiate the maintenance component and train staff as there are currently no certified staff with expertise in maintaining hydrogen or electric buses.

- The infeasibility of solar as an option as the volume of consumption is significantly larger for these big, heavy vehicles than what could be produced through solar, and the energy storage would occupy too much real estate and be cost-prohibitive.
- Understanding the level of fuel price volatility, sources of hydrogen, and concerns over reliability of electrical grid.
- Using a phasing approach for fleet replacement, seeking outside funding for ZEB, and designing and constructing needed fueling stations and facility modifications at North Base.

The Board meeting recessed at 10:35 am and reconvened at 10:53 am.

4. Multi-year Financial Outlook

Ms. Kelly provided the presentation, which included the following topics:

- Focus on ten-year base operating revenue projections, the fare revenue previously was approximately \$16 million per year, but was under \$6 million in 2021 due to the pandemic. Projected fare revenue is approximately \$12 million per year going forward. Projections are based on ridership increases and not fare increases.
- TDA/STA (Transportation Development Act/State Transit Assistance) are related to sales tax and more than 75 percent of the budget is related to sales tax revenues, which are subject to extreme volatility.
- Assumptions on expenditures - the largest component, motor bus, at approximately 4 percent annual growth beyond Fiscal Year 2027.
- Headquarters rehabilitation was not included in future capital projects.
- Assumed 100 percent of the ZEB infrastructure costs from operating budget and sales tax after Fiscal Year 2025.

The Board had a robust discussion, which included the following points:

- Sales tax projections going forward at 2 percent annually as a trend seen overall. Tax stabilization fund helps with stabilization in times of financial stress.
- District headquarters as an unknown expenditure amount.

- Ms. Kelly clarified that the District headquarters is a separate financial project and what is needed for it is yet to be determined.
- Reimagine SamTrans
 - Assume service level for ten-year period
 - Review of different ways to provide service such as increasing or making adjustments
 - Expansion to other areas will require additional resources
- Need for grants and other revenue resources. Director Jeff Gee said that the presentation should also include what the District can do to pursue other financial resources, and noted there may be revenues associated with real estate development. He also suggested that the Bus Stop Improvement Program (BSIP) could include using digital media advertising as a potential revenue source.

Ms. Chan said that the District needs to ensure the preservation of funding for the next five to ten years in light of the capital needs. She said that based on Board feedback from the meeting, staff will review and explore other revenue opportunities, including low-carbon fuel credits. She said that staff will also take this feedback into consideration in preparing the draft budget to be presented at the May Board meeting.

5. Adjourn

The meeting adjourned at 11:46 am.

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kathleen Kelly, Interim Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenses for the Period Ending February 28, 2023**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the period ending February 28, 2023 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through February 28, 2023. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide an easy comparison of current year-to-date actuals to information for the prior year-to-date actuals, including dollar and percentage variances.

Significance

Annual Forecast: The annual forecast was derived by examining actual revenue and expense trends through February 2023, and then analyzing trends and reviewing details with cost center managers. The only change in the projections since last month is the higher Investment Income forecasted to be \$3.6 million higher than budget. The Agency budget for FY 2023 was approved with a projected deficit of \$19 million, using a draw from Prior Years' Surplus to cover the balance. During this year, several items have changed significantly, such that the Agency is now projected to end the year with a surplus of \$9.7 million, a change of \$28.7 million from the approved budget.

The large variance is based on:

- 1) Revenue increases of \$19.8 million;
- 2) Expense savings of \$5.8 million; and
- 3) Reduction of \$3.2 million in the amount required to fund reserves to their minimum levels.

Forecast Revenues: Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 18) are forecasted to be \$19.8 million higher than budget, \$13.9 million of which is due to Sales Tax revenues (page 1, line 6, 10, & 11). The latest projections for sales tax continue to reflect a strong recovery from the pandemic. Investment Income (page 1, line 12) is projected to be \$3.6 million higher than budget due to rising interest rates to combat inflation. Rental Income (page 2, line 15) is projected to be \$1.6 million higher than budget, driven by rental of the Headquarters' 1st floor and the basement leases. Finally, although much smaller than the

other increases, Passenger Fares (page 1, line 1) are expected to be higher than budget by \$0.8 million due to continued improving ridership.

Forecast Expenses: Total Operating Expense (page 1, line 27) are forecast to be \$5.8 million lower than budget, with almost all of the savings in Contracted Urban Bus Service (CUB) (page 3, line 34). The CUB costs are lower than budget by \$5.1 million, driven by the impact of service DNO (Did Not Operate) in the first half of FY23. Additionally, Professional Services (page 3, line 7) are projected to end the year \$1.2 million lower than budget due to the timing of Microtransit operations. There are also several other items with projected decreases:

- 1) Technical Services (page 3, line 8): \$1.0 million favorable to budget due to a reduction in IT contracts and lower spend as of Jan'23 YTD;
- 2) \$0.2 million lower Shuttle Service (page 4, line 61) due to 3 suspended shuttles through Dec'22 with 1 to resume in Jan'23.

These savings are partially offset by some increased costs:

- 1) \$0.6 million higher Bus Parts and Materials (page 3, line 12) due to increased service levels/demands and aging fleet;
- 2) \$0.7 million higher Claims (page 3, line 42) due to more incidents in FY23; and
- 3) \$0.5 million higher Coastside ADA services (page 4, line 50) driven by an extended contract with average 40% of cost increase.

Forecast Contribution to Reserves: The FY23 Budget included a total of \$56.9 million to fund three reserve funds: an Operating Reserve (page 1, line 38), Sales Tax Stabilization Reserve (page 1, line 39) and Pension (page 1, line 40). Staff is proposing to reallocate the amount of funding proposed in the budget for the Operating Reserve, based on further analysis of the intent of the Operating Reserve Policy. At the end of FY23, the Operating Reserve will be funded at the level called for in the Policy and will continue to meet the policy for FY24 and FY25. The Sales Tax Stabilization Reserve, though, is not yet funded at the level called for in that Policy, so staff recommends reallocating enough funds from the FY23 budget to the Sales Tax Stabilization Reserve to bring it to the policy level. After the reallocation of the FY23 budget from one reserve to the other, the total funds required for to fund the two reserves through FY25, are forecast to be \$3.2 million lower than budget.

Year to Date Revenues: As of February year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$31.0 million higher than the prior year. This is primarily driven by the increases in Local TDA and STA Funds (page 1, line 2), Operating Grants (page 1, line 5), District Sales Tax (page 1, line 10), Measure W Sales Tax (page 1, line 11), Investment Income (page 1, line 12), and Other Interest, Rent & Other Income (page 1, line 13). The increases are partially offset by the decreases in CARES ACT and CRRSSAA and ARPA (page1, line 4).

Year to Date Expenses: As of February year-to-date actual, the Total Uses of Funds (page 1, line 42) are \$30.0 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 22), A.D.A. Programs (page 1, line 23), Other Multi-Modal

Programs (page, 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 February 2023.

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
FEBRUARY 2023

% OF YEAR ELAPSED: 66.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	5,811,891	7,272,378	1,460,487	25.1%	9,739,000	10,500,000	761,000
2 Local TDA and STA Funds	28,333,288	43,924,304	15,591,016	55.0%	65,886,455	65,886,455	-
3 Pass through to Other Agencies	398,248	398,248	-	-	597,375	597,375	-
4 CARES ACT and CRRSAA and ARPA	15,633,362	11,882,760	(3,750,602)	(24.0%)	11,882,760	11,882,760	-
5 Operating Grants	377,776	1,774,340	1,396,564	369.7%	3,931,070	3,931,070	-
6 SMCTA Measure A	2,573,214	3,246,223	673,009	26.2%	4,330,880	4,691,800	360,920
7 AB434 Funds, TA Funded Shuttle & Other	320,256	130,083	(190,173)	(59.4%)	114,300	114,300	-
8 Subtotal - Operating Revenues	53,448,036	68,628,336	15,180,300	28.4%	96,481,840	97,603,760	1,121,920
Other Revenue Sources							
9 District Sales Tax	72,010,368	75,740,604	3,730,236	5.2%	108,272,000	117,295,000	9,023,000
11 Measure W Sales Tax	35,949,932	37,800,799	1,850,867	5.1%	54,136,000	58,647,500	4,511,500
12 Investment Income	1,531,053	5,132,403	3,601,350	235.2%	2,840,000	6,400,000	3,560,000
13 Other Interest, Rent & Other Income	3,846,203	7,754,572	3,908,369	101.6%	9,249,477	10,868,217	1,618,740
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	17,420,151	20,162,114	2,741,963	15.7%	47,076,041	47,076,041	-
15							
16 Subtotal - Other Revenues	130,757,708	146,590,493	15,832,785	12.1%	221,573,518	240,286,758	18,713,240
17 Total Revenues	184,205,744	215,218,829	31,013,085	16.8%	318,055,358	337,890,518	19,835,160
18 Total Sources of Funds	184,205,744	215,218,829	31,013,085	16.8%	318,055,358	337,890,518	19,835,160
19							
USES OF FUNDS							
20							
21 PCJPB, SMCTA & SAMTR Capital W&B	17,420,151	20,162,114	2,741,963	15.7%	47,076,041	47,076,041	-
22 Motor Bus	85,901,356	97,470,441	11,569,085	13.5%	159,493,835	153,578,953	(5,914,882)
23 A. D. A. Programs	11,224,548	12,655,287	1,430,739	12.7%	18,712,269	19,156,669	444,400
24 Other Multi-Modal Programs	1,219,509	3,401,196	2,181,688	178.9%	5,941,200	5,753,700	(187,500)
25 Pass through to Other Agencies	398,248	398,248	-	-	597,375	597,375	-
26 Land Transfer Interest Expense	-	-	-	-	95,411	-	(95,411)
27 Total Operating Expense	116,163,811	134,087,287	17,923,475	15.4%	231,916,131	226,162,738	(5,753,393)
28							
29 Total Operating Surplus / (Deficit)	68,041,932	81,131,542	13,089,610	19.2%	86,139,227	111,727,780	25,588,553
30							
31 District Sales Tax Capital	2,428,137	3,684,933	1,256,797	51.8%	5,527,400	5,527,400	-
32 Measure W Sales Tax Capital	4,540,481	15,690,659	11,150,178	245.6%	23,535,988	23,535,988	-
33 Reserves for Future Capital Allocation	-	-	-	-	-	-	-
34 Sales Tax Allocation - Capital Program	6,968,617	19,375,592	12,406,975	178.0%	29,063,388	29,063,388	-
35							
36 Total Debt Service	5,608,454	5,266,054	(342,400)	(6.1%)	19,144,578	19,144,578	-
37							
38 Operating Reserve	-	-	-	-	27,814,124	2,000,000	(25,814,124)
39 Sales Tax Stabilization Fund	-	-	-	-	8,120,400	30,779,130	22,658,730
40 Pension	-	-	-	-	21,000,000	21,000,000	-
41							
42 Total Uses of Funds	128,740,883	158,728,933	29,988,050	23.3%	337,058,621	328,149,834	(8,908,787)
43							
44 SURPLUS/(DEFICIT)	55,464,861	56,489,896	1,025,035	1.8%	(19,003,263)	9,740,684	28,743,947
45 Draw from Prior Years' Surplus	-	-	-	-	19,003,263	-	(19,003,263)
46 ADJUSTED SURPLUS/(DEFICIT)	55,464,861	56,489,896	1,025,035	1.8%	-	9,740,684	9,740,684

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2023 FEBRUARY 2023							
% OF YEAR ELAPSED: 66.7%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	5,536,786	6,927,490	1,390,704	25.1%	9,309,000	10,000,000	691,000
2							
3 LOCAL (TDA) TRANSIT FUND	22,982,568	35,352,000	12,369,432	53.8%	53,028,002	53,028,002	-
4							
5 STATE TRANSIT ASSISTANCE	3,717,320	6,063,464	2,346,144	63.1%	9,095,193	9,095,193	-
6							
7 OPERATING GRANTS	103,325	468,322	364,998	353.3%	1,341,421	1,341,421	-
8							
9 DISTRICT SALES TAX REVENUE	50,283,120	39,978,668	(10,304,452)	(20.5%)	81,258,360	69,290,259	(11,968,101)
10							
11 INVESTMENT INTEREST INCOME	1,265,796	4,830,979	3,565,183	281.7%	2,475,000	6,030,979	3,555,979
12							
13 OTHER REVENUE SOURCES:							
15 Rental Income	706,588	2,526,756	1,820,168	257.6%	1,555,354	3,155,354	1,600,000
16 Advertising Income	432,715	931,117	498,402	115.2%	1,246,099	1,246,099	-
17 Other Income	873,138	391,646	(481,493)	(55.1%)	185,406	391,646	206,240
18 TOTAL OTHER REVENUES	2,012,442	3,849,518	1,837,077	91.3%	2,986,859	4,793,099	1,806,240
19							
20 TOTAL MOTOR BUS	85,901,356	97,470,441	11,569,085	13.5%	159,493,835	153,578,953	(5,914,882)
21							
22 AMERICAN DISABILITIES ACT:							
23 Passenger Fares Redi-Wheels	275,106	344,889	69,783	25.4%	430,000	460,000	30,000
24 Local TDA 4.5 Redi-Wheels	1,209,608	1,860,632	651,024	53.8%	2,790,948	2,790,948	-
25 Local STA - Paratransit	423,792	648,208	224,416	53.0%	972,312	972,312	-
26 Operating Grants	274,451	1,306,018	1,031,566	375.9%	2,589,649	2,589,649	-
27 Sales Tax Revenue - ADA	5,224,288	4,420,994	(803,295)	(15.4%)	6,033,480	6,086,960	53,480
28 Interest Income - Paratransit Fund	265,257	301,425	36,167	13.6%	365,000	365,000	-
29 SMCTA Measure A Redi-Wheels	2,573,214	3,246,223	673,009	26.2%	4,330,880	4,691,800	360,920
30 Measure M Paratransit	978,831	526,899	(451,932)	(46.2%)	1,200,000	1,200,000	-
31 TOTAL ADA PROGRAMS	11,224,548	12,655,287	1,430,739	12.7%	18,712,269	19,156,669	444,400
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 AB434 Funds-SamTrans Shuttle	320,256	130,083	(190,173)	(59.4%)	114,300	114,300	-
36 Employer SamTrans Shuttle Funds	836,373	2,913,763	2,077,391	248.4%	4,880,200	4,692,700	(187,500)
37 Dumbarton Rental Income	362,836	464,391	101,556	28.0%	182,418	182,418	-
38 Sales Tax Revenue - Gen. Operating Asst.	(299,955)	(107,041)	192,914	64.3%	764,282	764,282	-
39							
40 TOTAL MULTIMODAL	1,219,509	3,401,196	2,181,687	178.9%	5,941,200	5,753,700	(187,500)
41							
42 TOTAL REVENUES	98,345,413	113,526,924	15,181,511	15.4%	184,147,304	178,489,322	(5,657,982)

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2023 FEBRUARY 2023							
% OF YEAR ELAPSED: 66.7%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	45,928,817	52,797,387	6,868,570	15.0%	80,455,163	80,455,163	-
2							
3 Services:							
4 Board of Directors	94,244	99,540	5,296	5.6%	118,733	118,733	-
5 Contracted Vehicle Maintenance	684,806	809,323	124,517	18.2%	1,252,376	1,252,376	-
6 Property Maintenance	1,055,211	1,152,516	97,305	9.2%	2,020,714	2,020,714	-
7 Professional Services	3,359,861	2,974,386	(385,476)	(11.5%)	7,231,919	6,081,919	(1,150,000)
8 Technical Services	4,719,689	6,048,327	1,328,637	28.2%	11,534,170	10,500,000	(1,034,170)
9 Other Services	2,071,872	2,146,723	74,851	3.6%	5,666,269	5,666,269	-
10 Materials & Supply:							
11 Fuel and Lubricants*	2,297,516	3,429,357	1,131,841	49.3%	5,817,626	5,817,626	-
12 Bus Parts and Materials	1,412,722	2,015,848	603,126	42.7%	2,483,496	3,108,496	625,000
13 Uniforms and Driver Expense	364,610	250,076	(114,534)	(31.4%)	799,140	799,140	-
14 Timetables and Tickets	61,821	49,255	(12,566)	(20.3%)	175,633	175,633	-
15 Office Supplies / Printing	244,031	375,529	131,498	53.9%	408,243	408,243	-
16 Other Materials and Supply	69,442	130,672	61,230	88.2%	132,550	132,550	-
17							
18 Utilities:							
19 Telephone	338,732	444,393	105,661	31.2%	669,200	669,200	-
20 Other Utilities	903,796	1,000,254	96,458	10.7%	1,676,400	1,676,400	-
21 Insurance	2,699,611	2,877,933	178,322	6.6%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	958,199	663,532	(294,667)	(30.8%)	600,000	663,532	63,532
23 Workers' Compensation	2,167,152	2,502,433	335,281	15.5%	3,790,476	3,790,476	-
24 Taxes and License Fees	576,041	492,628	(83,413)	(14.5%)	668,846	668,846	-
25 Leases and Rentals	52,529	31,488	(21,040)	(40.1%)	81,900	81,900	-
26 Promotional and Legal Advertising	182,035	489,244	307,208	168.8%	1,299,786	1,299,786	-
27 Training and Business Travel	104,126	199,757	95,631	91.8%	790,790	790,790	-
28 Dues and Membership	132,056	91,403	(40,653)	(30.8%)	250,032	250,032	-
29 Postage and Other	79,300	93,741	14,442	18.2%	207,492	207,492	-
30							
31 Total District Operated Buses	70,558,220	81,165,744	10,607,524	15.0%	131,161,899	129,666,261	(1,495,638)
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	12,508,642	12,001,311	(507,332)	(4.1%)	23,638,400	18,500,000	(5,138,400)
35 Coastside Services	1,091,002	1,199,681	108,679	10.0%	1,805,000	1,805,000	-
36 Redi Coast Non-ADA	121,382	151,660	30,277	24.9%	212,000	212,000	-
37 La Honda - Pescadero	13,125	26,513	13,388	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	93,067	106,465	13,398	14.4%	158,000	158,000	-
39 CUB Related Wages & Benefits	261,910	361,680	99,770	38.1%	605,512	605,512	-
40 CUB Related Other Support	63,057	184,647	121,590	192.8%	140,760	184,647	43,887
41 CUB Insurance	1,309,810	1,397,472	87,662	6.7%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	(118,859)	875,269	994,128	(836.4%)	200,000	875,269	675,269
43 Total Contracted Bus Service	15,343,136	16,304,697	961,561	6.3%	28,331,936	23,912,692	(4,419,244)
44							
45 TOTAL MOTOR BUS	85,901,356	97,470,441	11,569,085	13.5%	159,493,835	153,578,953	(5,914,882)

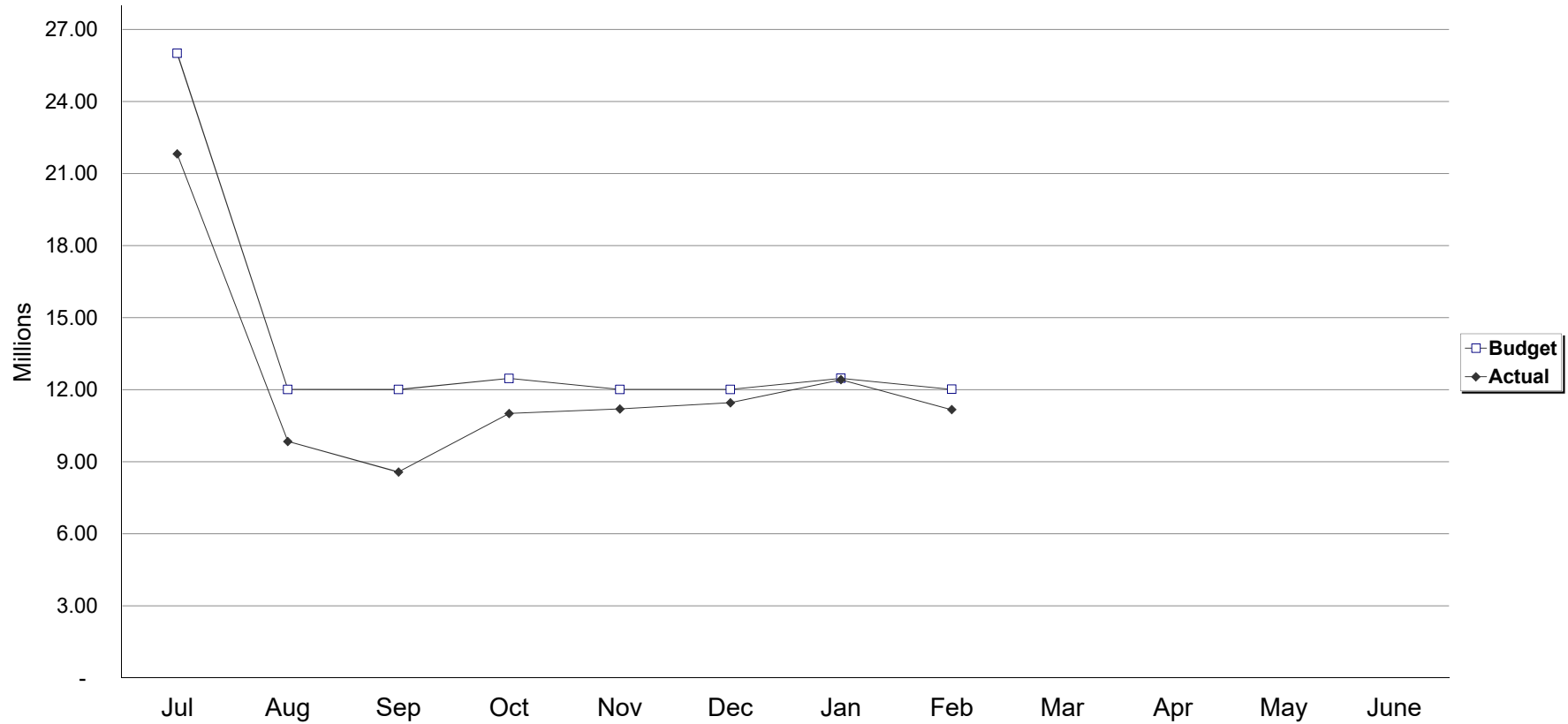
* Fuel and Lubricants costs were reduced by a realized gain of \$645,633 from the fuel hedge program.

Statement of Revenues and Expenses							
OPERATING EXPENSES FISCAL YEAR 2023 FEBRUARY 2023							
% OF YEAR ELAPSED: 66.7%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
46 AMERICAN DISABILITY ACT PROGRAMS							
47							
48 Elderly & Disabled/Redi-Wheels	5,088,258	5,525,878	437,620	8.6%	8,285,000	8,285,000	-
49 ADA Sedans / Taxi Service	1,494,855	1,664,865	170,010	11.4%	2,457,000	2,457,000	-
50 Coastside ADA	899,877	1,184,822	284,945	31.7%	1,306,000	1,828,400	522,400
51 ADA Related Wages & Benefits	1,677,080	1,868,408	191,327	11.4%	2,947,711	2,947,711	-
52 ADA Related Other Support	1,091,849	1,236,300	144,451	13.2%	2,328,014	2,250,014	(78,000)
53 ADA Insurance	1,056,526	1,174,414	117,888	11.2%	1,188,544	1,188,544	-
54 ADA Claims Reserves & Payments	(83,897)	600	84,497	100.0%	200,000	200,000	-
55							
56 TOTAL ADA PROGRAMS	11,224,548	12,655,287	1,430,739	12.7%	18,712,269	19,156,669	444,400
57							
58 MULTI-MODAL TRANSIT PROGRAMS							
59							
60							
61 SamTrans Shuttle Service	1,086,538	3,069,695	1,983,158	182.5%	5,287,500	5,100,000	(187,500)
62 Shuttle Related Wages & Benefits	47,325	165,170	117,844	249.0%	256,282	256,282	-
63 Dumbarton M.O.W.	-	26,814	26,814	100.0%	182,418	182,418	-
64 Maintenance Multimodal Facilities	85,646	139,517	53,871	62.9%	215,000	215,000	-
65							
66 TOTAL MULTI-MODAL PROGRAMS	1,219,509	3,401,196	2,181,688	594.4%	5,941,200	5,753,700	(187,500)
67							
68							
69 TOTAL OPERATING EXPENSES	98,345,413	113,526,924	15,181,512	15.4%	184,147,304	178,489,322	(5,657,982)

SAN MATEO COUNTY TRANSIT DISTRICT

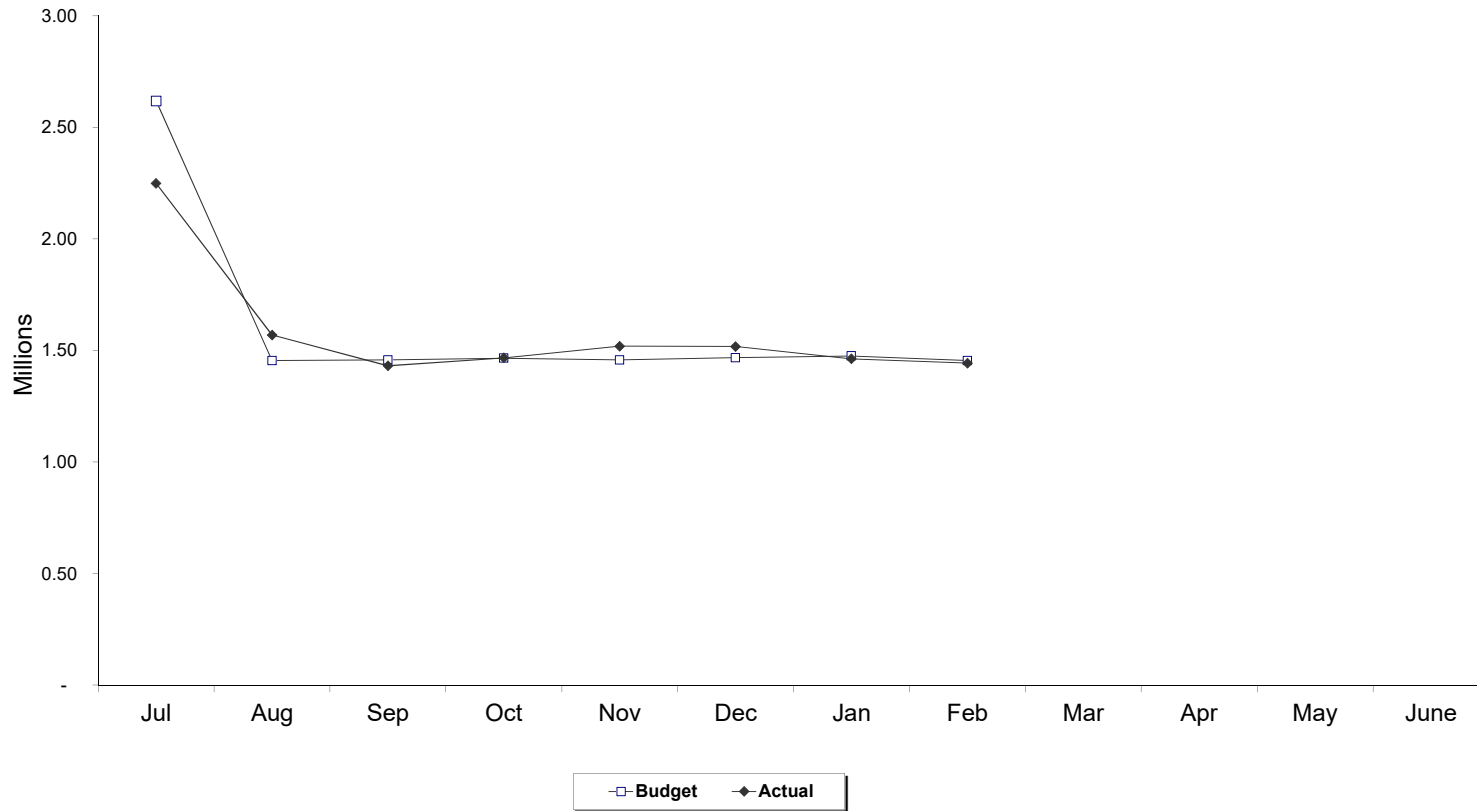
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2023



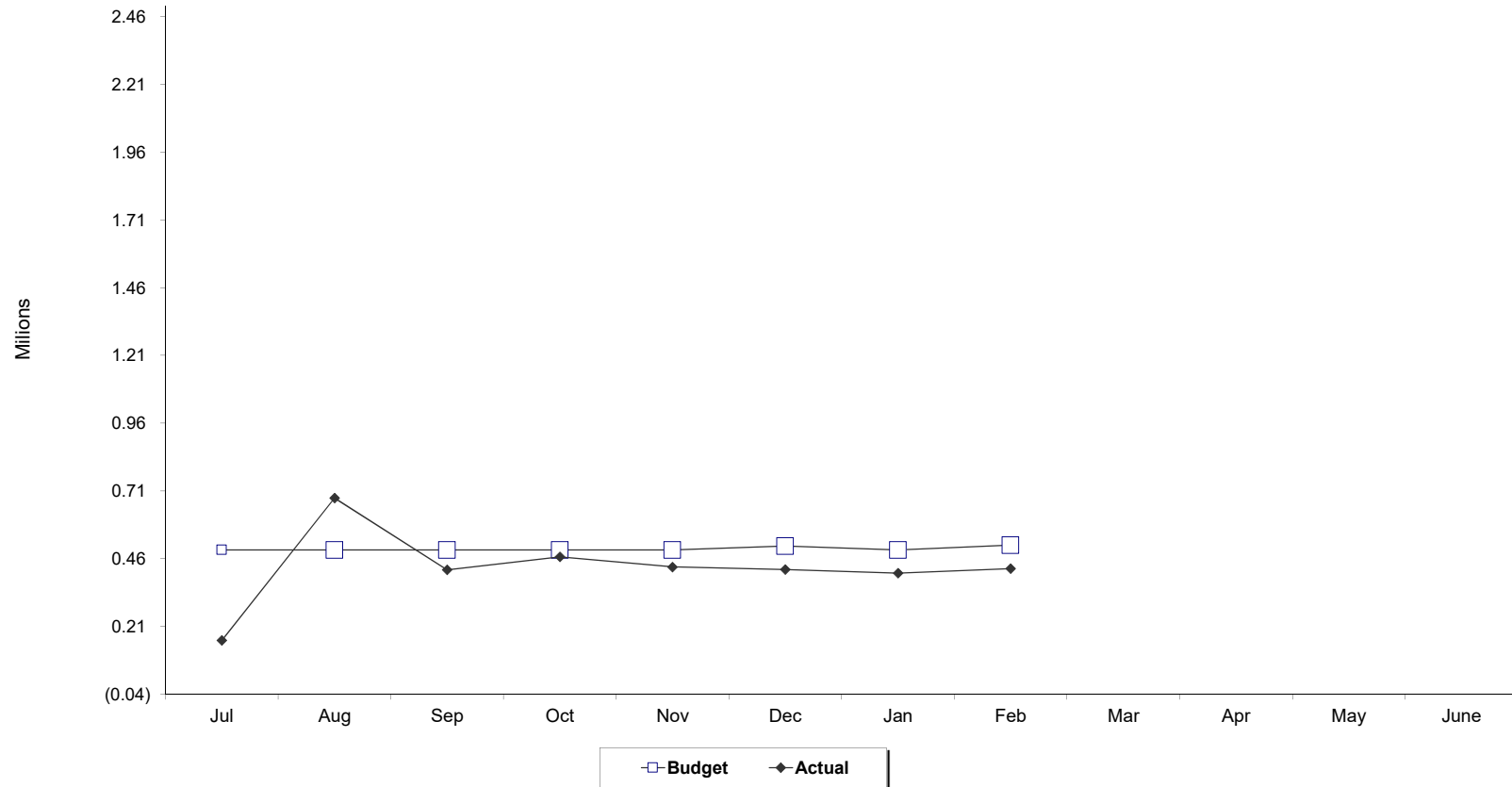
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	25,998,477	12,010,496	12,006,708	12,464,158	12,007,068	12,010,331	12,471,549	12,016,401				
Actual	21,818,382	9,845,874	8,573,523	11,005,352	11,196,251	11,453,519	12,411,184	11,166,355				
CUMULATIVE EXPENSES												
Budget	25,998,477	38,008,973	50,015,681	62,479,839	74,486,907	86,497,238	98,968,787	110,985,188				
Actual	21,818,382	31,664,256	40,237,779	51,243,131	62,439,382	73,892,902	86,304,086	97,470,441				
Variance - F(U)	4,180,095	6,344,717	9,777,902	11,236,708	12,047,525	12,604,336	12,664,701	13,514,747				
Variance %	16.1%	16.7%	19.5%	18.0%	16.2%	14.6%	12.8%	12.2%				

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	1,467,281	1,475,231	1,454,381				
Actual	2,248,116	1,568,907	1,430,922	1,466,196	1,519,028	1,517,065	1,462,229	1,442,824				
CUMULATIVE EXPENSES												
Budget	2,618,125	4,072,506	5,529,787	6,995,068	8,452,449	9,919,730	11,394,961	12,849,342				
Actual	2,248,116	3,817,023	5,247,946	6,714,142	8,233,169	9,750,234	11,212,463	12,655,287				
Variance - F(U)	370,008	255,482	281,840	280,926	219,280	169,496	182,497	194,055				
Variance %	14.1%	6.3%	5.1%	4.0%	2.6%	1.7%	1.6%	1.5%				

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	491,809	491,309	491,309	491,309	491,309	506,309	491,309	509,309				
Actual	158,050	683,102	418,126	465,795	428,828	419,131	405,792	422,373				
CUMULATIVE EXPENSES												
Budget	491,809	983,118	1,474,427	1,965,736	2,457,045	2,963,354	3,454,663	3,963,972				
Actual	158,050	841,152	1,259,278	1,725,072	2,153,900	2,573,031	2,978,823	3,401,196				
Variance - F(U)	333,759	141,966	215,149	240,664	303,145	390,323	475,840	562,776				
Variance %	67.9%	14.4%	14.6%	12.2%	12.3%	13.2%	13.8%	14.2%				

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2023**

2/28/2023

<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u>	
Bank of America Checking	169,349,675
Bank of America Checking (Restricted)	12,539,003
LAIF	74,687,014
ICD Investment (Market values)**	35,630,576
<u>INVESTMENT FUNDS</u>	
Investment Portfolio (Market Values+ Accrued interest)*	202,275,311
MMF - US Bank Custodian Account	9,760,221
TRUSTEE HELD - SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT	 10,530,479
TOTAL	 <u><u>514,772,279</u></u>

* Fund Managed by PFM Investment Advisor

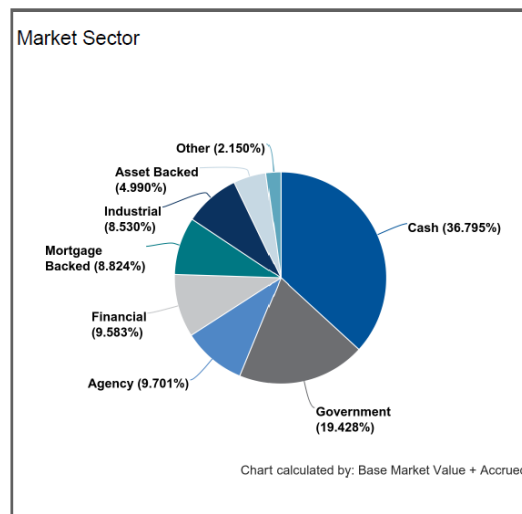
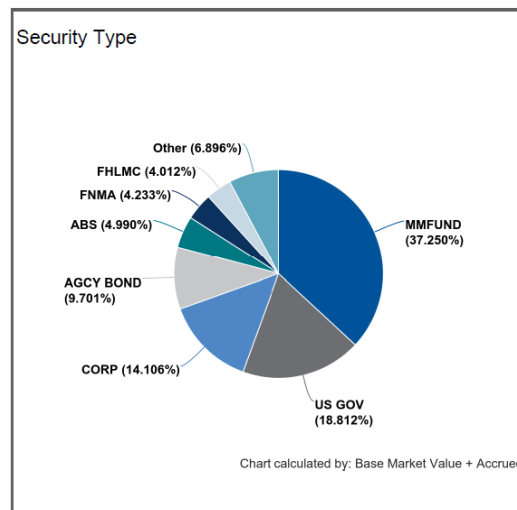
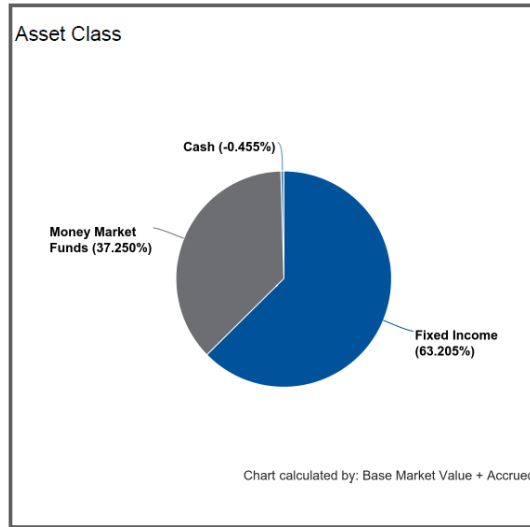
** Institutional Cash Distributors, LLC is an independent portal that helps organizations make short-term investments simple, safe, and efficient.

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	-1,467,598.19
MMFund	120,077,810.70
Fixed Income	203,742,909.65
Duration	1.635
Convexity	0.050
WAL	1.376
Years to Final Maturity	1.939
Years to Effective Maturity	1.375
Yield	4.864
Book Yield	1.674
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
Other	28.582%
(SM - LAIF) State of California	23.169%
United States	18.812%
Federal Home Loan Mortgage Corporation	11.751%
Federal National Mortgage Association	6.225%
UBS Series Funds - ESG Prime Preferred Fund	4.737%
U.S. Bancorp	3.565%
Federated Hermes, Inc.	3.158%
---	100.000%

Footnotes: 1,2

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

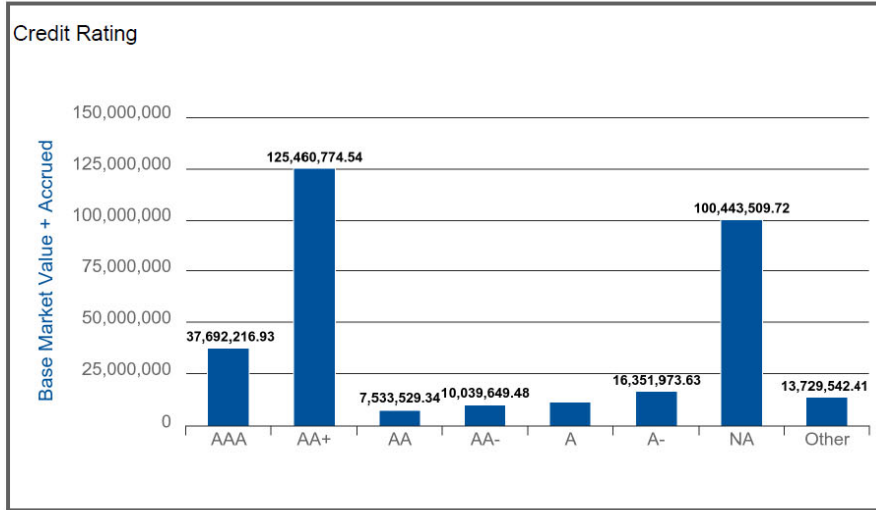


Risk Summary

02/01/2023 - 02/28/2023

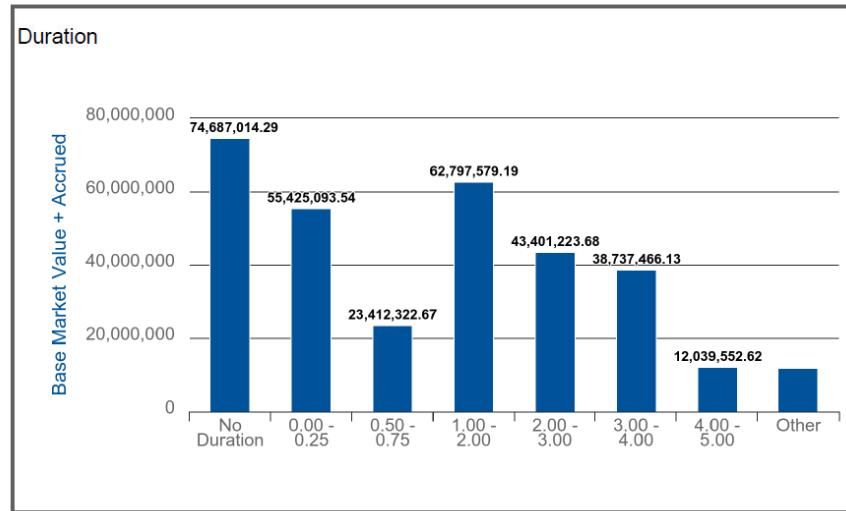
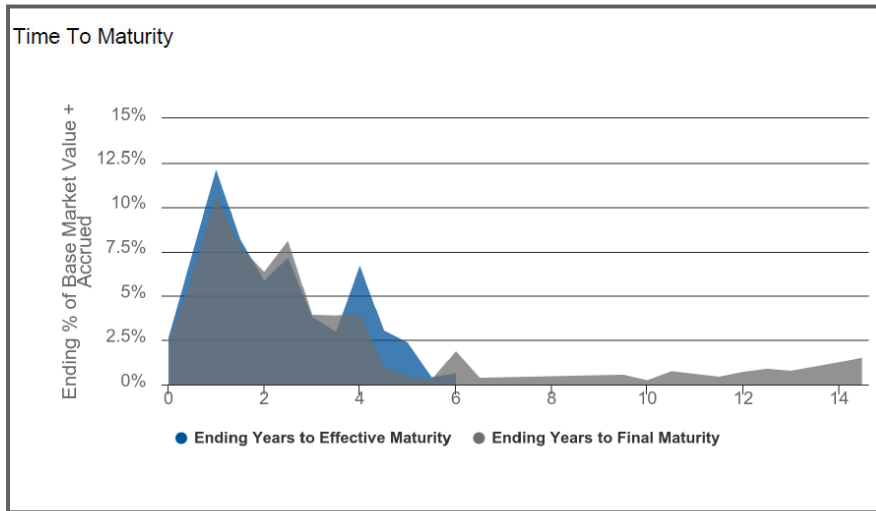
SAM Transit District Agg (136232)

Dated: 03/02/2023



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	7.904%	2.642%	0.138%	1.009%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	9.099%	12.100%	10.995%	8.908%	3.271%	0.000%	0.000%	0.000%	0.000%
A	3.141%	4.027%	2.332%	2.100%	0.464%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.711%	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	7.990%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

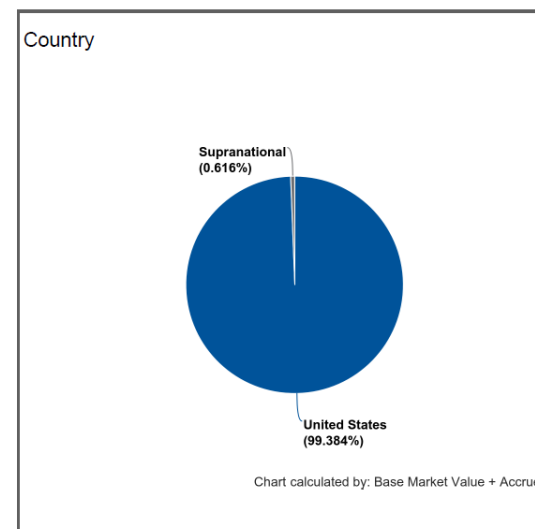
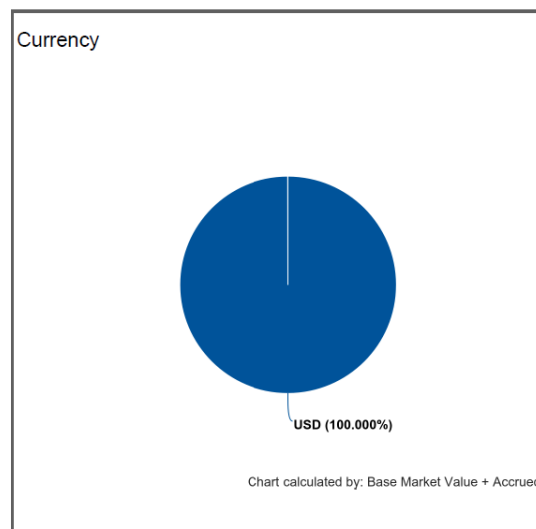
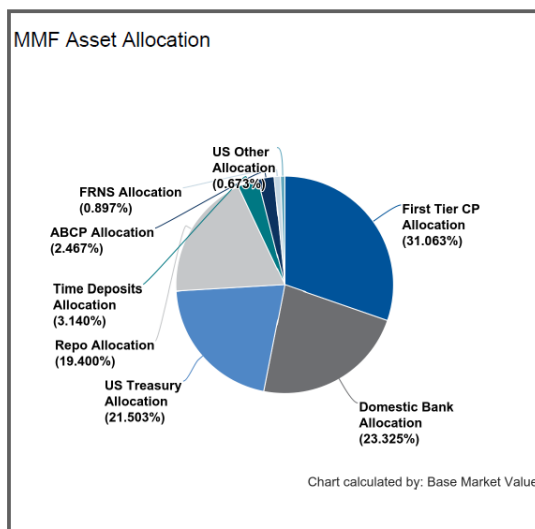
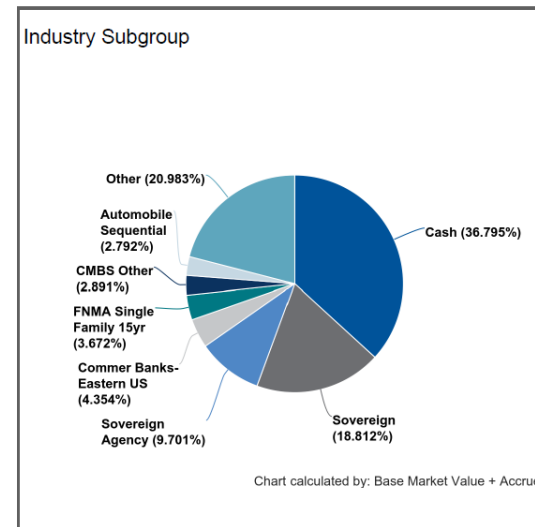
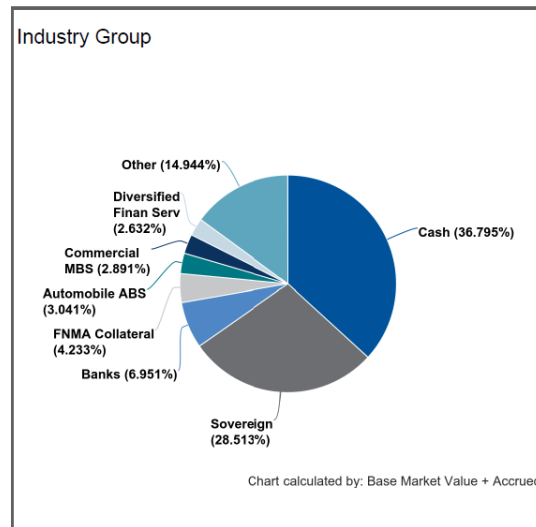
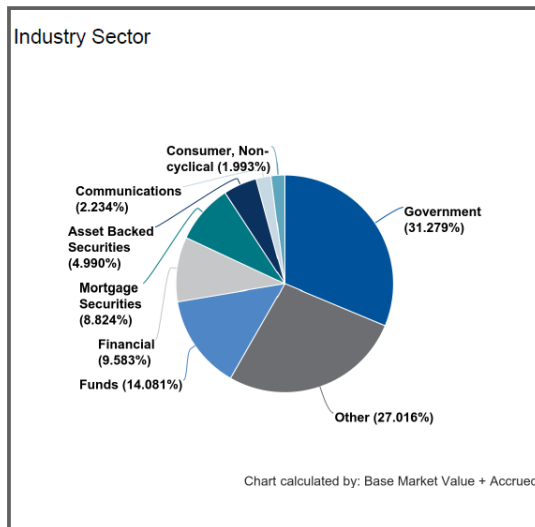


Risk Summary

02/01/2023 - 02/28/2023

SAM Transit District Agg (136232)

Dated: 03/02/2023



CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 02/28/2023
 Base Currency: USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	26,380.61	---	02/28/2023	26,380.61	0.00	26,380.61	26,380.61
CASH			26,380.61			26,380.61	0.00	26,380.61	26,380.61

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	8,571,560.64	---	02/28/2023	8,571,560.64	0.00	8,571,560.64	8,571,560.64
MMFUND			8,571,560.64			8,571,560.64	0.00	8,571,560.64	8,571,560.64

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,597,941.25			8,597,941.25	0.00	8,597,941.25	8,597,941.25

- * 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: 02/28/2023
Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	363,584.20	363,607.02
ABS	09661RAD3	BMWOT 2020-A A3	61,110.67	07/15/2020	10/25/2024	61,106.06	4.89	60,318.68	60,323.57
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,385,821.50	1,386,182.06
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	1,067,288.85	1,067,818.09
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	434,920.80	435,078.22
ABS	14315FAD9	CARMX 2020-3 A3	137,928.81	07/22/2020	03/17/2025	137,905.16	38.01	135,855.74	135,893.74
ABS	14316HAC6	CARMX 2020-4 A3	248,864.76	10/21/2020	08/15/2025	248,809.98	55.30	242,546.08	242,601.39
ABS	14316NAC3	CARMX 2021-1 A3	167,872.87	01/27/2021	12/15/2025	167,839.69	25.37	162,153.44	162,178.80
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	08/15/2025	1,229,970.97	2,170.27	1,201,919.10	1,204,089.37
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	828,287.40	828,516.82
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	364,271.60	364,380.68
ABS	362590AC5	GMCAR 2020-3 A3	270,497.84	08/19/2020	04/16/2025	270,435.95	50.72	265,823.63	265,874.35
ABS	36260KAC8	GMCAR 2020-4 A3	205,080.63	10/14/2020	08/18/2025	205,036.80	32.47	199,791.60	199,824.07
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	404,772.50	404,813.84
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	581,885.10	582,007.10
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	436,825.20	436,937.64
ABS	44891RAC4	HART 2020-C A3	674,478.67	10/28/2020	05/15/2025	674,323.34	113.91	658,419.33	658,533.24
ABS	44933LAC7	HART 2021-A A3	273,944.75	04/28/2021	09/15/2025	273,915.93	46.27	265,931.86	265,978.13
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	337,079.60	337,196.36
ABS	47787NAC3	JDOT 2020-B A3	67,457.84	07/22/2020	11/15/2024	67,447.56	15.29	66,549.19	66,564.48
ABS	50117TAC5	KCOT 2021-1 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	340,043.85	340,141.67
ABS	65479CAD0	NAROT 2020-B A3	57,191.84	06/30/2020	07/15/2024	57,190.27	13.98	56,795.50	56,809.48
ABS	65480BAC1	NAROT 2021-A A3	1,427,068.07	06/23/2021	10/15/2025	1,427,043.96	209.30	1,372,496.99	1,372,706.29
ABS	89237VAB5	TAOT 2020-C A3	264,502.99	07/27/2020	10/15/2024	264,482.62	51.73	260,956.00	261,007.73
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	326,129.20	326,180.38
ABS	92290BA9	VZOT 2020-B A	409,201.05	08/12/2020	02/20/2025	409,115.12	58.77	404,376.57	404,435.33
ABS	92348TAA2	VZOT 2020-A A1A	31,072.73	01/29/2020	07/22/2024	31,069.10	17.56	30,999.71	31,017.28
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	587,394.50	588,069.24
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	651,489.80	651,703.29
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	530,034.40	530,236.00
ABS			14,626,273.51			14,624,617.04	5,943.75	14,024,761.92	14,030,705.67

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,902.78	915,050.00	916,952.78
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	1,014.06	494,934.00	495,948.06
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,239.58	915,720.00	917,959.58
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,027.78	908,810.00	909,837.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	81.25	1,168,947.00	1,169,028.25
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,900.00	1,075,848.00	1,077,748.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	750.69	1,108,749.50	1,109,500.19
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,147.92	942,371.50	943,519.42
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	451.39	984,420.00	984,871.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	666.67	1,444,208.00	1,444,874.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	121.53	2,441,525.00	2,441,646.53
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	1,321.53	1,071,840.00	1,073,161.53
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,802.08	1,461,600.00	1,463,402.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	2,139.58	1,168,323.00	1,170,462.58
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	562.50	1,162,908.00	1,163,470.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,038.19	1,257,568.00	1,258,606.19
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	4,833.33	7,697,200.00	7,702,033.33
AGCY BOND			27,650,000.00			27,611,238.87	23,000.87	26,220,022.00	26,243,022.87

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Payable	(1,297,374.00)	---	02/28/2023	(1,297,374.00)	0.00	(1,297,374.00)	(1,297,374.00)
CASH	CCYUSD	Receivable	1,292.98	---	02/28/2023	1,292.98	0.00	1,292.98	1,292.98
CASH			(1,296,081.02)			(1,296,081.02)	0.00	(1,296,081.02)	(1,296,081.02)

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	6,863.67	1,197,576.00	1,204,439.67
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000.00	10/31/2022	10/27/2025	2,500,000.00	46,410.96	2,541,325.00	2,587,735.96
CD			3,700,000.00			3,700,000.00	53,274.63	3,738,901.00	3,792,175.63

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	7,735.00	889,470.00	897,205.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	1,791.69	1,244,068.90	1,245,860.59
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	10,120.00	847,413.60	857,533.60
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	3,840.00	866,430.00	870,270.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	3,437.50	923,540.00	926,977.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	3,437.50	923,540.00	926,977.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	2,406.25	646,478.00	648,884.25
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	0.00	1,297,374.00	1,297,374.00
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	1,875.00	864,216.00	866,091.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	128.65	304,622.50	304,751.15
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	560.76	746,351.00	746,911.76
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	2,583.33	776,992.00	779,575.33
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	2,901.80	997,788.00	1,000,689.80
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,398.93	378,056.00	379,454.93
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	5,381.25	2,423,034.00	2,428,415.25
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	28,635.00	2,495,637.00	2,524,272.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	3,378.75	1,216,471.50	1,219,850.25
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	4,273.50	835,380.00	839,653.50
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	4,485.00	375,347.70	379,832.70
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	1,275.00	820,964.00	822,239.00
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	1,439.84	453,407.10	454,846.94
CORP	24422EY2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	823.44	433,626.45	434,449.89
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	138.54	902,899.00	903,037.54
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	757.13	860,346.00	861,103.13
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	5,101.25	880,740.00	885,841.25
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	1,428.00	133,550.20	134,978.20
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	4,911.11	1,266,239.00	1,271,150.11
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	2,242.50	437,089.50	439,332.00
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	11,388.80	897,021.00	908,409.80
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,194.80	544,109.60	545,304.40
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	378.44	706,387.50	706,765.94
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	7,434.41	1,274,910.00	1,282,344.41
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	487.50	365,461.20	365,948.70
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	1,602.33	210,304.60	211,906.93
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	3,325.00	885,870.00	889,195.00
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	76.81	386,460.10	386,536.91
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	194.03	592,778.85	592,972.88

CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	23,595.91	2,195,302.70	2,218,898.61
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,680.94	472,027.05	473,707.99
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	485.00	372,664.00	373,149.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	598.00	216,261.60	216,859.60
CORP	892367GT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	405.00	421,821.00	422,226.00
CORP	892367GT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	121.50	126,546.30	126,667.80
CORP	892367GT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	126.00	131,233.20	131,359.20
CORP	892367JK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	593.13	229,546.20	230,139.33
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	14,118.75	1,201,549.55	1,215,668.30
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	92.51	262,077.20	262,169.71
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	3,720.00	1,728,936.00	1,732,656.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	3,894.03	1,019,578.50	1,023,472.53
CORP			41,855,000.00			42,496,178.55	181,999.60	39,481,917.60	39,663,917.20

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	1,795,644.00	1,795,644.00
CP	63873KQ34	Natixis, New York Branch	3,500,000.00	07/07/2022	03/03/2023	3,425,412.08	0.00	3,499,125.00	3,499,125.00
CP			5,300,000.00			5,181,027.08	0.00	5,294,769.00	5,294,769.00

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	919,700.69	06/25/2021	06/01/2035	990,977.49	2,682.46	877,486.42	880,168.88
FHLMC	3133L7LB1	FH RC1222	1,084,935.95	10/19/2021	12/01/2034	1,166,306.15	3,164.40	1,037,318.11	1,040,482.51
FHLMC	3133L9AJ2	FH RC2709	1,165,831.58	10/18/2022	09/01/2037	1,144,700.89	4,371.87	1,151,165.42	1,155,537.29
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	626,938.00	628,596.58
FHLMC	3137F62S5	FHMS K-J31 A1	69,116.72	10/29/2020	05/26/2026	69,115.33	32.77	65,876.53	65,909.30
FHLMC	3137H4RZ5	FHMS K-J36 A1	157,757.66	12/16/2021	12/25/2026	157,757.03	170.64	143,521.61	143,692.25
FHLMC	3137H8B42	FHMS K-J40 A1	834,904.04	07/14/2022	06/25/2028	834,894.02	2,365.56	795,588.41	797,953.97
FHLMC	3137H8H79	FHMS K-J41 A1	1,795,739.89	08/04/2022	01/25/2029	1,795,718.34	4,694.36	1,696,058.36	1,700,752.73
FHLMC	3137H92N8	FHMS K-J42 A1	1,100,411.08	09/15/2022	07/25/2029	1,100,369.26	3,578.17	1,060,598.21	1,064,176.38
FHLMC	3137H9MM8	FHMS K-J43 A1	1,798,870.59	12/15/2022	12/25/2028	1,798,840.01	1,312.28	1,770,952.12	1,772,264.39
FHLMC	3137H9QT9	FHMS K-J44 A1	1,800,000.00	02/23/2023	01/25/2029	1,799,944.20	6,837.00	1,789,956.00	1,796,793.00
FHLMC			11,377,268.19			11,540,818.03	30,868.09	11,015,459.19	11,046,327.28

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	1,171,946.57	12/29/2020	09/25/2033	1,188,518.62	976.62	1,078,741.66	1,079,718.28
FHLMC CMO	3137F7DH5	FHR 5048 B	732,651.86	11/30/2020	05/25/2033	741,924.48	610.54	649,898.83	650,509.37
FHLMC CMO			1,904,598.42			1,930,443.10	1,587.17	1,728,640.49	1,730,227.65

FNMA (FEDERAL AGENCY MORTGAGE BACK SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	1,003,820.74	05/18/2021	03/01/2035	1,075,656.67	2,509.55	938,010.25	940,519.81
FNMA	3140Q9FM0	FN CA1971	1,241,913.04	01/18/2022	06/01/2033	1,310,412.31	3,622.25	1,186,511.30	1,190,133.55
FNMA	3140QGKN6	FN CA8400	1,011,966.57	03/22/2021	12/01/2035	1,107,154.67	2,951.57	966,256.04	969,207.61
FNMA	3140X92C8	FN FM6170	892,149.66	06/25/2021	07/01/2035	966,867.20	2,973.83	873,405.60	876,379.43
FNMA	3140X9K46	FN FM5714	693,336.39	03/25/2021	11/01/2035	755,303.33	2,311.12	678,769.39	681,080.52
FNMA	3140XALC4	FN FM6622	1,257,273.90	03/29/2021	02/01/2036	1,322,102.09	2,619.32	1,150,066.16	1,152,685.48
FNMA	3140XC4K1	FN FM8925	1,214,800.67	11/16/2021	08/01/2034	1,317,299.48	4,049.34	1,204,244.05	1,208,293.39
FNMA	3140XHQQ3	FN FS2262	1,650,020.80	06/30/2022	06/01/2037	1,670,903.87	5,500.07	1,609,265.28	1,614,765.35
FNMA	3140XJHF3	FN FS2929	1,699,133.20	10/18/2022	09/01/2037	1,648,424.70	5,663.78	1,659,203.57	1,664,867.35
FNMA	3140XJH87	FN FS2986	1,609,707.00	10/21/2022	10/01/2032	1,561,918.83	5,365.69	1,577,255.31	1,582,621.00
FNMA			12,274,121.98			12,736,043.14	37,566.51	11,842,986.96	11,880,553.47

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	776,294.12	---	02/28/2023	776,294.12	0.00	776,294.12	776,294.12
MMFUND	31846V534	FIRST AMER:US TRS MM Y	776,294.12	---	02/28/2023	776,294.12	0.00	776,294.12	776,294.12

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	627.73	251,817.60	252,445.33
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	1,235.53	387,210.70	388,446.23
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	402.69	221,342.80	221,745.49
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	733.83	320,775.00	321,508.83
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	1,362.83	595,725.00	597,087.83
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	524.17	229,125.00	229,649.17
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	354.29	499,653.00	500,007.29
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	318.75	705,270.00	705,588.75
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	212.63	366,452.10	366,664.73
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	575.85	295,993.50	296,569.35
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	6,418.67	1,478,624.00	1,485,042.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	336.38	541,310.75	541,647.13
MUNI			6,375,000.00			6,378,878.00	13,103.34	5,893,299.45	5,906,402.79

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	1,800,000.00	07/19/2022	06/15/2027	1,799,064.00	11,875.00	1,710,108.00	1,721,983.00
SUPRANATIONAL			1,800,000.00			1,799,064.00	11,875.00	1,710,108.00	1,721,983.00

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	30,082.87	3,870,160.00	3,900,242.87
US GOV	912828R69	UNITED STATES TREASURY	1,350,000.00	05/03/2019	05/31/2023	1,317,515.63	5,484.38	1,338,957.00	1,344,441.38
US GOV	912828T91	UNITED STATES TREASURY	1,100,000.00	07/08/2019	10/31/2023	1,090,460.94	5,974.79	1,074,909.00	1,080,883.79
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	12,492.75	2,247,537.00	2,260,029.75
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	2,928.18	459,885.00	462,813.18
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	11,712.71	1,839,540.00	1,851,252.71
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	9,077.35	1,425,643.50	1,434,720.85
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	16,574.59	4,799,400.00	4,815,974.59
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	4,889.50	1,415,823.00	1,420,712.50
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	2,154.70	623,922.00	626,076.70
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	1,491.71	431,946.00	433,437.71
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	4,475.14	1,295,838.00	1,300,313.14
US GOV	912828Y0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	2,465.47	803,785.50	806,250.97
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	1,035.91	2,259,950.00	2,260,985.91
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	391.48	1,442,280.00	1,442,671.48
US GOV	91282CB4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	217.54	312,252.50	312,470.04
US GOV	91282CB4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	745.86	1,070,580.00	1,071,325.86
US GOV	91282CB4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	4,475.14	6,423,480.00	6,427,955.14
US GOV	91282CBV2	UNITED STATES TREASURY	16,600,000.00	12/06/2021	04/15/2024	16,454,750.00	23,429.26	15,743,440.00	15,766,869.26
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	40,444.75	4,141,324.00	4,181,768.75
US GOV			56,325,000.00			55,890,441.44	180,544.07	53,020,652.50	53,201,196.57

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,395,000.00	06/09/2022	06/09/2025	1,395,000.00	11,121.25	1,341,459.90	1,352,581.15
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	11,118.40	1,194,787.50	1,205,905.90
YANKEE			2,645,000.00			2,633,825.00	22,239.65	2,536,247.40	2,558,487.05

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	185,312,475.20			186,002,787.36	562,002.68	175,987,978.60	176,549,981.28

- * 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: 02/28/2023
Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	63,872.90	63,876.91
ABS	09661RAD3	BMWOT 2020-A A3	17,460.19	07/15/2020	10/25/2024	17,458.88	1.40	17,233.91	17,235.30
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	239,582.70	239,645.03
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	200,407.95	200,507.33
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	75,638.40	75,665.78
ABS	14315FAD9	CARMX 2020-3 A3	39,846.10	07/22/2020	03/17/2025	39,839.27	10.98	39,247.21	39,258.19
ABS	14316HAC6	CARMX 2020-4 A3	58,556.41	10/21/2020	08/15/2025	58,543.53	13.01	57,069.67	57,082.68
ABS	14316NAC3	CARMX 2021-1 A3	29,624.62	01/27/2021	12/15/2025	29,618.77	4.48	28,615.31	28,619.79
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	08/15/2025	194,995.40	344.07	190,548.15	190,892.22
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	144,252.30	144,292.26
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	61,500.40	61,518.82
ABS	36260KAC8	GMCAR 2020-4 A3	43,579.63	10/14/2020	08/18/2025	43,570.32	6.90	42,455.71	42,462.61
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	69,107.50	69,114.56
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	100,160.55	100,181.55
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	80,717.70	80,738.48
ABS	44891RAC4	HART 2020-C A3	148,385.31	10/28/2020	05/15/2025	148,351.13	25.06	144,852.25	144,877.31
ABS	44933LAC7	HART 2021-A A3	53,153.46	04/28/2021	09/15/2025	53,147.87	8.98	51,598.72	51,607.70
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	56,971.20	56,990.93
ABS	47787NAC3	JDOT 2020-B A3	16,189.88	07/22/2020	11/15/2024	16,187.42	3.67	15,971.80	15,975.47
ABS	65479CAD0	NAROT 2020-B A3	15,727.76	06/30/2020	07/15/2024	15,727.33	3.84	15,618.76	15,622.61
ABS	89237VAB5	TAOT 2020-C A3	28,138.62	07/27/2020	10/15/2024	28,136.45	5.50	27,761.28	27,766.78
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	63,278.80	63,288.73
ABS	92290BAA9	VZOT 2020-B A	59,592.39	08/12/2020	02/20/2025	59,579.87	8.56	58,889.79	58,898.35
ABS	92348TAA2	VZOT 2020-A A1A	8,177.04	01/29/2020	07/22/2024	8,176.08	4.62	8,157.82	8,162.44
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	109,374.20	109,410.04
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	89,916.55	89,950.75
ABS			2,143,431.40			2,143,174.00	841.08	2,052,801.54	2,053,642.62

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	523.26	251,638.75	252,162.01
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	212.03	103,486.20	103,698.23
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	615.89	251,823.00	252,438.89
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	282.64	249,922.75	250,205.39
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	17.19	247,277.25	247,294.44
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	435.42	246,548.50	246,983.92
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	163.19	241,032.50	241,195.69
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	332.29	272,791.75	273,124.04
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	124.13	270,715.50	270,839.63
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	145.83	315,920.50	316,066.33
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	38.89	781,288.00	781,326.89
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	408.47	331,296.00	331,704.47
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	552.64	448,224.00	448,776.64
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	905.21	494,290.50	495,195.71
AGCY BOND	3137EAEX1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	121.88	251,963.40	252,085.28
AGCY BOND	3137EAEX8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	219.62	266,024.00	266,243.62
AGCY BOND			5,325,000.00			5,313,158.74	5,098.58	5,024,242.60	5,029,341.18

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Payable	(199,596.00)	---	02/28/2023	(199,596.00)	0.00	(199,596.00)	(199,596.00)
CASH	CCYUSD	Receivable	1,698.22	---	02/28/2023	1,698.22	0.00	1,698.22	1,698.22
CASH			(197,897.78)			(197,897.78)	0.00	(197,897.78)	(197,897.78)

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	1,143.94	199,596.00	200,739.94
CD	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	7,250.44	406,112.00	413,362.44
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	7,425.75	406,612.00	414,037.75
CD			1,000,000.00			1,000,000.00	15,820.14	1,012,320.00	1,028,140.14

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	333.81	231,784.70	232,118.51
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	1,495.00	125,186.10	126,681.10
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,066.67	240,675.00	241,741.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	945.31	253,973.50	254,918.81
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	0.00	199,596.00	199,596.00
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	520.83	240,060.00	240,580.83
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	21.77	51,551.50	51,573.27
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	98.96	131,709.00	131,807.96
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	527.60	181,416.00	181,943.60
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	699.47	189,028.00	189,727.47
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	847.05	381,403.50	382,250.55
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	4,242.22	369,724.00	373,966.22
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	500.56	180,218.00	180,718.56
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	690.00	57,745.80	58,435.80
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	267.19	84,137.40	84,404.59
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	123.96	65,277.10	65,401.06
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	39.38	256,613.40	256,652.78
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	1,417.01	244,650.00	246,067.01
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	204.00	19,078.60	19,282.60
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	755.56	194,806.00	195,561.56
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	299.29	97,259.00	97,558.29
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	422.30	192,314.60	192,736.90
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	50.46	94,185.00	94,235.46
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	1,143.76	196,140.00	197,283.76
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	75.00	56,224.80	56,299.80
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	254.92	33,457.55	33,712.47
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	923.61	246,075.00	246,998.61
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	32.08	98,018.55	98,050.63
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	3,696.36	343,899.35	347,595.71
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	288.65	81,055.15	81,343.80
CORP	85747BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	72.75	55,899.60	55,972.35
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	87.21	31,538.15	31,625.36
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	112.50	117,172.50	117,285.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	22.50	23,434.50	23,457.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	45.00	46,869.00	46,914.00
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	2,250.00	191,482.00	193,732.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	677.22	177,318.00	177,995.22
CORP			6,140,000.00			6,144,139.50	25,249.94	5,780,976.35	5,806,226.29

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	170,710.10	06/25/2021	06/01/2035	183,940.13	497.90	162,874.51	163,372.41
FHLMC	3133L7LB1	FH RC1222	195,288.48	10/19/2021	12/01/2034	209,935.10	569.59	186,717.26	187,286.86
FHLMC	3133L9AJ2	FH RC2709	189,035.12	10/18/2022	09/01/2037	185,608.86	708.88	186,657.06	187,365.94
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	168,791.00	169,237.54
FHLMC	3137F62S5	FHMS K-J31 A1	16,301.11	10/29/2020	05/26/2026	16,300.79	7.73	15,536.92	15,544.65
FHLMC	3137H4RZ5	FHMS K-J36 A1	25,097.81	12/16/2021	12/25/2026	25,097.71	27.15	22,832.98	22,860.13
FHLMC	3137H8B42	FHMS K-J40 A1	139,150.67	07/14/2022	06/25/2028	139,149.00	394.26	132,598.07	132,992.33
FHLMC	3137H8H79	FHMS K-J41 A1	299,289.98	08/04/2022	01/25/2029	299,286.39	782.39	282,676.39	283,458.79
FHLMC	3137H92N8	FHMS K-J42 A1	184,231.72	09/15/2022	07/25/2029	184,224.72	599.06	177,566.22	178,165.28
FHLMC	3137H9MM8	FHMS K-J43 A1	274,827.45	12/15/2022	12/25/2028	274,822.77	200.49	270,562.13	270,762.62
FHLMC	3137H9QT9	FHMS K-J44 A1	275,000.00	02/23/2023	01/25/2029	274,991.48	1,044.54	273,465.50	274,510.04
FHLMC			1,943,932.45			1,977,024.93	5,278.54	1,880,278.04	1,885,556.58

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	154,984.05	11/30/2020	05/25/2033	156,945.56	129.15	137,478.60	137,607.75
FHLMC CMO			154,984.05			156,945.56	129.15	137,478.60	137,607.75

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	177,144.84	05/18/2021	03/01/2035	189,821.76	442.86	165,531.22	165,974.08
FNMA	3140Q9FM0	FN CA1971	186,286.96	01/18/2022	06/01/2033	196,561.84	543.34	177,976.69	178,520.03
FNMA	3140QGKN6	FN CA8400	198,072.04	03/22/2021	12/01/2035	216,703.20	577.71	189,125.13	189,702.84
FNMA	3140X92C8	FN FM6170	167,278.06	06/25/2021	07/01/2035	181,287.60	557.59	163,763.55	164,321.14
FNMA	3140X9K46	FN FM5714	123,810.07	03/25/2021	11/01/2035	134,875.59	412.70	121,208.82	121,621.52
FNMA	3140XALC4	FN FM6622	235,738.86	03/29/2021	02/01/2036	247,894.14	491.12	215,637.40	216,128.53
FNMA	3140XC4K1	FN FM8925	227,775.13	11/16/2021	08/01/2034	246,993.66	759.25	225,795.56	226,555.01
FNMA	3140XJHF3	FN FS2929	283,188.87	10/18/2022	09/01/2037	274,737.45	943.96	276,533.93	277,477.89
FNMA	3140XJH87	FN FS2986	227,909.43	10/21/2022	10/01/2032	221,143.37	759.70	223,314.78	224,074.48
FNMA			1,827,204.25			1,910,018.62	5,488.24	1,758,887.29	1,764,375.52

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	412,366.13	---	02/28/2023	412,366.13	0.00	412,366.13	412,366.13
MMFUND			412,366.13			412,366.13	0.00	412,366.13	412,366.13

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	135.39	54,313.60	54,448.99
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	215.50	67,536.75	67,752.25
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	105.05	57,741.60	57,846.65
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	115.32	50,407.50	50,522.82
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	157.25	68,737.50	68,894.75
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	272.57	119,145.00	119,417.57
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	74.08	104,472.90	104,546.98
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	44.63	76,909.70	76,954.33
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	95.98	49,332.25	49,428.23
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	1,103.21	254,138.50	255,241.71
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	73.13	117,676.25	117,749.38
MUNI			1,105,000.00			1,105,886.10	2,392.09	1,020,411.55	1,022,803.64

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000.00	07/19/2022	06/15/2027	274,857.00	1,814.24	261,266.50	263,080.74
SUPRANATIONAL			275,000.00			274,857.00	1,814.24	261,266.50	263,080.74

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	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	812.50	198,364.00	199,176.50
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	2,234.38	545,501.00	547,735.38
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	4,616.89	830,611.50	835,228.39
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	3,394.77	610,743.75	614,138.52
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	878.45	137,965.50	138,843.95
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	585.64	91,977.00	92,562.64
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	3,480.66	1,007,874.00	1,011,354.66
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	1,408.84	407,949.00	409,357.84
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	414.36	119,985.00	120,399.36
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	580.11	167,979.00	168,559.11
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	1,491.71	431,946.00	433,437.71
US GOV	912828Y0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	725.14	236,407.50	237,132.64
US GOV	91282CB4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	93.23	133,822.50	133,915.73
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	326.31	468,378.75	468,705.06
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	846.84	569,040.00	569,886.84
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	877.42	312,007.50	312,884.92
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	225.31	396,441.00	396,666.31
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	75.10	132,147.00	132,222.10
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	5,974.79	611,786.50	617,761.29
US GOV			7,825,000.00			7,750,738.30	29,042.46	7,410,926.50	7,439,968.96

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	1,993.06	240,405.00	242,398.06
YANKEE		NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00			250,000.00	1,993.06	240,405.00	242,398.06

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	28,204,020.50	---	---	28,240,411.11	93,147.50	26,794,462.32	26,887,609.81

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

CLEARWATER ANALYTICS.

Report: Trade Activity
Account: SAM Transit District Agg (136232)
Date: 02/01/2023 - 02/28/2023
Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
65480BAC1	NAROT 2021-A A3	(27,931.93)	0.330	Principal Paydown	02/15/2023	02/15/2023	10/15/2025	(27,931.93)	0.00	27,931.93
14316NAC3	CARMX 2021-1 A3	(10,497.49)	0.340	Principal Paydown	02/15/2023	02/15/2023	12/15/2025	(10,497.49)	0.00	10,497.49
14316NAC3	CARMX 2021-1 A3	(1,852.50)	0.340	Principal Paydown	02/15/2023	02/15/2023	12/15/2025	(1,852.50)	0.00	1,852.50
36260KAC8	GMCAR 2020-4 A3	(17,302.66)	0.380	Principal Paydown	02/16/2023	02/16/2023	08/18/2025	(17,302.66)	0.00	17,302.66
44891RAC4	HART 2020-C A3	(62,637.26)	0.380	Principal Paydown	02/15/2023	02/15/2023	05/15/2025	(62,637.26)	0.00	62,637.26
44933LAC7	HART 2021-A A3	(19,650.76)	0.380	Principal Paydown	02/15/2023	02/15/2023	09/15/2025	(19,650.76)	0.00	19,650.76
36260KAC8	GMCAR 2020-4 A3	(3,676.82)	0.380	Principal Paydown	02/16/2023	02/16/2023	08/18/2025	(3,676.82)	0.00	3,676.82
44891RAC4	HART 2020-C A3	(13,780.20)	0.380	Principal Paydown	02/15/2023	02/15/2023	05/15/2025	(13,780.20)	0.00	13,780.20
44933LAC7	HART 2021-A A3	(3,812.83)	0.380	Principal Paydown	02/15/2023	02/15/2023	09/15/2025	(3,812.83)	0.00	3,812.83
89237VAB5	TAOT 2020-C A3	(41,588.63)	0.440	Principal Paydown	02/15/2023	02/15/2023	10/15/2024	(41,588.63)	0.00	41,588.63
89237VAB5	TAOT 2020-C A3	(4,424.32)	0.440	Principal Paydown	02/15/2023	02/15/2023	10/15/2024	(4,424.32)	0.00	4,424.32
362590AC5	GMCAR 2020-3 A3	(26,531.77)	0.450	Principal Paydown	02/16/2023	02/16/2023	04/16/2025	(26,531.76)	0.00	26,531.76
92290BAA9	VZOT 2020-B A	(80,755.66)	0.470	Principal Paydown	02/20/2023	02/20/2023	02/20/2025	(80,755.67)	0.00	80,755.67
92290BAA9	VZOT 2020-B A	(11,760.53)	0.470	Principal Paydown	02/20/2023	02/20/2023	02/20/2025	(11,760.53)	0.00	11,760.53
09661RAD3	BMWOT 2020-A A3	(12,006.33)	0.480	Principal Paydown	02/25/2023	02/25/2023	10/25/2024	(12,006.33)	0.00	12,006.33
09661RAD3	BMWOT 2020-A A3	(3,430.38)	0.480	Principal Paydown	02/25/2023	02/25/2023	10/25/2024	(3,430.38)	0.00	3,430.38
14316HAC6	CARMX 2020-4 A3	(19,431.95)	0.500	Principal Paydown	02/15/2023	02/15/2023	08/15/2025	(19,431.95)	0.00	19,431.95
14316HAC6	CARMX 2020-4 A3	(4,572.22)	0.500	Principal Paydown	02/15/2023	02/15/2023	08/15/2025	(4,572.22)	0.00	4,572.22
47787NAC3	JDOT 2020-B A3	(16,602.36)	0.510	Principal Paydown	02/15/2023	02/15/2023	11/15/2024	(16,602.36)	0.00	16,602.36
362569AD7	GMALT 2020-3 A4	(35,844.78)	0.510	Principal Paydown	02/20/2023	02/20/2023	10/21/2024	(35,844.78)	0.00	35,844.78
47787NAC3	JDOT 2020-B A3	(3,984.57)	0.510	Principal Paydown	02/15/2023	02/15/2023	11/15/2024	(3,984.57)	0.00	3,984.57
362569AD7	GMALT 2020-3 A4	(7,766.37)	0.510	Principal Paydown	02/20/2023	02/20/2023	10/21/2024	(7,766.37)	0.00	7,766.37
65479CAD0	NAROT 2020-B A3	(15,594.37)	0.550	Principal Paydown	02/15/2023	02/15/2023	07/15/2024	(15,594.37)	0.00	15,594.37
65479CAD0	NAROT 2020-B A3	(4,288.45)	0.550	Principal Paydown	02/15/2023	02/15/2023	07/15/2024	(4,288.45)	0.00	4,288.45
3137F62S5	FHMS K-J31 A1	(45,061.15)	0.569	Principal Paydown	02/01/2023	02/01/2023	05/26/2026	(45,061.15)	0.00	45,061.15
3137F62S5	FHMS K-J31 A1	(10,627.63)	0.569	Principal Paydown	02/01/2023	02/01/2023	05/26/2026	(10,627.63)	0.00	10,627.63
14315FAD9	CARMX 2020-3 A3	(18,181.55)	0.620	Principal Paydown	02/15/2023	02/15/2023	03/17/2025	(18,181.55)	0.00	18,181.55
14315FAD9	CARMX 2020-3 A3	(5,252.45)	0.620	Principal Paydown	02/15/2023	02/15/2023	03/17/2025	(5,252.45)	0.00	5,252.45
3137F7DH5	FHR 5048 B	(16,823.14)	1.000	Principal Paydown	02/01/2023	02/01/2023	05/25/2033	(16,823.14)	0.00	16,823.14
3133Q5GZ3	FHS 370 A3	(24,631.25)	1.000	Principal Paydown	02/01/2023	02/01/2023	09/25/2033	(24,631.25)	0.00	24,631.25
3137F7DH5	FHR 5048 B	(3,558.74)	1.000	Principal Paydown	02/01/2023	02/01/2023	05/25/2033	(3,558.74)	0.00	3,558.74
3137H4RZ5	FHMS K-J36 A1	(711.72)	1.298	Principal Paydown	02/01/2023	02/01/2023	12/25/2026	(711.72)	0.00	711.72
3137H4RZ5	FHMS K-J36 A1	(113.23)	1.298	Principal Paydown	02/01/2023	02/01/2023	12/25/2026	(113.23)	0.00	113.23
912828R28	UNITED STATES TREASURY	(1,500,000.00)	1.625	Sell	02/15/2023	02/23/2023	04/30/2023	(1,491,503.91)	(7,743.44)	1,499,247.35
912828R69	UNITED STATES TREASURY	(2,400,000.00)	1.625	Sell	01/31/2023	02/03/2023	05/31/2023	(2,376,468.75)	(6,964.29)	2,383,433.04
92348TAA2	VZOT 2020-A A1A	(20,194.57)	1.850	Principal Paydown	02/20/2023	02/20/2023	07/22/2024	(20,194.57)	0.00	20,194.57
92348TAA2	VZOT 2020-A A1A	(5,314.36)	1.850	Principal Paydown	02/20/2023	02/20/2023	07/22/2024	(5,314.36)	0.00	5,314.36
3140XALC4	FN FM6622	(8,822.21)	2.500	Principal Paydown	02/01/2023	02/01/2023	02/01/2036	(8,822.21)	0.00	8,822.21
3140XALC4	FN FM6622	(1,654.16)	2.500	Principal Paydown	02/01/2023	02/01/2023	02/01/2036	(1,654.16)	0.00	1,654.16
91282CEN7	UNITED STATES TREASURY	4,400,000.00	2.750	Buy	01/31/2023	02/03/2023	04/30/2027	4,236,546.88	31,754.14	(4,268,301.02)
91282CEN7	UNITED STATES TREASURY	650,000.00	2.750	Buy	01/31/2023	02/03/2023	04/30/2027	625,853.52	4,690.95	(630,544.47)
3140K7XA6	FN BP0672	(15,010.34)	3.000	Principal Paydown	02/01/2023	02/01/2023	03/01/2035	(15,010.34)	0.00	15,010.34
3140K7XA6	FN BP0672	(2,648.88)	3.000	Principal Paydown	02/01/2023	02/01/2023	03/01/2035	(2,648.88)	0.00	2,648.88
3137H8H79	FHMS K-J41 A1	(749.84)	3.137	Principal Paydown	02/01/2023	02/01/2023	01/25/2029	(749.84)	0.00	749.84
3137H8H79	FHMS K-J41 A1	(124.97)	3.137	Principal Paydown	02/01/2023	02/01/2023	01/25/2029	(124.97)	0.00	124.97
3137H8B42	FHMS K-J40 A1	(874.51)	3.400	Principal Paydown	02/25/2023	02/25/2023	06/25/2028	(874.51)	0.00	874.51
3137H8B42	FHMS K-J40 A1	(145.75)	3.400	Principal Paydown	02/25/2023	02/25/2023	06/25/2028	(145.75)	0.00	145.75
3132CWMM3	FH SB0364	(6,615.81)	3.500	Principal Paydown	02/01/2023	02/01/2023	06/01/2035	(6,615.81)	0.00	6,615.81
3140QGKN6	FN CA8400	(35,386.07)	3.500	Principal Paydown	02/01/2023	02/01/2023	12/01/2035	(35,386.07)	0.00	35,386.07
3133L7LB1	FH RC1222	(21,296.63)	3.500	Principal Paydown	02/01/2023	02/01/2023	12/01/2034	(21,296.63)	0.00	21,296.63
3140Q9FM0	FN CA1971	(107,501.84)	3.500	Principal Paydown	02/01/2023	02/01/2023	06/01/2033	(107,501.84)	0.00	107,501.84

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
3132CWMM3	FH SB0364	(1,227.99)	3.500	Principal Paydown	02/01/2023	02/01/2023	06/01/2035	(1,227.99)	0.00	1,227.99
3140QGKN6	FN CA8400	(6,926.11)	3.500	Principal Paydown	02/01/2023	02/01/2023	12/01/2035	(6,926.11)	0.00	6,926.11
3133L7LB1	FH RC1222	(3,833.39)	3.500	Principal Paydown	02/01/2023	02/01/2023	12/01/2034	(3,833.39)	0.00	3,833.39
3140Q9FM0	FN CA1971	(16,125.28)	3.500	Principal Paydown	02/01/2023	02/01/2023	06/01/2033	(16,125.28)	0.00	16,125.28
3137H92N8	FHMS K-J42 A1	(876.50)	3.902	Principal Paydown	02/01/2023	02/01/2023	07/25/2029	(876.50)	0.00	876.50
3137H92N8	FHMS K-J42 A1	(146.74)	3.902	Principal Paydown	02/01/2023	02/01/2023	07/25/2029	(146.74)	0.00	146.74
3140X9K46	FN FM5714	(6,945.67)	4.000	Principal Paydown	02/01/2023	02/01/2023	11/01/2035	(6,945.67)	0.00	6,945.67
3140X92C8	FN FM6170	(7,728.51)	4.000	Principal Paydown	02/01/2023	02/01/2023	07/01/2035	(7,728.51)	0.00	7,728.51
3140XC4K1	FN FM8925	(10,113.65)	4.000	Principal Paydown	02/01/2023	02/01/2023	08/01/2034	(10,113.65)	0.00	10,113.65
3140XHQQ3	FN FS2262	(9,293.56)	4.000	Principal Paydown	02/01/2023	02/01/2023	06/01/2037	(9,293.56)	0.00	9,293.56
3140XJHF3	FN FS2929	(18,734.72)	4.000	Principal Paydown	02/01/2023	02/01/2023	09/01/2037	(18,734.72)	0.00	18,734.72
3140XJJ87	FN FS2986	(27,367.08)	4.000	Principal Paydown	02/01/2023	02/01/2023	10/01/2032	(27,367.08)	0.00	27,367.08
3140X9K46	FN FM5714	(1,240.30)	4.000	Principal Paydown	02/01/2023	02/01/2023	11/01/2035	(1,240.30)	0.00	1,240.30
3140X92C8	FN FM6170	(1,449.10)	4.000	Principal Paydown	02/01/2023	02/01/2023	07/01/2035	(1,449.10)	0.00	1,449.10
3140XC4K1	FN FM8925	(1,896.31)	4.000	Principal Paydown	02/01/2023	02/01/2023	08/01/2034	(1,896.31)	0.00	1,896.31
3140XJHF3	FN FS2929	(3,122.45)	4.000	Principal Paydown	02/01/2023	02/01/2023	09/01/2037	(3,122.45)	0.00	3,122.45
3140XJJ87	FN FS2986	(3,874.75)	4.000	Principal Paydown	02/01/2023	02/01/2023	10/01/2032	(3,874.75)	0.00	3,874.75
31846V534	FIRST AMER:US TRS MM Y	168,369.97	4.080	Buy	---	---	02/28/2023	168,369.97	0.00	(168,369.97)
31846V534	FIRST AMER:US TRS MM Y	(906,301.95)	4.080	Sell	---	---	02/28/2023	(906,301.95)	0.00	906,301.95
31846V534	FIRST AMER:US TRS MM Y	27,616.87	4.090	Buy	02/02/2023	02/02/2023	02/28/2023	27,616.87	0.00	(27,616.87)
31846V534	FIRST AMER:US TRS MM Y	1,015,679.90	4.090	Buy	---	---	02/28/2023	1,015,679.90	0.00	(1,015,679.90)
31846V534	FIRST AMER:US TRS MM Y	(2,190,578.63)	4.090	Sell	---	---	02/28/2023	(2,190,578.63)	0.00	2,190,578.63
3137H9MM8	FHMS K-J43 A1	(566.28)	4.377	Principal Paydown	02/25/2023	02/25/2023	12/25/2028	(566.28)	0.00	566.28
3137H9MM8	FHMS K-J43 A1	(86.52)	4.377	Principal Paydown	02/25/2023	02/25/2023	12/25/2028	(86.52)	0.00	86.52
3133L9AJ2	FH RC2709	(33,699.24)	4.500	Principal Paydown	02/01/2023	02/01/2023	09/01/2037	(33,699.24)	0.00	33,699.24
3133L9AJ2	FH RC2709	(5,464.20)	4.500	Principal Paydown	02/01/2023	02/01/2023	09/01/2037	(5,464.20)	0.00	5,464.20
3137H9QT9	FHMS K-J44 A1	1,800,000.00	4.558	Buy	02/15/2023	02/23/2023	01/25/2029	1,799,944.20	5,013.80	(1,804,958.00)
3137H9QT9	FHMS K-J44 A1	275,000.00	4.558	Buy	02/15/2023	02/23/2023	01/25/2029	274,991.48	766.00	(275,757.48)
608919775	FEDERATED HRMS IS MM IS	37,951.08	4.620	Buy	02/01/2023	02/01/2023	02/28/2023	37,939.69	0.00	(37,939.69)
902656404	UBS SL ESG PRIME INS	38,201.41	4.640	Buy	02/01/2023	02/01/2023	02/28/2023	38,220.51	0.00	(38,220.51)
902656602	UBS SL ESG PRIME PFD	57,806.42	4.680	Buy	02/01/2023	02/01/2023	02/28/2023	57,829.54	0.00	(57,829.54)
04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	4.875	Buy	02/28/2023	03/03/2023	03/03/2028	1,297,374.00	0.00	(1,297,374.00)
04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	4.875	Buy	02/28/2023	03/03/2023	03/03/2028	199,596.00	0.00	(199,596.00)
---	---	2,012,000.78	3.181	---	---	---	10/20/2025	1,853,365.03	27,517.16	(1,880,882.19)

* Weighted by: Absolute Value of Base Principal

* MMF transactions are collapsed

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

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

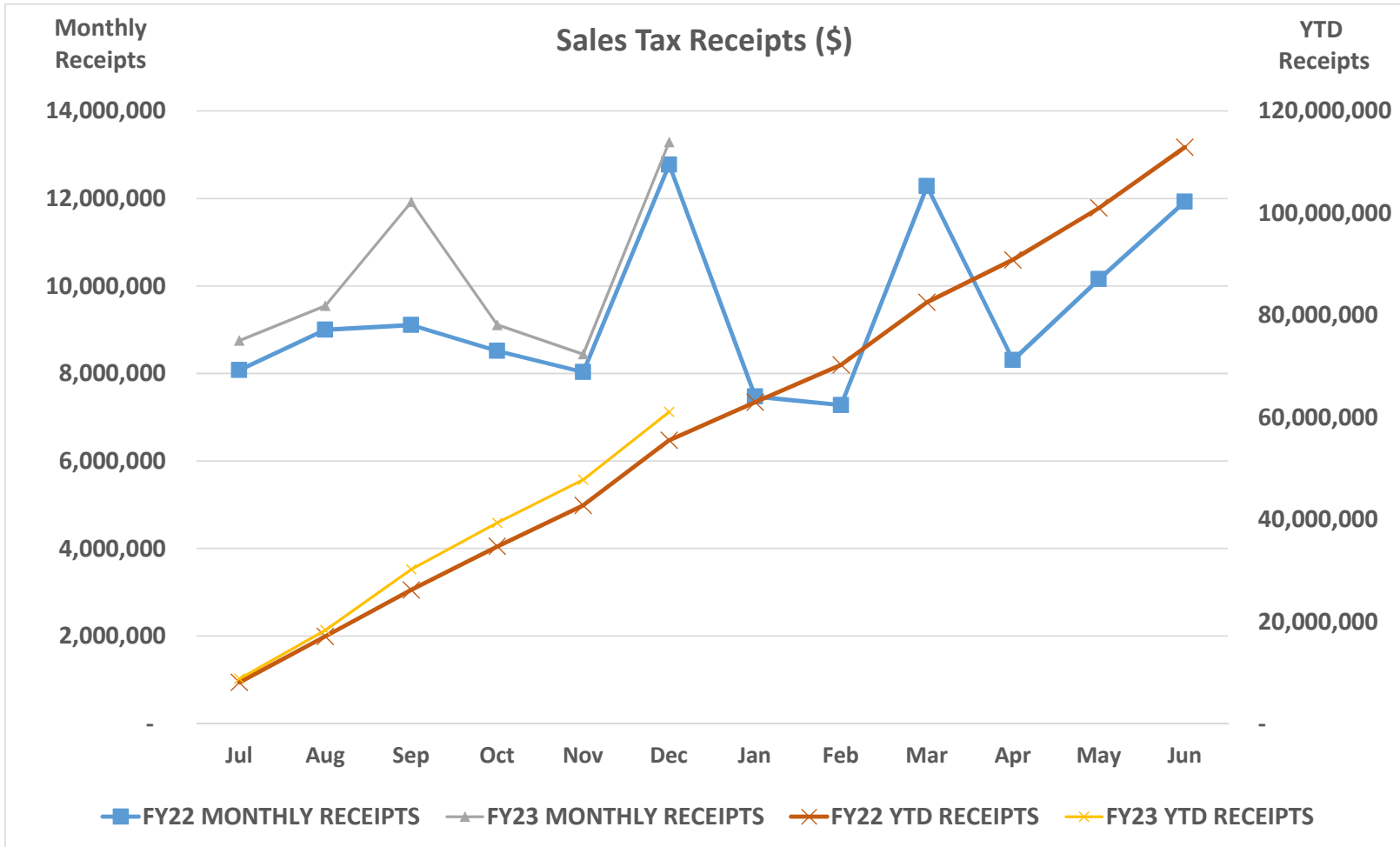
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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



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

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

	FY22 MONTHLY RECEIPTS*	FY23 MONTHLY RECEIPTS*	MONTHLY % Change	FY22 YTD RECEIPTS	FY23 YTD RECEIPTS	YTD % Change
Jul	8,073,453	8,751,087	8.4%	8,073,453	8,751,087	8.4%
Aug	8,998,280	9,545,280	6.1%	17,071,733	18,296,367	7.2%
Sep	9,104,933	11,914,443	30.9%	26,176,665	30,210,810	15.4%
Oct	8,516,856	9,109,158	7.0%	34,693,522	39,319,968	13.3%
Nov	8,032,736	8,437,702	5.0%	42,726,257	47,757,670	11.8%
Dec	12,772,114	13,282,326	4.0%	55,498,371	61,039,996	10.0%
Jan	7,468,855		(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>61,039,996</u>				

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: David Olmeda, Chief Operations Officer, Bus
Subject: **Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2023**

Action

The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

Significance

The Capital Projects Quarterly Status Report is submitted to keep the board advised as to the scope, budget and progress of current ongoing capital projects.

Budget Impact

There is no impact to the budget.

Background

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared By: Liria Larano Deputy Chief, Fleet & Facilities 650-622-7828
Infrastructure



San Mateo County Transit District

Capital Program

Quarterly Status Report and DBE Status Report



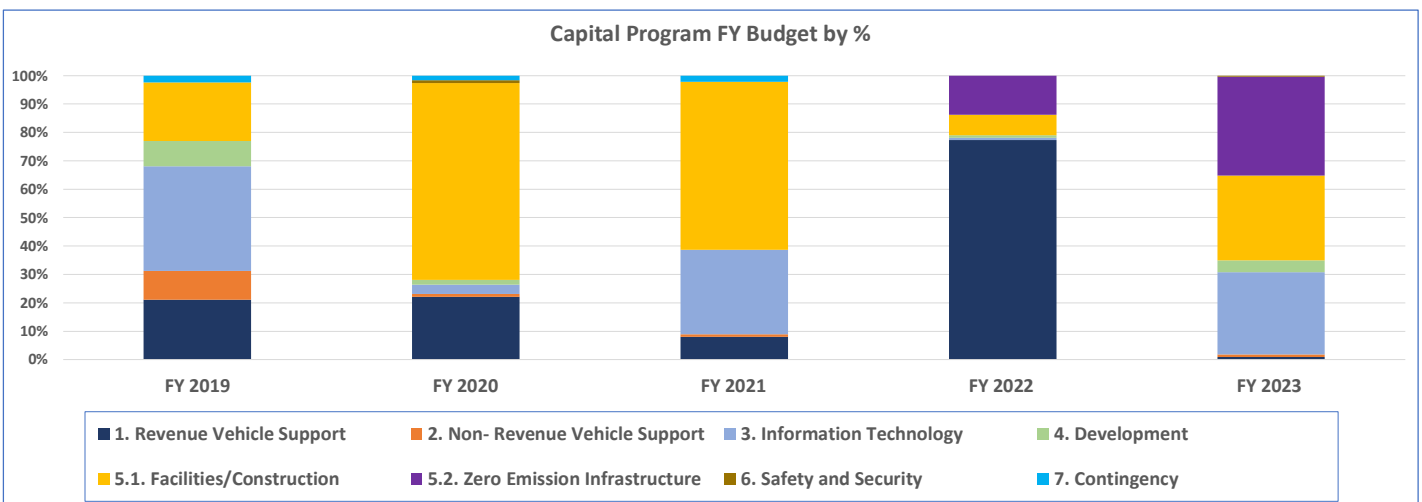
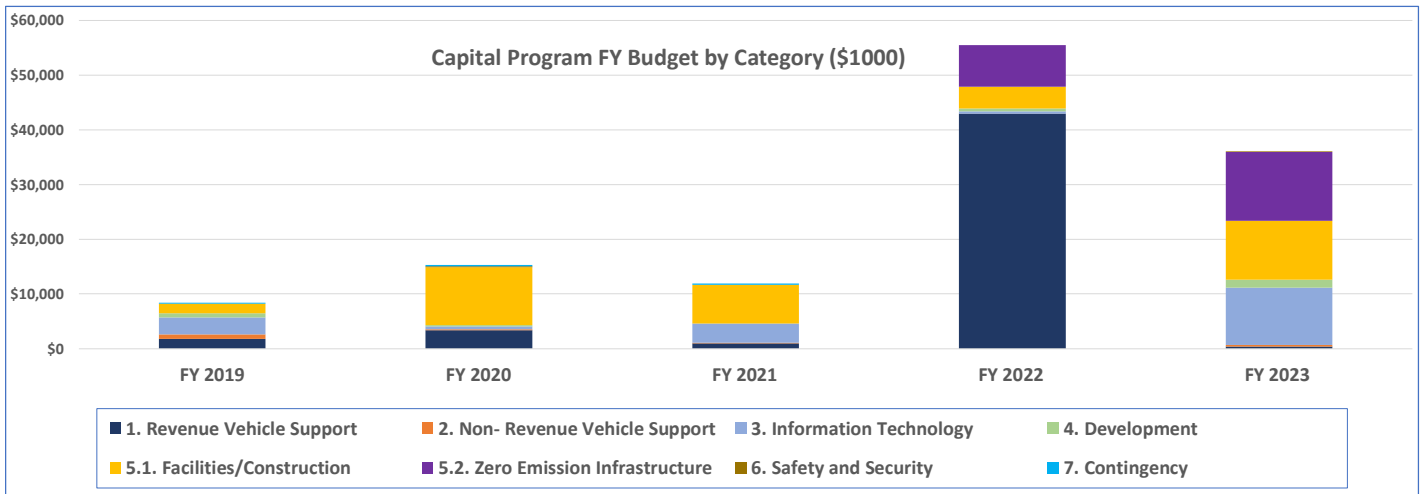
2nd Quarter Fiscal Year 2023 (Oct. to Dec. 2022)

Prepared for the April 2023 SamTrans Board Meeting

Capital Program Budget Status Summary (\$1000)

Programs	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
1. Revenue Vehicle Support	\$1,777	\$3,382	\$952	\$42,955	\$359
2. Non- Revenue Vehicle Support	\$847	\$164	\$117	\$0	\$285
3. Information Technology	\$3,100	\$500	\$3,529	\$431	\$10,488
4. Development	\$750	\$250	\$0	\$500	\$1,491
5.1. Facilities/Construction	\$1,730	\$10,612	\$7,052	\$4,007	\$10,782
5.2. Zero Emission Infrastructure	\$0	\$0	\$0	\$7,626	\$12,566
6. Safety and Security	\$0	\$150	\$0	\$0	\$114
7. Contingency	\$200	\$250	\$250	\$0	\$0
Total Board Approved Budget by FY*	\$8,405	\$15,308	\$11,899	\$55,520	\$36,085

Note
* The "Total Board Approved Budget by FY" reflects the annual budget approved by the SamTrans Board of Directors for each fiscal year. This authorizes the amount that can be spent on projects. Unspent budget in a fiscal year may be carried forward to subsequent budget years.



Projects Completed Within FY20 - FY23

Prj. ID	Project Name	Budget
020112	North & South Base IW Line to Brake Pit Replacement	\$ 21,432
021201	Major Bus Components - FY2012	\$ 985,004
021207	Facilities Smaller Projects - FY2012	\$ 562,000
021501	Replacement of 55 - 2002 NABI Buses Project	\$ 48,983,433
100113	Procurement of 10 Electric Buses Project	\$ 2,403,353
100176	SamTrans Visioning	\$ 988,000
100247	FY18 Tech Refresh Project	\$ 887,586
100348	Upgrade District Website	\$ 950,000
100350	Central Office Sanitary Sewer Pump Replacement	\$ 139,388
100354	Purchase a New Bus Simulator	\$ 515,216
100461	Replace 13 Paratransit Cutaway	\$ 1,991,203
100511	South Base Natural Gas Line Replacement	\$ 466,832

Project Performance Status Light Criteria

Sections	On Target (Green)	Moderate Risk (Yellow)	High Risk (Red)
1. Budget*	<p>(a) Estimate at Completion forecast is within plus /minus 3% of the Current Approved Budget,</p> <p>(b) Incurred expenditures during the report period is consistent with the cost baseline (+/- 3%)</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 3% to 10%</p> <p>(b) Incurred expenditures during the report period is higher than the cost baseline by 3% to 10%</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 10%</p> <p>(b) Incurred expenditures during the report period is higher than the cost baseline by more than 10%</p>
2. Schedule**	<p>(a) Project started not later than one year after funded</p> <p>(b) Project milestones/critical path are within plus/minus 5% of the duration of the approved baseline schedule, or less than 15 days late.</p> <p>(c) Physical progress during the report period is consistent with the baseline schedule .</p> <p>(d) Schedule is baselined.</p>	<p>a) Project milestones / critical path show slippage. Critical milestones are late between 5% to 10% of the approved baseline but not more than 30 days late.</p> <p>(b) Physical progress during the report period is not consistent with the baseline schedule .</p> <p>(c) Schedule has not been baselined.</p>	<p>(a) Project started later than one year after funded</p> <p>(b) Project milestones / critical path show slippage. The delay is more than 10% of the baselined schedule or 30 days</p>
3. Funding*	<p>(a) Expenditure is consistent with Available Funding.</p> <p>(b) All funding has been secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 80% of Available Funding, where remaining funding is NOT yet available.</p> <p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 90% of Available Funding, where remaining funding is NOT yet available.</p> <p>(b) No funding is secured or available for scheduled work.</p>

Notes:

* If more than one event is triggered, the worst performing light will be shown.

** Light color is based on the worst performing pending milestone (completed milestones are not considered).

SamTrans Capital Projects Summary

Project ID	Project Name	Project Manager	Schedule		Budget		Funding		Page
			FY23 Q1	FY23 Q2	FY23 Q1	FY23 Q2	FY23 Q1	FY23 Q2	
Revenue Vehicle Support Projects									
021502	Major Bus Components	Daniel Stewart	●	●	●	●	●	●	8
100353	FY19 Maintenance Support Equipment	David Harbour	●	●	●	●	●	●	10
100585	Purchase 17 Battery Electric Bus	David Harbour	●	●	●	●	●	●	12
100633	Purchase (21) Paratransit Cutaway	David Parsons	●	●	●	●	●	●	14
100634	Replace (10) 2017 RW Minivans	David Harbour	●	●	●	●	●	●	16
100635	Replace (135) 2009 Gillig Buses	David Harbour	●	●	●	●	●	●	18
Non-Revenue Vehicle Support									
100462	Replacement Non-Rev Toyota Priuses	Steve Prieto	●	●	●	●	●	●	20
100549	Replacement Non-Rev Vehicles	Steve Prieto	●	●	●	●	●	●	22
Information Technology Projects									
021505	Technology Refresh Project	Michael Salazar	●	●	●	●	●	●	24
100016	Mobile View (Wi-Fi) Enhancement	Karambir Cheema	●	●	●	●	●	●	26
100248	FY18 EPM Replacement	Mike Torres	●	●	●	●	●	●	28
100463	SPEAR System Improvement	David Harbour	●	●	●	●	●	●	30
100477	Intranet Solution Replacement	Mike Torres	●	●	●	●	●	●	32
100534	Onboard Wi-Fi	Karambir Cheema	●	●	●	●	●	●	34
100546	Automating Daily Dispatch	Jonathan Steketee	●	●	●	●	●	●	36
100628	APC Validation	Jonathan Steketee	●	●	●	●	●	●	38
100706	Intelligent Transportation System (ITS)	Karambir Cheema	●	●	●	●	●	●	40
100707	Cybersecurity Program	Michael Salazar	●	●	●	●	●	●	42
100708	Paratransit Scheduling Software	Tina Dubost	●	●	●	●	●	●	44
100715	Multi Platform Upgrades	Michael Salazar	●	●	●	●	●	●	46
Facilities/Construction Projects									
021507	Facilities Smaller Projects	Ron Robertson	●	●	●	●	●	●	48
100018	Lighting Upgrade at North Base	Jeffrey Thomas	●	●	●	●	●	●	50
100058	Facilities Smaller Projects	Ron Robertson	●	●	●	●	●	●	52
100252	FY18 Ctrl Bldg. Roof Replace	Jeffrey Thomas	●	●	●	●	●	●	54
100352	ADA Self Eval Plan	Jeffrey Thomas	●	●	●	●	●	●	56
100466	Remodel NB - SB	Jeffrey Thomas	●	●	●	●	●	●	58
100468	NB SB Bus Vacuum Replacement	Jeffrey Thomas	●	●	●	●	●	●	60
100469	NB Washer Replacement	Jeffrey Thomas	●	●	●	●	●	●	62
100472	Central Building Development Options	Xiaomei Tan	●	●	●	●	●	●	64
100473	Central Building Refresh	Jeffrey Thomas	●	●	●	●	●	●	66
100474	SB Bus Washer Walls	Jeffrey Thomas	●	●	●	●	●	●	68
100475	ADA Study & Phase 1 Retrofits	Jeffrey Thomas	●	●	●	●	●	●	70
100476	North and South Base Exterior Painting	Jeffrey Thomas	●	●	●	●	●	●	72
100538	NB / SB Front Entrance Mod	Jeffrey Thomas	●	●	●	●	●	●	74
100548	North Base 200 Transportation Bldg.	Yoko Watanabe	●	●	●	●	●	●	76
100629	EV Chargers Non-Rev Vehicles	Jeffrey Thomas	●	●	●	●	●	●	78
100710	South Base Water Utility Lines Replacement	Jeffrey Thomas	●	●	●	●	●	●	80
100711	Bus Shelter Upgrades and Replacements	Jeffrey Thomas	●	●	●	●	●	●	82
Zero Emission Infrastructure Projects									
100547	SB Switchgear Replacement and Charger Installation	Jeffrey Shu	●	●	●	●	●	●	84
100631	ZEB Implementation and Deployment	Liria Larano	●	●	●	●	●	●	86
100723	North Base Maintenance Modifications	Yoko Watanabe	●	●	●	●	●	●	88

SamTrans Capital Projects Master Schedule

Prj. ID	Project Name	Legend:																																			
		Planning			Final Design			Procurement			Implementation																										
		Preliminary Design			Right of Way			Construction			Close out																										
		2022			2023			2024			2025			2026																							
		J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
North Base Projects																																					
021502	Major Bus Components (Maintenance)																																				
100018	Lighting Upgrade at North Base																																				
100353	FY19 Maintenance Support Equipment (Maintenance)																																				
100469	NB Washer Replacement																																				
100548	North Base 200 Transportation Building				Plane and Geotechnical Survey			Environmental Permit																													
100631	North Base Interim Charger Installation																																				
100723	North Base Hydrogen Fueling Station (Demonstration)																																				
100723	North Base Maintenance Modifications for Hydrogen Fuel (Demonstration)																																				
South Base Projects																																					
100474	SB Bus Washer Walls																																				
100547	South Base Switchgear Replacement and Charger Installation																																				
100631	SB 37 BEB Charger Infrastructure																																				
100710	South Base Water Utility Lines Replacement																																				
North Base and South Base Projects																																					
021507	Facilities Smaller Projects																																				
100016	Mobile View (Wi-Fi) Enhancement																																				
100058	FY16 Facilities Smaller Projects																																				
100466	Remodel North and South Base Employee Areas																																				
100468	NB & SB Bus Vacuum Replacement																																				
100476	North and South Base Exterior Painting																																				
100538	NB / SB Front Entrance Modifications																																				
100546	Automating Daily Dispatch																																				
Central Building Projects																																					
100252	FY18 Central Bldg. Roof Replacement																																				
100472	Central Building Development Options																																				
100473	Central Building Various Size Improvements																																				
100629	EV Chargers Non-Rev Vehicles at Central Garage																																				
System Wide Information Technology Projects																																					
021505	Technology Refresh Project																																				
100248	FY18 Enterprise Performance Management Replacement																																				
100477	Intranet Solution Replacement																																				
100707	Cybersecurity Program																																				
100708	Paratransit Scheduling Software																																				
100715	Multi Platform Upgrades																																				
System Wide Development and Study																																					
100628	APC Validation																																				
Vehicle Procurement Projects																																					
100462	Replace Non-Rev Toyota Priuses																																				
100549	Replacement Non-Rev Vehicles																																				
100585	Purchase 17 Battery Electric Bus				Pilot			Serial Buses																													
100633	Purchase (21) Paratransit Cutaway																																				
100634	Replace (10) 2017 RW Minivans																																				
100635	Replace (135) 2009 Gillig Buses							20 BEBs			Pilot			Serial			10 FCEBs			Pilot			Serial			105 ZEBs			Pilot			Serial					
Vehicle Support Projects																																					
100463	SPEAR System Improvement																																				
100534	Onboard Wi-Fi																																				
100706	Intelligent Transportation System (ITS)																																				
Location Projects within Cities of San Mateo County																																					
100352	ADA Self Evaluation Plan																																				
100475	ADA Study & Phase 1 Retrofits																																				
100711	Bus Shelter Upgrades and Replacements																																				

Major Bus Components

FY23 Q2 **Project ID: 021502**

Project Manager: Joe Almondia

SCOPE Summary

STATUS Summary

Phase: Procurement

The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons. This project provides funding for new parts, rebuilt parts, and major bus components, not accounted for in the operating budget, that exceed \$5,000 in accordance and compliance with FTA guidelines. Parts and major bus components include; engines, transmissions, differentials, ECU (electronic control unit), HVAC units (heating, ventilation and air conditioning) radiator, muffler, air compressor, Digital Video Recorders (DVRs), Automatic Mobile Data Terminals (AMDTs), etc.

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 7,221,517	94%	95.9%	\$ 7,221,517

Schedule

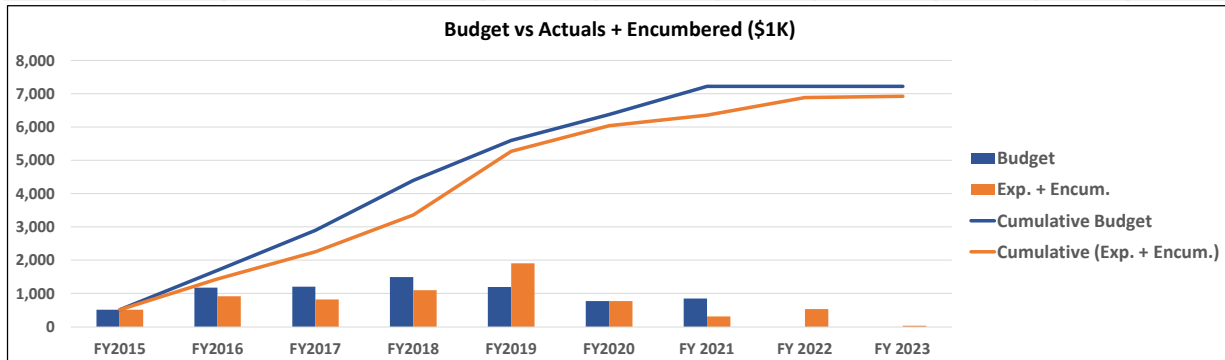
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	07/01/15	07/01/15			0	0	
Project Finish			06/30/23	06/30/23	0	0	Duration is expanded to the end of FY23 with no budget allocation

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	7,222		7,222	0	7,222	0	1	6,925	6,925	297
Totals	7,222	0	7,222	0	7,222	0	1	6,925	6,925	297

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2015	517		517	0				517	517	0
FY2016	1,183		1,183	133				786	919	264
FY2017	1,202		1,202	-103				923	821	646
FY2018	1,497		1,497	87				1,011	1,098	1,044
FY2019	1,198		1,198	494				1,416	1,909	333
FY2020	772		772	-499				1,274	775	331
FY 2021	852		852					314	314	868
FY 2022			0	-107				643	536	332
FY 2023			0	-6			1	41	35	297
Totals	7,222	0	7,222	0	7,222	0	1	6,925	6,925	297



Major Bus Components

FY23 Q2 **Proejct ID: 021502**

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	5,991	0		5,991	5,991	0	During 2015-2018, \$2,170 has been deducted from budget but not from any fund.
FY19 STA-State of Good Repair (03122)	State	1,230	0		1,230	1,230	0	
Totals		7,222	0	0	7,222	7,222	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

1. Continue to purchase major bus components and replacement parts, as needed.

Project Notes

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Maintenance Support Equipment

FY23 Q2

Prj. ID: 100353

Project Manager: Steven Prieto

SCOPE Summary

Equipment used to support day-to-day shop activities.

STATUS Summary

Phase: Procurement

Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,105,146	77.8%	52.6%	\$ 1,105,146

Schedule

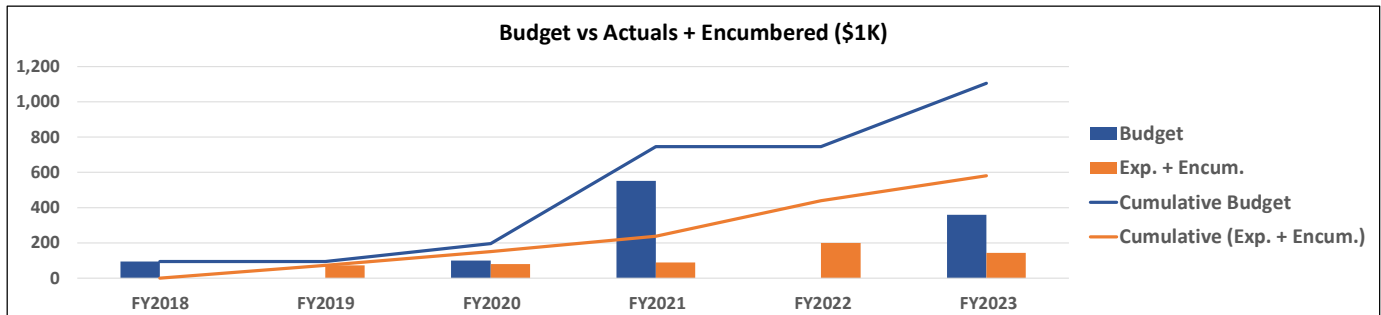
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/19	07/01/19			0	0	
Finish			12/31/23	12/31/23	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	1,105		1,105	265	1,105	0	10	316	581	524
Totals	1,105	0	1,105	265	1,105	0	10	316	581	524

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2018	94		94	0				0	0	94
FY2019			0					72	72	22
FY2020	101		101	2				76	79	44
FY2021	551		551	65				23	88	507
FY2022	0		0	83				116	199	308
FY2023	359		359	115			10	29	143	524
Totals	1,105	0	1,105	265	1,105	0	10	316	581	524



Maintenance Support Equipment

FY23 Q2

Prj. ID: 100353

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital Fund (01050)	Local	1,105	0		1,105	1,105	0	
Totals		1,105	0	0	1,105	1,105	0	

RISks (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

--

Express Bus - BEB (Purchase 17 Battery Electr Bus)

FY23 Q2

Prj. ID: 100585

Project Manager: David Harbour

SCOPE Summary

To purchase 7 battery electric heavy-duty, low-floor, 40-foot buses (BEBs) that will be used for the Express Bus Pilot Program and 10 battery electric buses will be replacing the ten 2003 Gillig that were scheduled for replacements with the initial 10 pilot battery electric buses. There will also be 20 ABB depot chargers included in this procurement.

STATUS Summary

Phase: Procurement

Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 21,233,918	43%	94.8%	\$ 21,233,918

Project Manager: David Harbour

Schedule

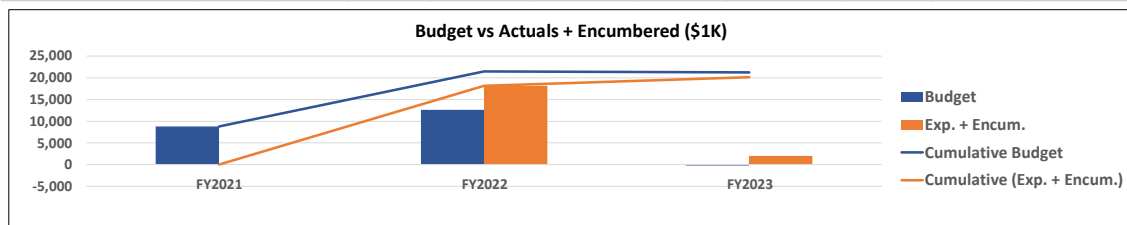
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (E=A-B)	Completion Variance (F=C-D)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	01/01/21	01/01/21	03/05/21	03/05/21	0	0	Initial 7 BEB as Expansion; Add 10 BEB to replace Proterras
Procurement: Staff Report/Reso, BOD, Agreement, Amendment, PO	03/05/21	03/05/21	04/20/22	04/20/22	0	0	Agreement signed 6/30/21; Amendment signed 4/20/22
Pre-Production Meetings, Bus Configurations	06/04/21	06/04/21	06/23/22	06/23/22			
Production, Inspection, Quality Control	07/01/22	07/01/22	04/24/23	04/24/23	0	0	Pilot Bus delayed by 2 month. Supply chain caused delay at New Flyer Plant.
NB 2 ABB Temporary Chargers: Delivery to North Base; Payment; Commissioning	08/08/22	08/08/22	09/15/22	12/12/22	0	-88	2 Temp Chargers delivered 8/8/22; started commissioning 11/29/22 and completed 12/12/22.
1 Pilot Bus: Delivery, Acceptance, In-Service, Payments	09/12/22	11/14/22	10/12/22	01/13/23	-63	-93	Pilot Bus delivered on 11/14/22; expected acceptance 1/13/23
NB 8 ABB Chargers: Delivery to North Base; Payment; Commissioning	11/28/22	12/23/22	12/28/22	01/28/23	-25	-31	8 NB chargers delivered 12/21/22; missing frames, pedestals, and cable management systems
16 Serial Buses: Delivery, Acceptance, In-Service, Payments	02/10/23	06/06/23	06/09/23	08/14/23	-116	-66	Serial Buses; expecting delay to production schedule with door controller/annunciator shortages
SB 10 ABB Chargers: Delivery to South Base; Payment; Commissioning	09/15/23	09/15/23	10/15/23	10/15/23	0	0	ETA Q3 2023 based on infrastructure schedule
Post Delivery	10/16/23	10/16/23	05/30/24	05/30/24	0	0	
Close-out	06/03/24	06/03/24	06/28/24	06/28/24	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 -Procurement	21,234		21,234	18,372	21,234		13	1,760	20,132	1,102
Totals	21,234	0	21,234	18,372	21,234	0	13	1,760	20,132	1,102

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	8,803		8,803					1	1	8,802
FY2022	12,631		12,631	16,431				1,694	18,125	3,309
FY2023	-200		-200	1,941			13	66	2,007	1,102
Totals	21,234	0	21,234	18,372	21,234	0	13	1,760	20,132	1,102



samTrans

Capital Programs Monthly Progress Report

Project Controls

Express Bus - BEB (Purchase 17 Battery Electr Bus)

FY23 Q2

Prj. ID: 100585

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original (A)	Changes (B)					
Measure W Sales Tax (01024)	Local	4,665	0		4,665	4,665	0	
Sec 5307 Grant (02182)	Federal	3,679	0		3,679	3,679	0	
FTA 1671 (02186)	Federal	1,630	0		1,630	1,630	0	
SOGR FY18 (03120)	State	568	0		568	568	0	
Prop 1B PTMISEA (03618)	State	629	0		629	629	0	
LCTOP - FY16 Electric Buses (03933)	State	950	0		950	950	0	
LCTOP - FY17 Electric Buses (03934)	State	309	0		309	309	0	
LCTOP - FY18 Express Buses (03940)	State	1,133	0		1,133	1,133	0	
LCTOP - FY19 Express Buses Pilot (03942)	State	1,717	0		1,717	1,717	0	
LCTOP Program - FY20 (03944)	State	1,703	0		1,703	1,703	0	
SB1 LLP-Express Bus Project (03947)	State	2,000	0		2,000	2,000	0	
AHSC - Express Bus Project (04429)	Local	2,250	0		2,250	2,250	0	
Totals		21,234	0	0	21,234	21,234	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Price increases for bus price	Increase budget
Delayed Infrastructure: chargers, etc.	Service delay is expected
Training Delays; Will affect operators/maintenance driving and working on buses, cannot put in service	Delay in service is expected
Post-Delivery support by Manufacturer; Labor shortages: FSRs are not available due to COVID or any other issues	Delay in service is expected

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Price increased by Mfg.	Negotiated price increase with Mfg.; signed Amendment 2
Supply Chain issues: Vapor controller and voice annunciator	Delayed parts for production and delivery of buses: Parts delayed until mid-2023
Delayed production of buses	Received revised schedule from New Flyer regarding remaining 16 BEB on 12/7/22

KEY ACTIVITIES - Current Reporting Month (top 5)

Pilot Bus received on 11/14/22, Acceptance process est. completion 1/13/23
Received revised production schedule from New Flyer, 12/7/22 - Delayed delivery schedule
2 temporary ABB chargers for commissioning at North Base started 11/29/22; 1 temporary ABB charger failed to work, part ordered, scheduled for 12/12/22 re
North Base - 8 ABB chargers delivery ETA week 12/21/22; missing pedestals, frames, and cable management systems; purchased extended warranty
South Base - 10 ABB chargers delivery in Q3 2023; purchased extended warranty
Post-Delivery Buy America Audit by consultant completed 12/12/22

KEY ACTIVITIES - Next Reporting Month (top 5)

Review schedule of remaining buses
Complete acceptance of pilot bus; Prepare DMV documents and make Payment
Pending shipment of missing ABB charger pedestals, frames, and cable management systems
1 ABB charger fixed and ready to charge at North Base

Project Notes

1 Pilot Bus received and est acceptance 1/13/23; expecting schedule delay for serial buses.

Purch (21) Paratransit Cutaway

FY23 Q2

Prj. ID: 100633

Project Manager: David Harbour

SCOPE Summary

STATUS Summary

Phase: Procurement

This project plan is for the replacement of twenty one (21) Revenue Para Transit Vehicles. This procurement will replace twenty (21) 2015 Eldorado Aerotech Cut-Aways, Units 219 to 239. These vehicles went into revenue service in 2014.

Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 4,806,900	13%	0.0%	\$ 4,806,900

Schedule

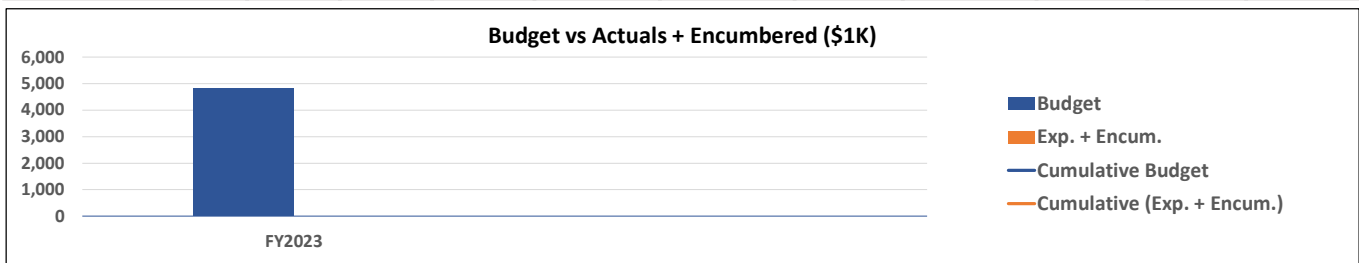
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	10/31/22	01/30/23	0	-91	El Dorado Aerotechs are no longer available for purchase; Supply chain delays
Procurement: Staff Report/Reso, BOD, Agreement, PO	11/01/22	02/01/23	05/17/23	05/17/23	-92	0	Supply Chain delaying procurement process
Pre-Production Meetings, Bus Configurations	12/07/22	06/07/23	12/07/23	12/07/23	-182	0	
Production, Inspection, Quality Control	12/07/23	12/07/23	03/15/24	03/15/24	0	0	
Post-Delivery: Acceptance, In-Service, Payments	03/18/24	03/18/24	11/30/24	11/30/24	0	0	
Close-out	12/02/24	12/02/24	12/31/24	12/31/24	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	4,807		4,807		4,807	0			0	4,807
Totals	4,807	0	4,807	0	4,807	0	0	0	0	4,807

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2023	4,807		4,807		4,807				0	4,807
Totals	4,807	0	4,807	0	4,807	0	0	0	0	4,807



Purch (21) Paratransit Cutaway

FY23 Q2

Prj. ID: 100633

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	101	0		101	101	0	
Sec5307 FY 21/22 (03639)	Fed	3,846	0		3,846	3,846	0	
Prob-1B-FY11 PTMISAE SAMTR (03618)	State	178	0		178	178	0	
Prop 1B PTMISEA FY14 (03639)	State	211	0		211	211	0	
FY22 MTC AB664 Brdg Toll SAMTR (04126)	Local	471	0		471	471	0	
Totals		4,807	0	0	4,807	4,807	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Price increases for bus price	Increase budget
Delayed Infrastructure: chargers, etc.	Service delay is expected
Training Delays	Service delay is expected
Post-Delivery support by Manufacturer; Labor shortages: FSRs are not available due to COVID or any other issues	Service delay is expected
Lack of Internal Support; C&P, Legal, IT, Budgets, etc.	Ask for management support

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Price increases being reviewed by CalAct	CalAct amended their contract with price increases
Supply Chain issues affecting ability to order buses	Dealers are slow providing quotes due to price increase and availability

KEY ACTIVITIES - Current Reporting Month (top 5)

Demonstrated a Starcraft cutaway at North Base
Met with Accessibility and Bus Contract management to discuss changing purchase of cutaways to vans

KEY ACTIVITIES - Next Reporting Month (top 5)

Coordinate demonstrations of available buses for purchase under CalAct
Meet with Accessibility and Bus Contract management to discuss changing purchase of cutaways to vans
Make decision on bus type to purchase and follow up on order availability

Project Notes

Buy America audits: 1) Required if there is any federal funds and 2) order is 10 quantity or more. Pre-Award must be done before any PO or agreement with Dealer/Mfg.

Repl (10) 2017 RW Minivans

FY23 Q2

Prj. ID: 100634

Project Manager: David Harbour

SCOPE Summary

The purpose of this project is to replace (10) 2017 model year El Dorado Amerivan minivans that will be beyond their useful life in calendar-year 2022. The procurement will replace existing RediWheels minivans with fleet numbers 250-259.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,093,876	44.5%	24.4%	\$ 1,093,876

Schedule

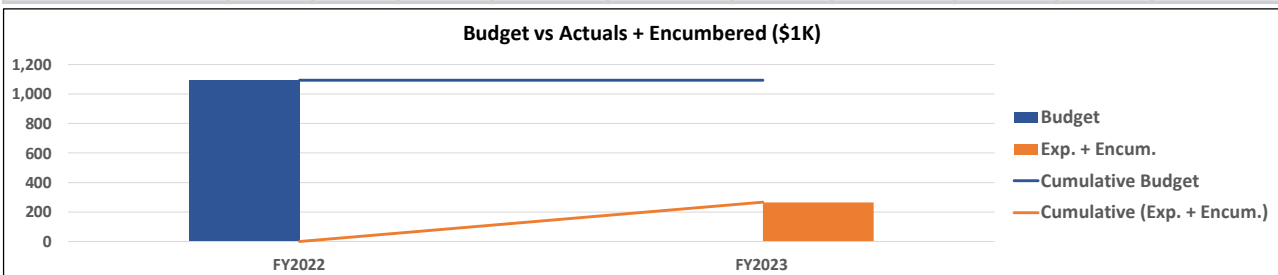
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	04/01/22	04/01/22	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	04/01/22	04/01/22	09/30/22	09/30/22	0	0	Agreement fully executed 8/31/22; PO issued 7/18/22
Pre-Production Meetings, Bus Configurations	06/01/22	06/01/22	10/14/22	10/14/22	0	0	Unknown, no schedule yet
Production, Inspection, Quality Control	10/17/22	12/12/22	01/13/23	03/13/23	-56	-59	informal production schedule
Post-Delivery: Acceptance, In-Service, Payments	12/05/22	02/05/23	03/20/23	04/30/23	-62	-41	
Close-out	12/01/23	12/01/23	12/29/23	12/29/23	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,094		1,094	261	1,094	0	2	6	266	827
Totals	1,094	0	1,094	261	1,094	0	2	6	266	827

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2022	1,094		1,094					1	1	1,093
FY2023			0	261			2	5	266	827
Totals	1,094	0	1,094	261	0	0	2	6	266	827



Repl (10) 2017 RW Minivans

FY23 Q2

Prj. ID: 100634

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	526	0		526	526	0	
Sec5307 Grant -CA-2021-082 (02904)	Federal	568	0		568	568	0	
Totals		1,094	0	0	1,094	1,094	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Price increases for bus price	Increase budget
Delayed Infrastructure: chargers, etc.	Service delay is expected
Training Delays	Service delay is expected
Post-Delivery support by Manufacturer; Labor shortages:	Service delay is expected
Lack of Internal Support; C&P, Legal, IT, Budgets, etc.	Ask for management support

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Labor shortages and availability of chassis and components for vans causing delays	Delaying vans being built with ADA components at plant

KEY ACTIVITIES - Current Reporting Month (top 5)

Obtained verbal production schedule, no formal schedule provided - due to seats delay, labor shortage, plant location change, vans could not start production
Still waiting for formal production schedule
Preparing RFQ for in-plant inspection of vans and Post-delivery Buy America audit

KEY ACTIVITIES - Next Reporting Month (top 5)

Waiting for formal production schedule of vans
Award to contractor for in-plant inspection of vans and Post-Delivery Buy America audit

Project Notes

Buy America audits: 1) Required if there is any federal funds and 2) order is 10 quantity or more. Pre-Award must be done before any PO or agreement with Dealer/Mfg.

Replace (135) 2009 Gillig Buses

FY23 Q2

Prj. ID: 100635

Project Manager: David Harbour

SCOPE Summary

STATUS Summary

Phase: Procurement

This project will replace (135) 2009 model-year heavy duty diesel buses that will be beyond their useful, with a combination of Battery Electric buses (BEB) and Hydrogen Fuel Cell buses. There will be multiple phases for this replacement project. Phase 1 will be the purchase of 20 BEB and 10 Hydrogen Fuel Cell buses. Subsequent phases are yet to be determined with the breakdown of type of buses and quantities. Subsequent phases would replace the remaining (105) 2009 diesel buses.

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 42,584,078	17.1%	86.3%	\$ 42,584,078

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
PHASE 1: 30 ZERO EMISSION BUSES							
Research bus type and COOP purchasing	04/01/22	04/01/22	05/03/22	05/03/22	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	05/02/22	05/02/22	09/30/22	09/30/22	0	0	
Gillig (20 BEB): Pre-Production Meetings, Bus Configurations	10/17/22	10/24/22	07/21/23	07/21/23	-7	0	
Gillig (20 BEB): Production, Inspection, Quality Control	07/24/23	07/24/23	11/10/23	11/10/23	0	0	
Gillig (1 Pilot BEB): Delivery, Acceptance, In-Service, Payments	08/01/23	08/01/23	10/02/23	10/02/23	0	0	60 day testing of Pilot Bus
Gillig (19 BEB): Delivery, Acceptance, In-Service, Payments	09/01/23	09/01/23	02/05/24	02/05/24	0	0	30 day testing of Serial Buses
New Flyer (10 FCEB): Pre-Production Meetings, Bus Configurations	11/01/22	10/12/22	07/31/23	07/31/23	20	0	
New Flyer (10 FCEB): Production, Inspection, Quality Control	04/10/23	04/10/23	09/01/23	09/01/23	0	0	
New Flyer (1 Pilot FCEB): Delivery, Acceptance, In-Service, Payments	06/12/23	06/12/23	08/14/23	08/14/23	0	0	60 day testing of Pilot Bus
New Flyer (9 FCEB): Delivery, Acceptance, In-Service, Payments	07/14/23	07/21/23	11/03/23	11/20/23	-7	-17	30 day testing of Serial Buses
PHASE 2: 105 ZERO EMISSION BUSES							
Research bus type and COOP purchasing	01/09/23	01/09/23	01/31/23	01/31/23	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	02/01/23	02/01/23	06/30/23	06/30/23	0	0	
Pre-Production Meetings, Bus Configurations	03/01/23	03/01/23	06/03/24	06/03/24	0	0	
Production, Inspection, Quality Control	06/03/24	06/03/24	06/03/25	06/03/25	0	0	
1 Pilot-Delivery: Acceptance, In-Service, Payments	07/05/24	07/05/24	09/07/24	09/07/24	0	0	60 day testing of Pilot Bus
104-Serial Buses: Delivery: Acceptance, In-Service, Payments	09/05/24	09/05/24	07/03/25	07/03/25	0	0	30 day testing of Serial Buses
Post delivery	07/04/25	07/04/25	05/30/26	05/30/26	0	0	
Close-out	06/01/26	06/01/26	06/30/26	06/30/26	0	0	

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	42,584		42,584	36,699	42,584	0	18	38	36,737	5,847
Totals	42,584	0	42,584	36,699	42,584	0	18	38	36,737	5,847

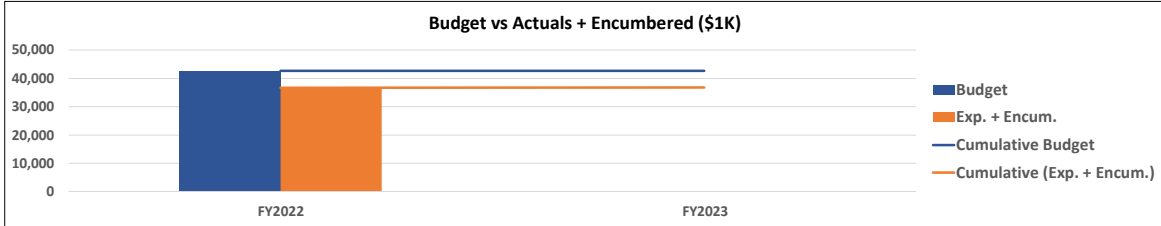
Replace (135) 2009 Gillig Buses

FY23 Q2

Prj. ID: 100635

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2022	42,659		42,659	36,699				1	36,701	5,958
FY2023	-75		-75					18	37	5,847
Totals	42,584	0	42,584	36,699	42,584	0		18	38	36,737



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,604	0		1,604	1,604	0	
Sect 5339 Repl 2009 Gillig Bus (02754)	Federal	811	0		811	811	0	
Sec5307 FY 21/22 (02908)	Federal	25,731			25,731	25,731	0	
Sec5307 FY 22/23 (02909)	Federal	5,279			5,279	5,279	0	
Prop 1B PTMISEA FY14 (03954)	State	9,160			9,160	9,160	0	
Totals		42,584	0	0	42,584	42,584	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk Title	Mitigation
Price increases for bus price	Increase budget
Delayed Infrastructure: chargers, etc.	Service delay is expected
Training Delays	Service delay is expected
Post-Delivery support by Manufacturer; Labor shortages:	Service delay is expected
Lack of Internal Support; C&P, Legal, IT, Budgets, etc.	Ask for management support

ISSUES (Risks that are materialized, in order of priority)

Issue Title	Status
Delayed production of buses	Received revised schedule from New Flyer regarding FCEB on 12/7/22

KEY ACTIVITIES - Current Reporting Month (top 5)

- Phase 1: Continued bus configuration for both New Flyer FCEB and Gillig BEB buses to keep conformity and standardization
- Phase 1: Received Revised Production schedule for New Flyer FCEB
- Phase 2: Review infrastructure timeline for bus purchase/delivery; Require Management's decision on type of Zero Emission Buses

KEY ACTIVITIES - Next Reporting Month (top 5)

- Phase 1: Continue bus configuration for both New Flyer FCEB and Gillig BEB buses to keep conformity and standardization
- Phase 2: Review infrastructure timeline for bus purchase/delivery; Require Management's decision on type of Zero Emission Buses

Project Notes

Multiple Phases procurement and different zero emission technology buses

Replace Non-Rev Toyota Priuses

FY23 Q2

Prj. ID: 100462

Project Manager: Steve Prieto

SCOPE Summary

FY19 This project Plan is for the procurement will replace nineteen 2009 Toyota Priuses and back fill one Prius operations pool vehicle that was reassigned as a relief-vehicle, two 2010 Ford Escape hybrid, one 2012 Ford Escape Hybrid and three 2010 Ford Focus. All vehicles have exceeded their useful life expectancy.

FY20 This project plan is for the replacement of twenty-three Non-Revenue Service Support Vehicles. This procurement will replace eighteen 2009 Toyota Priuses and back fill one Prius operations pool vehicle that was reassigned as a relief-vehicle, two 2010 Ford Escape Hybrid, one 2012 Ford Escape Hybrid, and two electric carts. All vehicles have exceeded their useful life expectancy.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 744,455	75%	94%	\$ 744,455

Schedule

Summary Activities		Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
		(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research Available Cooperative Purchasing	FY19 Class 10001	07/01/18	07/01/18	07/01/18	07/01/18	0	0	Availability and Late Delivery
Requisition submission, Issue PO, Place Orders (12 vehicles)	FY19 Class 10001	06/02/20	06/02/20	06/02/20	06/02/20	0	0	
Delivery	FY19 Class 10001	04/09/19	04/09/19	04/09/19	04/09/19	0	0	
Acceptance	FY19 Class 10001	01/02/20	01/02/20	12/10/20	12/10/20	0	0	
Research Available Cooperative Purchasing	FY19 Class 10001	12/11/19	12/11/19	12/11/19	12/11/19	0	0	
Requisition submission, Issue PO, Place Orders (9 vehicles)	FY19 Class 10001	06/02/20	06/02/20	07/14/20	07/14/20	0	0	
Delivery	FY19 Class 10001	12/09/20	12/09/20	12/09/20	12/09/20	0	0	
Acceptance	FY19 Class 10001	12/11/20	12/11/20	12/11/20	12/11/20	0	0	
Close-out	FY19 Class 10001	12/11/20	12/11/20	12/11/20	12/11/20	0	0	
Research Available Cooperative Purchasing	FY20 Class 10020	12/15/21	12/15/21			0	0	
Research Modification/Price Adjustment based on availability	FY20 Class 10020	08/15/22	08/15/22			0	0	
Requisition submission, Issue PO, Place Orders (3 vehicles)	FY20 Class 10020	10/31/22	10/31/22			0	0	
Delivery	FY20 Class 10020	05/01/23	05/01/23			0	0	
Acceptance	FY20 Class 10020	05/15/23	05/15/23			0	0	
Close-out	FY20 Class 10020	05/31/23	05/31/23			0	0	

Replace Non-Rev Toyota Priuses

FY23 Q2

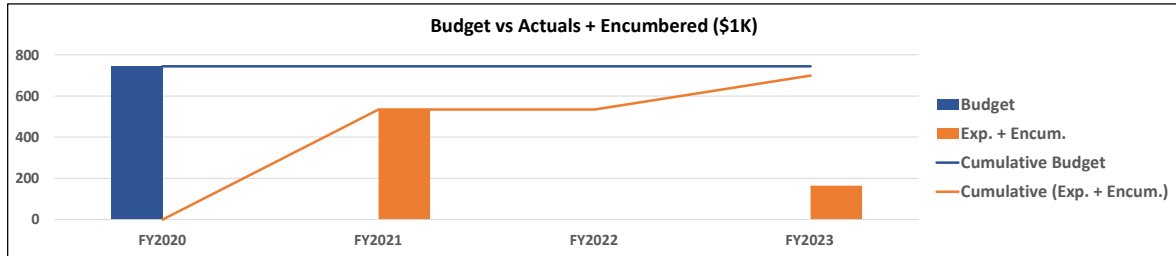
Prj. ID: 100462

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	744		744	166	744	0	0.0	533	699	46
Totals	744	0	744	166	744	0	0.0	533	699	46

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	744		744	0				0	0	744
FY2021	0		0	2				533	535	210
FY2022	0		0						0	210
FY2023	0		0	164					164	46
Totals	744	0	744	166	744	0	0	533	699	46



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	744	0		744	744	0	
Totals		744	0	0	744	744	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
No estimated or confirmed delivery dates due to supply chain issues	
Due to Pandemic, Employee/driver home isolation orders leads to LTD miles stops	

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Price increased by Mfg.	
Late deliveries due to supply chain issues	
Order cancellation due to availability	

KEY ACTIVITIES - Current Reporting Month (top 5)

Re-assess vehicle replacement demands
Redistribution of project funds

KEY ACTIVITIES - Next Reporting Month (top 5)

Quote requests
Availability

Project Notes

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Replacement Non-Rev Vehicles

FY23 Q2

Prj. ID: 100549

Project Manager: Steve Prieto

SCOPE Summary

FY21 This Project Plan is for the Procurement of four Non-Revenue District Pool Vehicles. This Procurement will replace two 2010 Ford Escape Hybrid, one 2012 Ford E250 Van, and one 2011 Ford Focus. All vehicles have exceeded their useful life expectancy.

FY23 This Project Plan is for the Procurement of eight Non-Revenue District Pool Vehicles. This Procurement will replace two 2009 Toyota Prius, one 2010 Ford F-150, three 2010 Ford Escape Hybrid and two 2016 Ford Fusions. All vehicles have high mileage and six vehicles have exceeded their useful life expectancy.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 433,000	33.3%	0.0%	\$ 433,000

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research Available Cooperative Purchasing - Class 10001	12/15/20	12/15/20	12/31/20	12/31/20	0	0	Availability and Late Delivery
Research Available Cooperative Purchasing - Class 23001	12/15/21	12/15/21	12/31/21	12/31/21	0	0	
Research Modification/Price Adjustment based on availability - Class 10001	08/15/22	08/15/22			0	0	
Research Modification/Price Adjustment based on availability - Class 23001	08/15/22	08/15/22			0	0	
Requisition submission, Issue PO, Place Orders (2 vehicles) - Class 10001	10/31/22	10/31/22			0	0	
Requisition submission, Issue PO, Place Orders (3 vehicles) - Class 23001	10/31/22	10/31/22			0	0	Start of Covid Pandemic
Delivery - Class 10001	05/01/23	05/01/23			0	0	
Delivery - Class 23001	05/01/23	05/01/23			0	0	
Acceptance - Class 10001	05/15/23	05/15/23			0	0	
Acceptance - Class 23001	05/15/23	05/15/23			0	0	
Close-out - Class 10001	05/31/23	05/31/23			0	0	
Close-out - Class 23001	05/31/23	05/31/23			0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	433		433		433	0			0	433
Totals	433	0	433	0	433	0	0	0	0	433

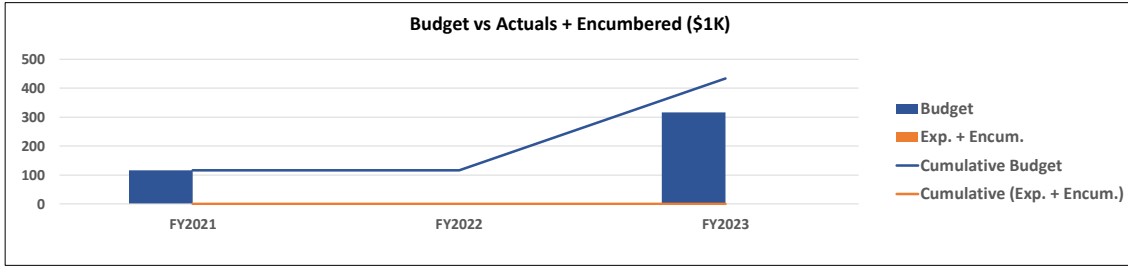
Replacement Non-Rev Vehicles

FY23 Q2

Prj. ID: 100549

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
FY2021	117		117					0	117	
FY2023	317		317					0	433	
Totals	433	0	433	0	0	0	0	0	433	



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original (A)	Changes (B)					
General Capital Fund (01050)	Local	433	0		433	433	0	
Totals		433	0	0	433	433	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
No estimated or confirmed delivery dates due to supply chain issues	
Partial telecommuting Policy, lower estimated usage, low LTD miles, slower cycle replacement	

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Price increased by Mfg.	
Late deliveries due to supply chain issues	
Order cancelation due to availability	

KEY ACTIVITIES - Current Reporting Month (top 5)

Verify quotes and availability periodically
High mileage and usage life vehicle replacements only
High wear and tear vehicle replacements

KEY ACTIVITIES - Next Reporting Month (top 5)

Quote requests
Availability

Project Notes

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Replace & Upgrade Servers & Out of Warranty Equipment

FY23 Q2

Prj. ID: 021505

Project Manager: Michael Salazar

SCOPE Summary

This project will replace District's servers and data storage, copiers/printers, routers and switches, AC, UPS and other appliances that are at the end of their expected service life and soon to be out of warranty. The project will procure new equipment to replace old and out of warranty equipment in Central's Data Center, North Base, and South Base as well as professional services for setup and configuration.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 7,485,420	94.5%	78.2%	\$ 7,485,420

Schedule

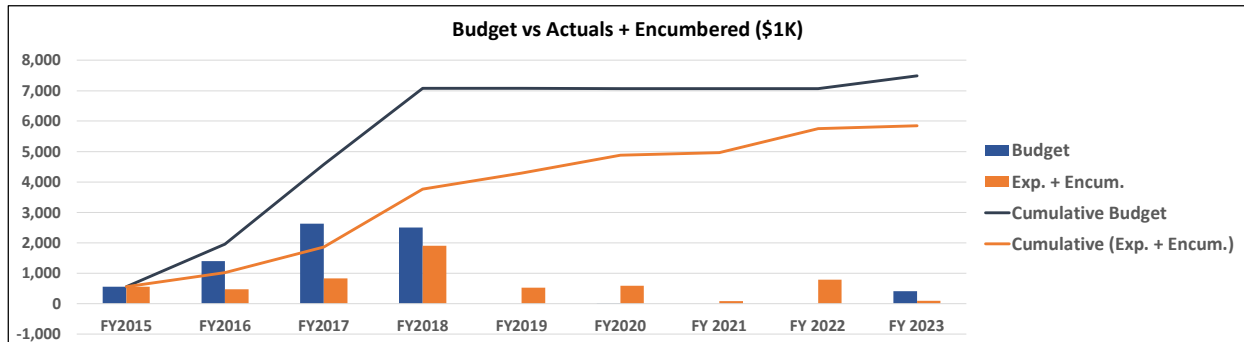
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/14	07/01/14			0	0	This project will span multiple years.
Finish			06/30/23	06/30/23	0	0	The project will very likely be extended beyond the end of FY23.

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	7,485		7,485	386	7,485	0	64	5,465	5,852	1,634
Totals	7,485	0	7,485	386	7,485	0	64	5,465	5,852	1,634

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2015	555		555	0				555	555	0
FY2016	1,397		1,397	232				238	471	926
FY2017	2,627		2,627	-188				1,023	835	2,718
FY2018	2,500		2,500	652				1,251	1,903	3,316
FY2019	0		0	-304				829	525	2,791
FY2020	-9		-9	-160				755	595	2,187
FY2021	0		0	-109				188	79	2,108
FY2022	0		0	253				539	792	1,316
FY2023	416		416	10			64	88	98	1,634
Totals	7,485	0	7,485	386	7,485	0	64	5,465	5,852	1,634



Replace & Upgrade Servers & Out of Warranty Equipment

FY23 Q2

Prj. ID: 021505

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital Fund (01050)	Local	7,485	0		7,485	7,485	0	
Totals		7,485	0	0	7,485	7,485	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

- Continued replacement of District's IT equipment on an as needed basis.
- Work with IT management on prioritizing remaining funds.

KEY ACTIVITIES - Next Reporting Month (top 5)

- Continued replacement of District's IT equipment on an as needed basis.
- Continue proraming replacment priorities.

Project Notes

This project funds a number of equipment purchases throughout the year. Many of these purchases are not planned as they are for equipment that has failed. There were no purchases made during this reporting period.

Wi-Fi Bases for Video Review

FY23 Q2

Prj. ID: 100016

Project Manager: Karambir Cheema

SCOPE Summary

- The project scope will primarily be as follows:
1. Install and test Wi-Fi equipment at North Base and South Base.
 2. Specify software configuration based on stakeholder consensus.
 3. Install, configure, and test servers, including:
 - a. Application server, which serves as the back end for client computers allowing users to request video, initiates communication with buses when they enter the yard, and uploads Digital Video Recorders (DVRs) health data as well as any requested video.
 - b. Database server, which runs Microsoft SQL server and houses data for the server application.
 4. Install and configure client application on specified computers.
 5. Configure all new Wi-Fi equipped DVRs to communicate with the application server.
 6. Purchase, install and test Wi-Fi equipment at MV San Francisco CUB and Brewster locations.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 690,499	83%	94.2%	\$ 690,499

Schedule

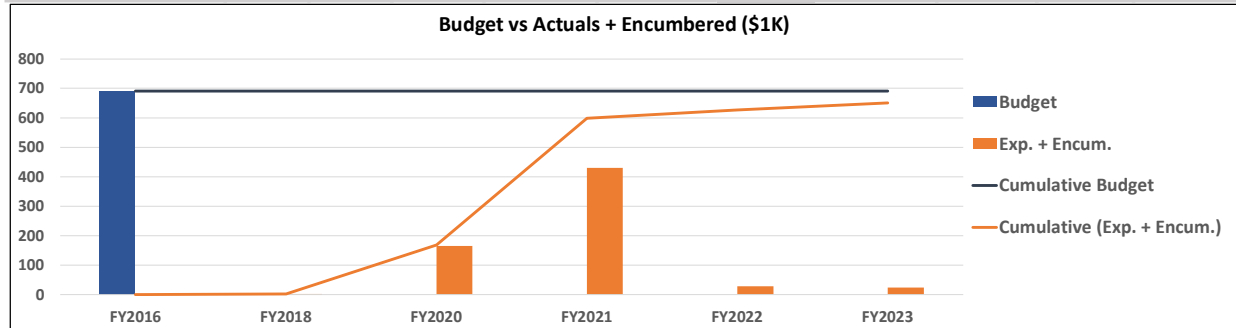
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Funding Released			03/26/17	03/26/18	0	-365	
Procurement of hardware and Base infrastructure installation	03/01/19	03/01/19	12/31/19	12/31/19	0	0	
Integration	08/01/19	08/01/19	12/31/19	12/31/19	0	0	
Testing	01/01/20	01/01/20	12/31/22	12/31/22	0	0	
Finish			12/31/22	12/31/22	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	19		19	0	19	0	0.0	0	19	
16 - Construction	671		671	24	671	0	6	627	651	20
Totals	690	0	690	24	690	0	6	627	651	40

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2016	690		690	0				0	690	
FY2018	0		0	0				3	688	
FY2020	0		0	153				12	522	
FY2021	0		0	-148				579	92	
FY2022	0		0	2				27	63	
FY2023	0		0	17				6	40	
Totals	690	0	690	24	690	0	6	627	40	



Wi-Fi Bases for Video Review

FY23 Q2

Prj. ID: 100016

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	690	0		690	690	0	
Totals		690	0	0	690	690	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Heat map - coverage in the bus yards	IT is working on fixing the issue
Bandwith - connectivity (number of vehicles connecting)	Monitoring

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Project Schedule Delay	PM extended the finish date to fund any procurements required to complete the project.

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Receive network equipment.
2. Identify wiring requirements for CUB and Brewster.
3. Obtain quotes from 3 different wiring vendors.
4. Schedule wiring installation.
5. Configure, test, and implement network equipment.

KEY ACTIVITIES - Next Reporting Month (top 5)

1. Vendor Hardware Installation at CUB SF and Brewster Sites
2. IT/ITS schedule to inspect the system
3. Testing CUB/Brewster site performance

Project Notes

1. Project completion is now estimated at December 31, 2022, and keep the funding till the end of FY23. PM is extending the forecasted finish date to fund any procurements required to complete this project.

FY18 EPM Replacement

FY23 Q2

Prj. ID: 100248

Project Manager: Jeannie Chen/Mike Torres

SCOPE Summary

STATUS Summary

Phase: Procurement

The current functionality of PeopleSoft EPM fails to provide the District with a solution to meet all Budgeting, Planning and Reporting requirements. This project will identify and procure a replacement solution that is supported and meets a minimum of 90% of the districts requirements.

Scope

1. Develop Strategy for Budgets and Planning Tool solution
2. Planning & Needs Assessment
 - A. Define Business Requirements
 - B. Develop high level implementation plan including Staff resources
 - C. Identify COT's applications that meet requirements (A) and to be included as a minimum in RFP (Procurement)
4. Procurement
5. Implementation

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 500,000	30.0%	15.0%	\$ 500,000

Schedule

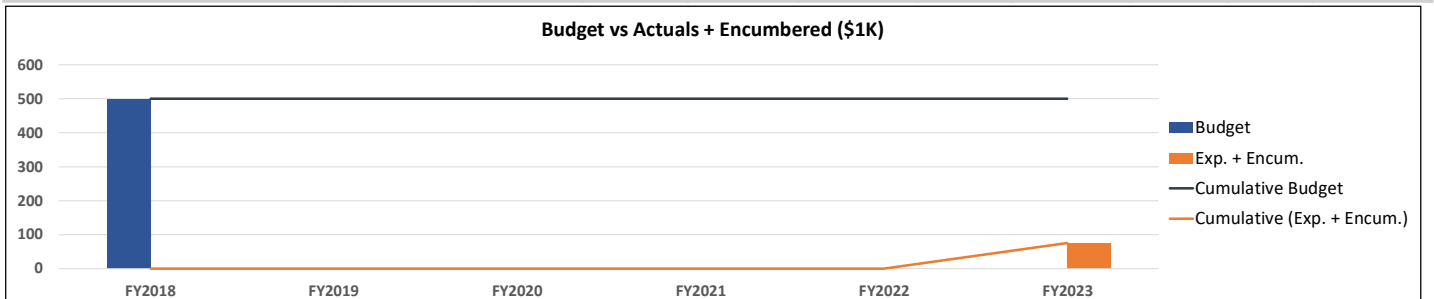
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Phase 0: Project Planning and Management	7/1/2019	7/25/2022	12/9/2022	12/9/2022	-1120	0	
Phase 1: Needs Assessment	8/29/2022	8/29/2022	10/7/2022	10/7/2022	0	0	
Phase 2: Business Process Analysis	9/26/2022	9/26/2022	10/31/2022	10/31/2022	0	0	
Phase 3: Development of RFP	11/1/2022	11/1/2022	12/14/2022	12/14/2022	0	0	
Phase 4: High Level Recommendations	12/15/2022	12/15/2022	12/26/2022	12/26/2022	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	500		500	48	500	0	18	27	75	425
Totals	500	0	500	48	500	0	18	27	75	425

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2018	500		500						0	500
FY2019			0						0	500
FY2020			0						0	500
FY2021			0						0	500
FY2022			0						0	500
FY2023			0	48			18	27	75	425
Totals	500	0	500	48	0	0	18	27	75	425



FY18 EPM Replacement

FY23 Q2

Prj. ID: 100248

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital Fund (01050)	Local	500	0		500	500	0	
Totals		500	0	0	500	500	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
The needs Assessment Phase completion will determine a more accurate cost & schedule for actual implementation.	Identified

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Lack of IT resources	Identified
Competing projects such as HCM, Trapeze, EAM, New Intranet, Hastus, Training, Shared Drives Migration	Identified

KEY ACTIVITIES - Current Reporting Month (top 5)

Procurement for Needs Assessment completed.

KEY ACTIVITIES - Next Reporting Month (top 5)

Establish a Project Plan
Stakeholder Interviews
As Is Business Process Mapping

Project Notes

The outcome of Phase I of the project will determine the actual cost and schedule for Phase II.

SPEAR System Improvement

FY23 Q2

Prj. ID: 100463

Project Manager: David Harbour

SCOPE Summary

The Agency intends to purchase an Enterprise Asset Management (EAM) system to replace its current system, SPEAR. The EAM will be used primarily by Agency's departments to include fleet maintenance, facilities, and infrastructure management. The system will interface into Agency's enterprise applications, including legacy systems, for integrated functionality.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 5,644,352	18%	2.9%	\$ 5,644,352

Schedule

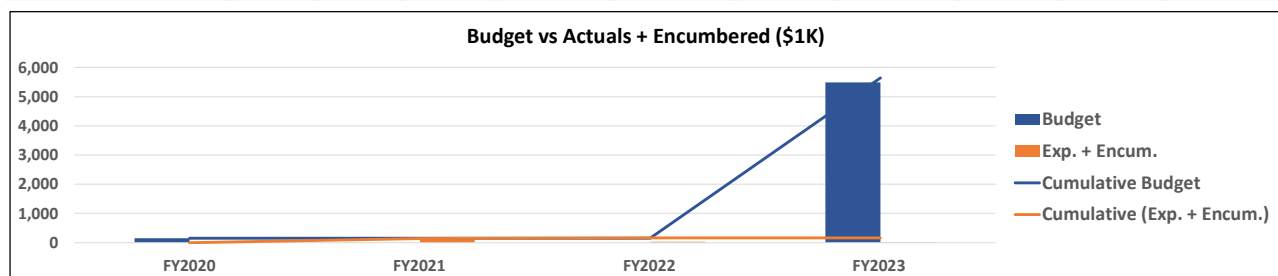
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Procurement	09/01/21	09/01/21	06/01/23	09/06/23	0	-97	March '23 BOD; negotiations delay award
Kick-off Implementation	06/02/23	09/19/23	06/02/23	09/19/23	-109	-109	This could be moved up if no delay in awarding
Complete System Implementation; Go Live	06/02/23	09/19/23	06/02/25	09/19/25	-109	-109	Est. 2 year implementation
Complete Training	06/02/25	06/02/25	06/01/26	06/01/26	0	0	Estimate only
Transition to IT - First Year Maintenance	06/02/25	06/02/25	06/02/26	06/02/26	0	0	
Close-out (10 Year Project)	06/02/26	06/02/26	07/02/36	07/02/36	0	0	Dependent on C&P

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	5,644		5,644	28	5,644	0	16	135	164	5,481
Totals	5,644	0	5,644	28	5,644	0	16	135	164	5,481

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	150		150	0				0	0	150
FY2021	0		0	53				79	132	18
FY2022	0		0	-3				34	32	-13
FY2023	5,494		5,494	-22			16	22	0	5,481
Totals	5,644	0	5,644	28	0	0	16	135	164	5,481



SPEAR System Improvement

FY23 Q2

Prj. ID: 100463

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E-C-D)	Comments
		Original (A)	Changes (B)					
General Capital Fund (01050)	Local	150	0		150	150	0	
Measure W Sales Tax (01024)	Local	5,494	0		5,494	5,494	0	
Totals		5,644	0	0	5,644	5,644	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Price increases due to parts shortages or other reasons	Increase budget
Supply chain issues delaying implementation	Delay progress with implementation
Labor shortages supporting implementation	Delay progress with implementation
Lack of Internal Support; C&P, Legal, IT, Budgets, etc.	Ask for Management support
Vendor gets acquired, dissolved or reorganized	Increase budget and extend schedule

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Continue proposal review; attend check-in meetings; provide feedback to evaluators on top 3 vendors for demonstrations
Postponed the evaluation timeline allowing evaluators and stakeholders more time for proposal review.

KEY ACTIVITIES - Next Reporting Month (top 5)

Continue proposal review; attend check-in meetings; provide feedback to evaluators on top 3 vendors for demonstrations

Project Notes

Currently in Procurement process

Intranet Solution Replacement

FY23 Q2

Prj. ID: 100477

Project Manager: Mike Torres

SCOPE Summary

Work with AvePoint the vendor, the four agencies, and the corresponding departments to develop a brand new Intranet.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 131,000	100%	0.0%	\$ 131,000

Schedule

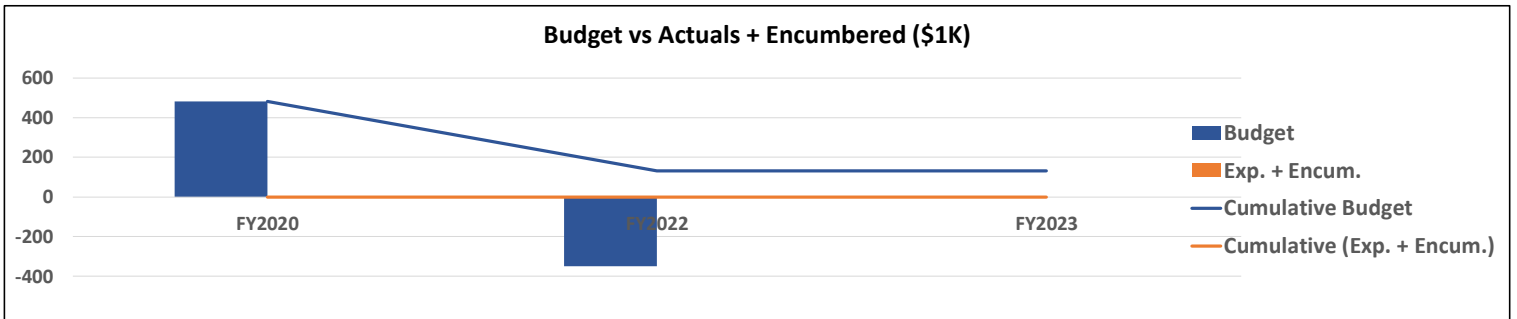
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Development	07/01/21	03/03/22	12/30/22	12/09/22	-245	21	
Verification	03/03/22	03/03/22	12/30/22	12/09/22	0	21	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15- Procurement	131		131	0	131	0	0.0	0	0	131
Totals	131	0	131	0	131	0	0.0	0	0	131

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	481		481	0				0	0	481
FY2022	-350		-350	0				0	0	131
FY2023			0	0				0	0	131
Totals	131	0	131	0	131	0	0	0	0	131



Intranet Solution Replacement

FY23 Q2

Prj. ID: 100477

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital Fund (01050)	Local	131	0		131	131	0	
Totals		131	0	0	131	131	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
All risks have been eliminated.	

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
No issues at this point	

KEY ACTIVITIES - Current Reporting Month (top 5)

Website launched on 12/9/2022

KEY ACTIVITIES - Next Reporting Month (top 5)

Project is complete

Project Notes

This project will close out on 12/9/2022 however the new Intranet will continue to evolve as web analytics are reviewed, and staff requests for new features and enhancements are received.

Onboard Wi-Fi Equipment Retrofit for 225 buses

FY23 Q2

Prj. ID: 100534

Project Manager: Cheema Karambir

SCOPE Summary

This project will include the cost of procuring and installing onboard Wi-Fi equipment on 225 buses. This project will also cover the cost of the CAD/AVL backend configuration, hardware installation and a patch for the buses that will allow for the cellular connection to provide a real-time feed.

STATUS Summary

Phase: Implementation

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,765,991	98%	69%	\$ 1,765,991

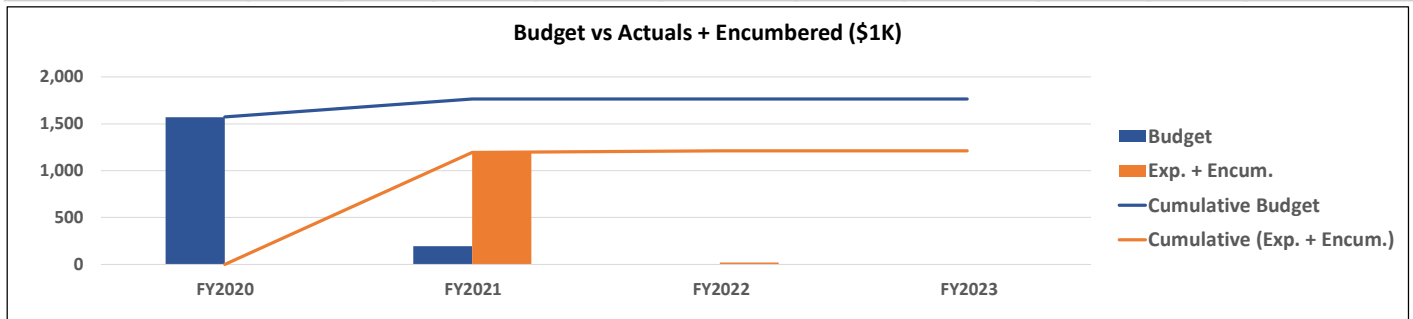
Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Assigned to ITS			01/01/21	01/01/21	0	0	
Procurement of hardware	01/01/21	01/01/21	02/28/21	02/28/21	0	0	
Installation	05/01/21	05/01/21	06/14/21	06/14/21	0	0	
Testing	02/01/22	02/01/22	03/10/22	03/10/22	0	0	
Close out	03/11/22	08/30/22	08/30/22	01/31/23	-172	-154	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,766		1,766	3	1,766	0	0.0	1,209	1,212	554
Totals	1,766	0	1,766	3	1,766	0	0	1,209	1,212	554

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	1,572		1,572	0				0	1,572	
FY2021	194		194	153			1,040	1,193	573	
FY2022	0		0	-149			169	20	554	
FY2023	0		0					0	554	
Totals	1,766	0	1,766	3	1,766	0	0.0	1,209	1,212	554



Onboard Wi-Fi Equipment Retrofit for 225 buses

FY23 Q2

Prj. ID: 100534

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	267	0		267	267	0	
FY21 STA -SOGR (03130)	State	1,499			1,499	1,499		
Totals		1,766	0	0	1,766	1,766	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Router configuration, integration with back end CAD system	Monitoring firewall issues
SIM card network coverage	Monitoring

ISSUES (Risks that are materialized, in order of priority)

Issue	
Interface with CVAD/AVL configuration	CVAD/AVL which is tied to this project due to configuration and using one SIM card

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Inspect, configure and test the routers for connectivity and uploading data to the central server.
2. Passenger Wi-Fi Connectivity to monitor uptime/downtime
3. Passenger Wi-Fi Security to monitor blocked sites/activities

KEY ACTIVITIES - Next Reporting Month (top 5)

1. Cradle Point Router operating system update (version 7.22.40)

Project Notes

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Automating Daily Dispatch

FY23 Q2

Prj. ID: 100546

Project Manager: Jonathan Stekettee

SCOPE Summary

Procure and implement HastusDaily and BidWeb and move Hastus software suite to Cloud Services. The two programs are additional modules to our planning software HastusScheduling. With implementation, scheduling, operations, and back end process (payroll, etc.) will be integrated together to make a seamless transition from plan to daily operation.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,750,424	8%	0.0%	\$ 1,750,424

Schedule

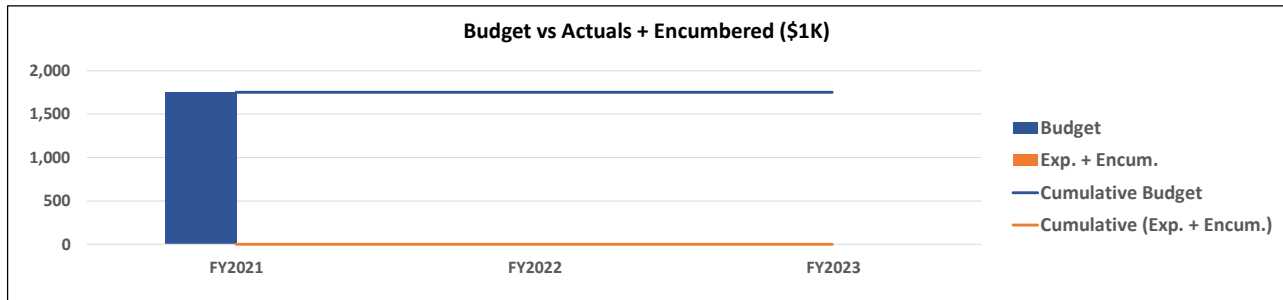
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Scope operational needs for software	06/01/20	06/01/20	01/30/21	12/15/20	0	46	
Determine Cloud best location	10/01/20	10/01/20	01/01/21	09/30/22	0	-637	Determine whether we or software provider should host cloud services.
Software Procurement	12/15/21	12/15/21	04/01/21	12/01/22	0	-609	
Software Implementation	04/01/21	12/01/22	04/01/23	12/01/24	-609	-610	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	418		418		418	0			0	418
13 - Final Design	279		279		279	0			0	279
14 - ROW	279		279		279	0			0	279
15 - Procurement	635		635		635	0			0	635
19 - Closeout	139		139		139	0			0	139
Totals	1,750	0	1,750	0	1,750	0	0	0	0	1,750

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	1,750		1,750	0				0	0	1,750
FY2022			0	0				0	0	1,750
FY2023			0	0				0	0	1,750
Totals	1,750	0	1,750	0	1,750	0	0	0	0	1,750



Automating Daily Dispatch

FY23 Q2

Prj. ID: 100546

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,750	0		1,750	1,750	0	
Totals		1,750	0	0	1,750	1,750	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
May have to do a full procurement for software	Evaluating

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Delay in choice for who should host software	Complete

KEY ACTIVITIES - Current Reporting Month (top 5)

Software has been uploaded to new Sequel Server
Training Scheduled for end users (Feb. 2023)
Vanilla version of Hastus 2022 is in place and currently being tested.
Negotiated pricing and terms for Hastus Dispatch and Bidweb

KEY ACTIVITIES - Next Reporting Month (top 5)

Test access to the cloud for end users
Confirm test program for "Vanilla" version of Hastus
Take procurement of Hastus Dispatch and BidWeb to BOD for approval.

Project Notes

The project has been stalled several times. The good news is that we are ramping back up the process. The system will be moved to the cloud hosted by

APC Validation FY23 Q2 Prj. ID: 100628

Project Manager: Jonathan Steketee

SCOPE Summary

The purpose of this project is to procure a system that can aggregate, verify, summarize, and report data collected by Automatic Passenger Counter (APC) units on 322 bus vehicles for analysis. Currently, the Federal Transit Administration (FTA) requires the agency to conduct ride checks (physically riding the bus) in order to spot-check the data produced by the APC units. A new system could replace the manual process of riding the bus, increasing staff productivity and saving the agency time and money. Approximately 7 hours per week are spent on ride checks.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 431,250	10.8%	0.0%	\$ 431,250

Schedule

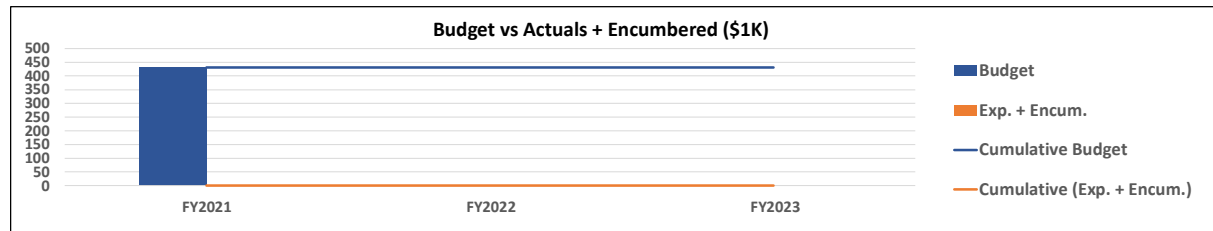
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Conduct Initial Ride Checks	04/01/22	04/01/22	06/30/22	05/28/22	0	33	
Analysis Initial Ride Checks	07/01/22	07/01/22	09/30/22	09/30/22	0	0	
Conduct Secondary Ride Checks	10/01/22	10/01/22	01/30/23	01/30/23	0	0	
Analysis Secondary Ride Checks	02/01/23	02/01/23	04/30/23	04/30/23	0	0	
Development of Parameters for Data Cleansing software	05/01/23	05/01/23	05/30/23	05/30/23	0	0	
Issue RFP	08/01/23	08/01/23			0	0	
Procure Software	10/01/23	10/01/23	12/30/23	12/30/23	0	0	
Implement Software	01/01/24	01/01/24	06/30/24	06/30/24	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	431		431		431	0			0	431
Totals	431	0	431	0	431	0	0	0	0	431

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	431		431						0	431
Totals	431	0	431	0	431	0	0	0	0	431



APC Validation FY23 Q2 Prj. ID: 100628

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
Measure W Sales Tax (01024)	Local	431	0		431	431	0	
Totals		431	0	0	431	431	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Poor result from second ride checks	
Trouble finding software meeting our parameters	

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Random ride check schedule created for January.

KEY ACTIVITIES - Next Reporting Month (top 5)

Ride check schedule will be created.

Project Notes

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Intelligent Transportation System (ITS)

FY23 Q2

Prj. ID: 100706

Project Manager: Karambir Cheema

SCOPE Summary

The objective of this project is to seek subject matter expertise, and qualified consulting and guidance in order to develop a detailed scope for replacement or refresh of the current Intelligent Transportation System (ITS) which includes, but not limited to, ACS/Orbital CAD/AVL system and Automated Passenger Counter (APC) on District's current fleet.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 228,000	0.0%	0.0%	\$ 228,000

Schedule

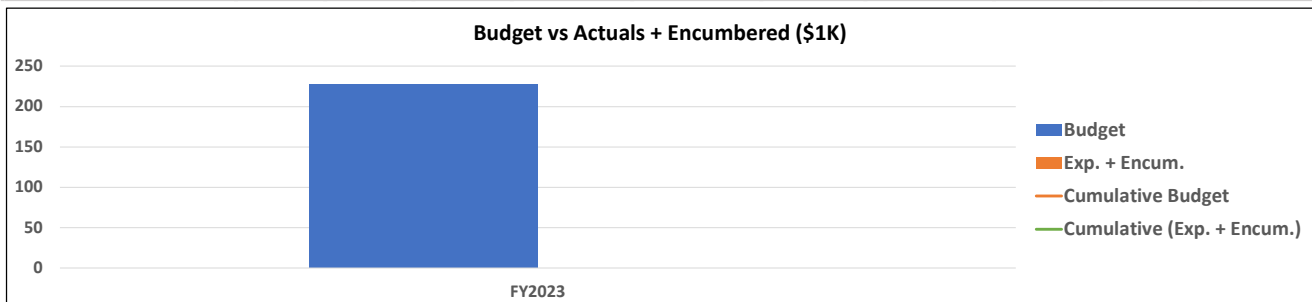
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Internal discussion to evaluate the current system and identify ares of improvement	12/01/22	12/01/22	12/31/23	12/31/23	0	0	
Reviewing the scope with stake holders and inter-department discussions	01/01/24	01/01/24	06/30/24	06/30/24	0	0	
Finding a consulting service or upgrade the ITS systems	07/01/24	07/01/24	06/30/25	06/30/25	0	0	
Implementation	07/01/25	07/01/25	12/31/25	12/31/25	0	0	
Testing & Closing	01/01/26	01/01/26	06/30/26	06/30/26	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15- Procurement	228		228		228	0	0	0	228	
Totals	228	0	228	0	228	0	0	0	228	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2023	228		228					0	228	
Totals	228	0	228	0	228	0	0	0	228	



Intelligent Transportation System (ITS)

FY23 Q2

Prj. ID: 100706

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	228	0		228	228	0	
Totals		228	0	0	228	228	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Finding the experienced consulting service	

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Current contract with the OrbCAD system	The new contract will expire 12/31/2027

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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Cybersecurity Program

FY23 Q2

Prj. ID: 100707

Project Manager: Michael Salazar

SCOPE Summary

STATUS Summary

Phase: Plannig

The funds will cover the development of mandated policies, assessments, initial scoping of needed improvements, acquisition and implementation of several cybersecurity tools including hardware, software and professional services.

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,111,500	16.7%	15.0%	\$ 1,111,500

Schedule

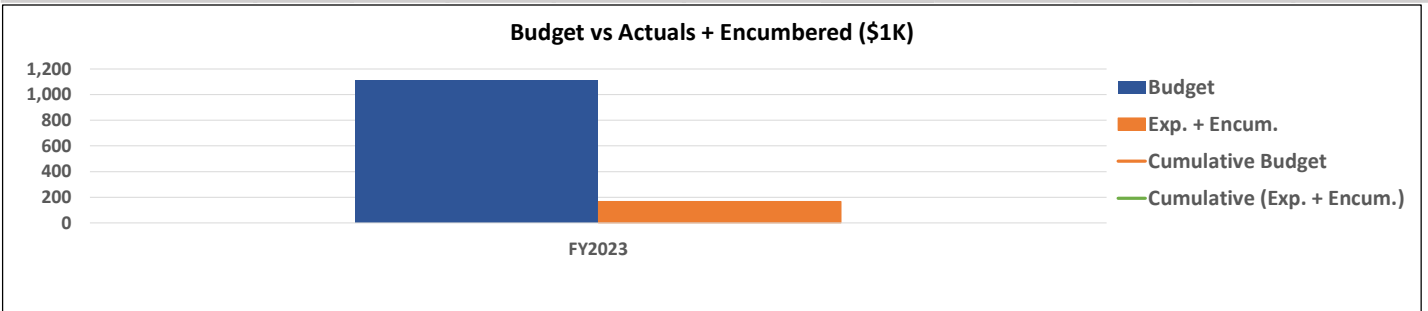
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Cybersecurity Program	07/01/22	07/01/22	06/30/25	06/30/25	0	0	This is a multi-year program

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	1,112		1,112	150	1,112	0	8	17	167	945
Totals	1,112	0	1,112	150	1,112	0	8	17	167	945

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2023	1,112		1,112	150			8	17	167	945
Totals	1,112	0	1,112	150	1,112	0	8	17	167	945



Cybersecurity Program

FY23 Q2

Prj. ID: 100707

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	1,112	0		1,112	1,112	0	
Totals		1,112	0	0	1,112	1,112	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
None	

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Continue the planning process for the FY activities.
2. Continue work on the spending plan for FY23.
3. Initiated a contract for an Incident Response Playbook to address cyber incidents. (\$5,250)

KEY ACTIVITIES - Next Reporting Month (top 5)

1. Finalize the activity planning for the year.
2. Finalize the spending plan for the year.

Project Notes

Paratransit Scheduling Software

Dec-22

Prj. ID: 100708

Project Manager: Tina Dubost

SCOPE Summary

New paratransit scheduling software will improve the efficiency of paratransit service and will allow new service features.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 570,000	4.4%	0.0%	\$ 570,000

Schedule

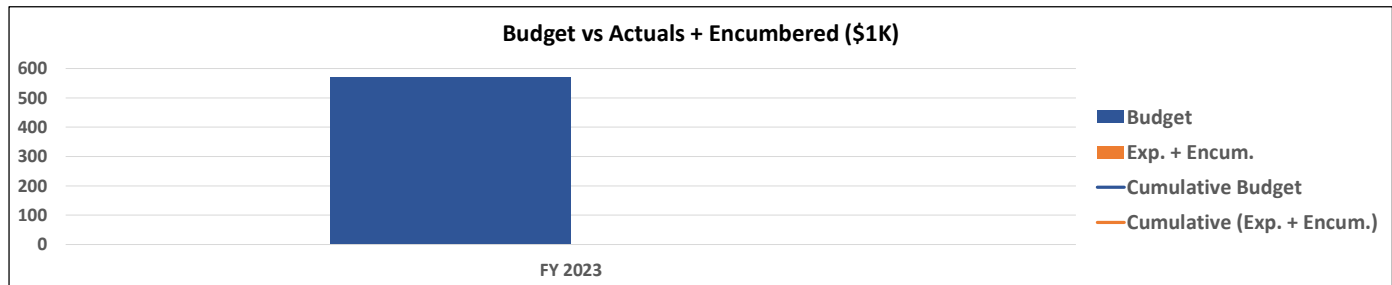
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Design/customize software	09/28/22	09/28/22	04/01/23	04/01/23	0	0	
User acceptance testing	04/02/23	04/02/23	08/30/23	08/30/23	0	0	
Phase 1 Install & implement	01/09/23	01/09/23	05/01/23	05/01/23	0	0	
Phase 2 - adding more functionalities	05/15/23	05/15/23	10/31/23	10/31/23	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	570		570		570	0			0	570
Totals	570	0	570	0	570	0	0	0	0	570

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023	570		570		570				0	570
Totals	570	0	570	0	570	0	0	0	0	570



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
Measure W Sales Tax - Capital (01024)	Local	570	0		Page 44 570	570	0	
Totals		570	0	0	570	570	0	

Paratransit Scheduling Software

Dec-22

Prj. ID: 100708

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Vendor delays	Continuing to work with the vendor

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Review design details and customization

KEY ACTIVITIES - Next Reporting Month (top 5)

Vendor to set up Cloud environment and test database

Project Notes

None

Multi Platform Upgrades

FY23 Q2

Prj. ID: 100715

Project Manager: Michael Salazar

SCOPE Summary

STATUS Summary

Phase: Planning

The project will fund the needs assessment, evaluation, planning and implementation of several aging systems throughout the district. The projects will span 18 to 24 months in durations and address the following systems: Service Management, Disaster Recovery, Telephony, Learning Management, SharePoint, CAD-AVL, Resource Planning, Contact Management and Enterprise Software purchases.

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,083,700	11.1%	16.4%	\$ 3,083,700

Schedule

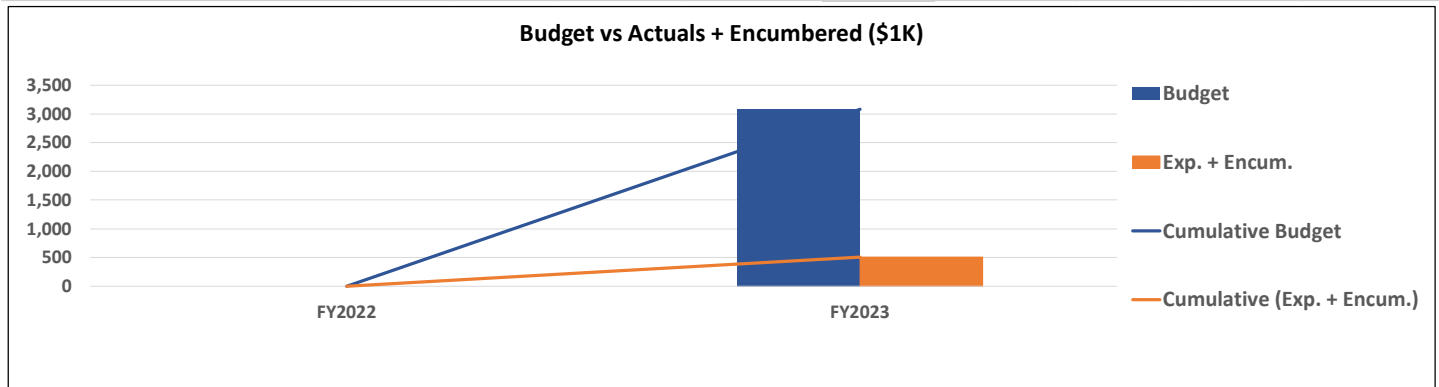
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
ITSM	07/01/22	07/01/22	12/30/22	12/30/22	0	0	
SharePoint	07/01/22	07/01/22	06/30/23	06/30/23	0	0	

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	3,084		3,084	179	3,084	0	74	328	507	2,577
Totals	3,084	0	3,084	0	3,084	0	74	328	507	2,577

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2022	0		0	0					0	0
FY2023	3,084		3,084	179			74	328	507	2,577
Totals	3,084	0	3,084	179	3,084	0	74	328	507	2,577



Multi Platform Upgrades

FY23 Q2

Prj. ID: 100715

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital Fund (01050)	Local	3,084	0		3,084	3,084	0	
Totals		3,084	0	0	3,084	3,084	0	
Risk								Mitigation
None								

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

- Continued implementation of ITSM solution.
- Work continued on the SharePoint migration activities.
- Continue prioritizing other project tasks.

KEY ACTIVITIES - Next Reporting Month (top 5)

- Continue implementing ITSM.
- Continue work on SharePoint.
- Continue prioritizing remaining project tasks.

Project Notes

Facility Smaller Projects

FY23 Q2

Prj. ID: 021507

Project Manager: Ron Robertson

SCOPE Summary

This project will maintain a state of good repair (SOGR) for the District's infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,870,442	94%	76.8%	\$ 3,870,442

Schedule

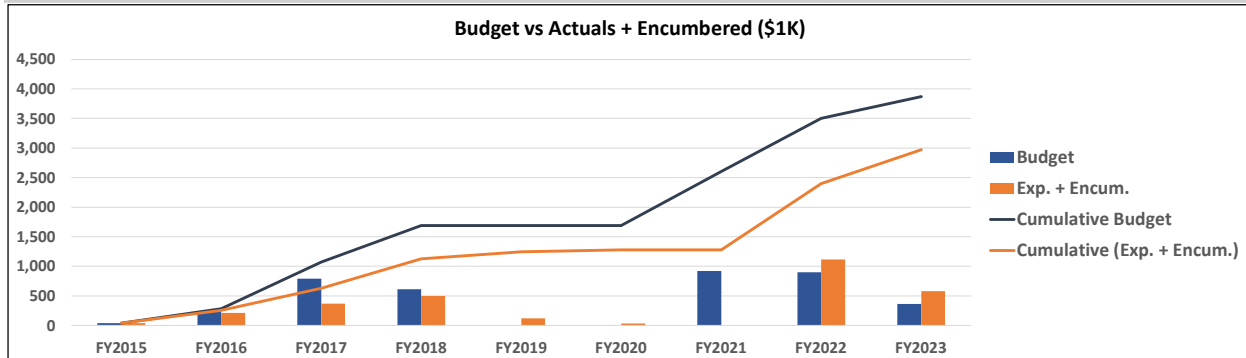
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/15	07/01/15			0	0	
Finish			06/30/23	06/30/23	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	1,687		1,687	31	1,687	0		1,243	1,275	413
16 - Construction	2,183		2,183	391	2,183	0	305	1,307	1,698	485
Totals	3,870	0	3,870	422	3,870	0	305	2,551	2,973	898

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2015	41		41	0				41	41	0
FY2016	241		241	79				135	214	28
FY2017	790		790	28				344	372	446
FY2018	615		615	68				432	500	561
FY2019			0	-117				236	119	442
FY2020			0	-22				55	33	409
FY2021	920		920	0				2	2	1,328
FY2022	898		898	150				966	1,117	1,108
FY2023	366		366	235			305	341	576	898
Totals	3,870	0	3,870	422	3,870	0	305	2,551	2,973	898



Facility Smaller Projects

FY23 Q2

Prj. ID: 021507

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	3,870	0		3,870	3,870	0	
Totals		3,870	0	0	3,870	3,870	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities

FY23 Q2

Prj. ID: 100018

Project Manager: Jeffrey Thomas

SCOPE Summary

Phase 2 of 2: Replacing lighting fixtures in favor of more energy efficient, environmentally friendlier LED lights. Phase One budget approved FY2016 for shops, building perimeters, bus parking areas. Phase Two extends lighting upgrades for interior lighting, related controls at District's North Base and South Base facilities. Design work-cost estimates for Phase Two fully completed.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,209,701	32.95%	52.6%	\$ 3,209,701

Schedule

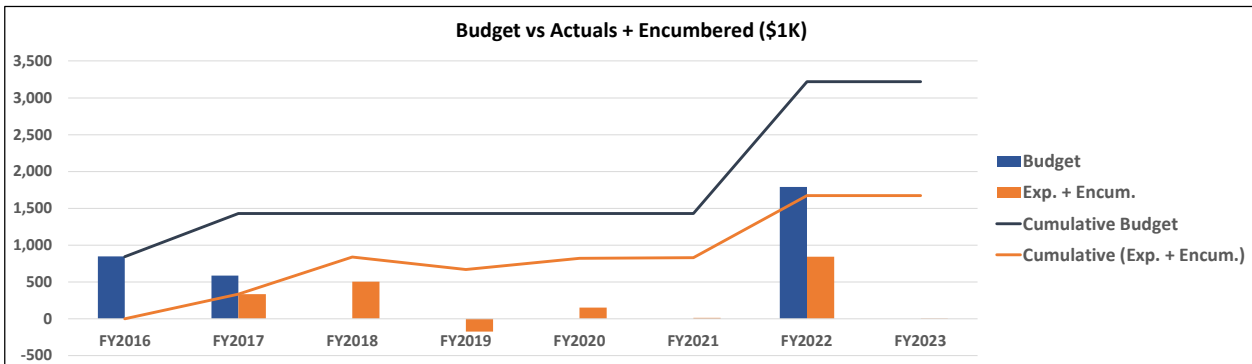
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/15	07/01/15			0	0	
Procurement	06/28/21	06/28/21	03/03/22	03/03/22	0	0	
Construction	03/04/22	03/04/22	08/31/22	02/20/23	0	-173	
Close out	11/01/22	11/01/22	12/31/22	12/31/22	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
15 - Procurement	84		84		84	0	0	82	82	2
16 - Construction	3,126		3,126	430	3,126	0	375	1,175	1,605	1,521
Totals	3,210	0	3,210	430	3,210	0	375	1,257	1,687	1,522

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
FY2016	844		844	0				0	844	
FY2017	585		585	334				334	1,094	
FY2018	0		0	-245			750	505	589	
FY2019	0		0	-73			-100	-173	762	
FY2020	0		0	74			80	153	609	
FY2021	0		0	-73			83	11	598	
FY2022	1,790		1,790	781			59	840	1,548	
FY2023	-8		-8	-368			375	386	1,522	
Totals	3,210	0	3,210	430	3,210	0	375	1,257	1,687	



LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities

FY23 Q2

Prj. ID: 100018

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,463	0		1,463	1,463	0	
SOG FY20 (03126)	State	258			258	258		
SOG FY20 (03134)	State	1,488			1,488	1,488		
Totals		3,210	0	0	3,210	3,210	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Differing site conditions	Work at North Base is proceeding within contingency allowance (NTE \$50K)
Mfg. delays by OEM for lighting components	Such delays are typically non-critical; Work progress is acceptable to Project Team

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
OEM delays and differing site conditions	Acceptable to Project Team; CO #1 issued and CO #2 is in progress

KEY ACTIVITIES - Current Reporting Month (top 5)

North Base construction is over 95% complete
South Base construction is over 90% complete
Minor design changes per CO #2 is pending with document approvals

KEY ACTIVITIES - Next Reporting Month (top 5)

Inspections for substantial completion in Jan-Feb'23
Inspections for punchlist and final completion in Feb-Mar'23

Project Notes

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Facility Smaller Projects

FY23 Q2

Prj. ID: 100058

Project Manager: Ron Robertson

SCOPE Summary

This project will maintain a state of good repair (SOGR) for the District's infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,924,125	100%	90.7%	\$ 2,924,125

Schedule

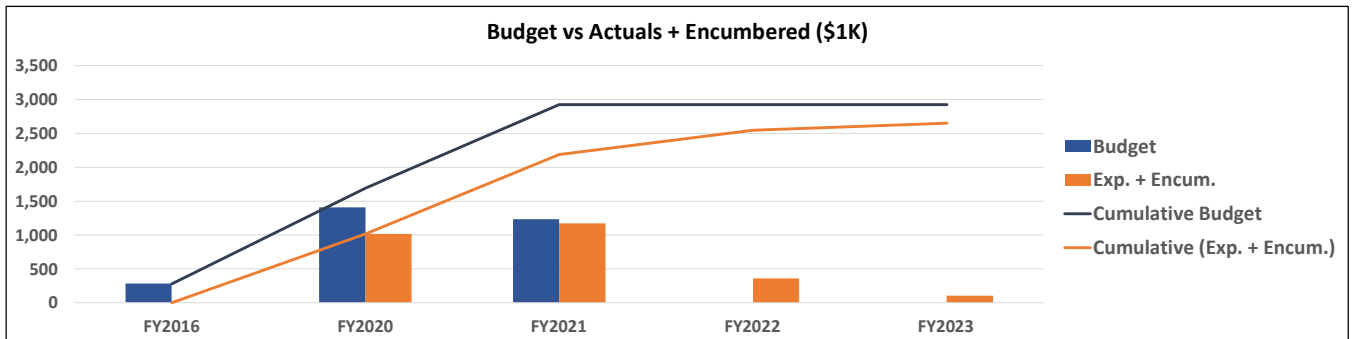
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/19	07/01/19			0	0	
Finish			12/31/22	12/31/22	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,392		1,392	103	1,392	0		1,023	1,125	267
16 - Construction	1,532		1,532	123	1,532	0	66	1,404	1,527	5
Totals	2,924	0	2,924	225	2,924	0	66	2,427	2,652	272

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2016	282		282	0				0	0	282
FY2020	1,410		1,410	381				633	1,014	678
FY2021	1,232		1,232	246				926	1,172	738
FY2022	0		0	-423				783	359	378
FY2023	0		0	22			66	85	106	272
Totals	2,924	0	2,924	225	2,924	0	66	2,427	2,652	272



Facility Smaller Projects

FY23 Q2

Prj. ID: 100058

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital Fund (01050)	Local	2,924	0		2,924	2,924	0	
Totals		2,924	0	0	2,924	2,924	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Performed maintenance or repairs work, as needed.

KEY ACTIVITIES - Next Reporting Month (top 5)

1. Continue with maintenance and repairs work, as needed.

Project Notes

1. Schedule was re-baselined in Q4 22.
--

Central Roof Replacement

FY23 Q2

Prj. ID: 100252

Project Manager: Jeff Thomas

SCOPE Summary

Involves the rehabilitation of the Central office roof, from the east end of the tennis courts to the east side of the building. The roof is a 20+ years old "foam roof", which needs extensive rehabilitation. The current roof allows leaks into the 4th floor of the building, which are contained by garbage cans in heavy rains. The most cost effective approach to rehab the roof will be determined during the design phase. The cost estimate for this project is based on the assumption that this part of the roof will be replaced with a new foam roof.

It is also assumed that walkways for foot traffic will also be added to extend the life of the new roof. This proposal does not include rehab of the tennis courts nor the facilities west of the tennis courts. This project would promote the District's goal of a reliable system in a state of good repair.

Project scope is for rebuilding applicable roof surfaces in distinct areas; the West section will allow for a 'playable surface' sufficient for casual recreational purposes but not to regulation tennis/basketball standards.

STATUS Summary

Phase: Design

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,275,000	4.3%	0.0%	\$ 1,275,000

Schedule

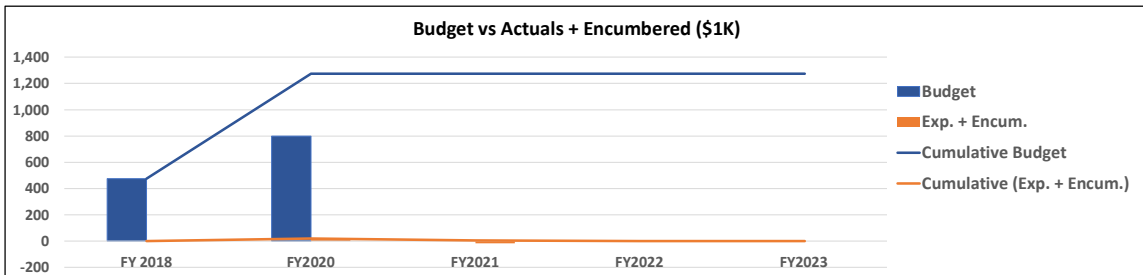
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	09/01/19	08/30/22			-1094	0	
Design	09/30/22	09/30/22	01/31/23	05/31/23	0	-120	
Procurement	02/01/23	06/01/23	09/30/23	01/30/24	-120	-122	
Construction	10/01/23	02/01/24	10/30/24	12/30/24	-123	-61	Existing roofing is mixed types; Construction will be multi-phased for
Closing	11/01/24	01/01/25	12/31/24	02/28/25	-61	-59	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	50		50		50	0			0	50
12 - PE/Env/PSE	80		80	0	80	0			0	80
13 - Final Design	100		100	0	100	0			0	100
15 -Procurement	50		50		50	0			0	50
16 - Construction	975		975		975	0			0	975
19 - Closeout	20		20		20	0			0	20
Totals	1,275	0	1,275	0	1,275	0	0	0	0	1,275

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2018	475		475	0				0	475	
FY2020	800		800	20				20	1,256	
FY2021				-16				-16	1,272	
FY2022				-3				-3	1,275	
FY2023								0	1,275	
Totals	1,275	0	1,275	0	1,275	0	0	0	1,275	



Central Roof Replacement

FY23 Q2

Prj. ID: 100252

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,275	0		1,275	1,275	0	
Totals		1,275	0	0	1,275	1,275	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Construction phasing may run long due to mixed types of roof	Project team will seek optimal balance for progress of work within weather constraints.

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

1. GEC/Design consultant engages preliminary plans/schedules with specialty firms.

KEY ACTIVITIES - Next Reporting Month (top 5)

On-boarding of design specialists

Project Notes

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ADA Self Eval Plan

FY23 Q2

Prj. ID: 100352

Project Manager: Jeff Thomas

SCOPE Summary

STATUS Summary

Phase: Planning

Title II of the Americans with Disabilities Act (ADA) requires public agencies to have a self-evaluation plan to identify architectural and administrative barriers to programs and to develop a transition plan to become compliant. SamTrans and Caltrain must develop one. This project will pay for a consultant to develop a self-evaluation plan and ADA transition plan. The plan will evaluate all District-owned buildings and all Caltrain stations. The costs will be split equally between SamTrans and Caltrain. Staff expects that the plan will identify changes that are needed. The cost for these changes are not included in this request. In addition to complying with the law, ensuring program access is part of a reliable system in a state of good repair and promotes the District's role as a mobility manager. No assets will be removed or destroyed as a result of this project.

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 200,000	10.0%	0.0%	\$ 200,000

Schedule

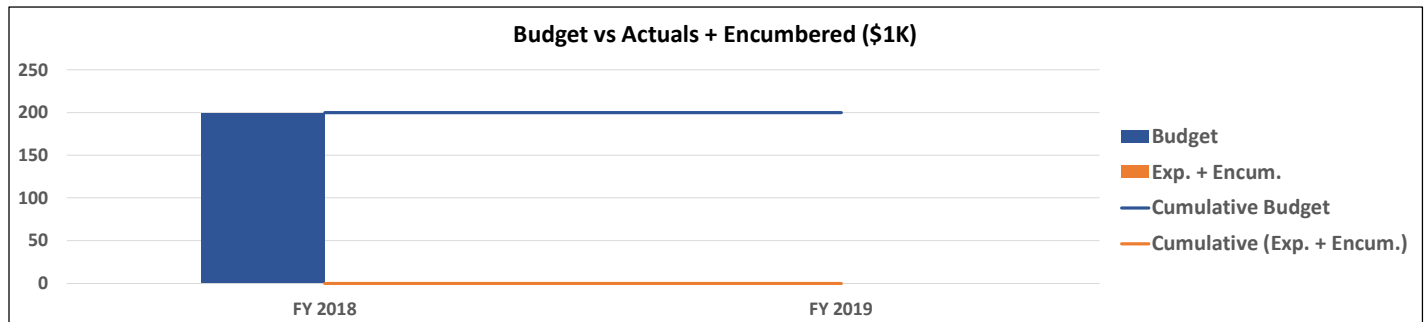
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning & Development	07/01/18	07/01/21	06/30/24	06/30/24	-1096	0	
Close out	07/01/24	07/01/24	06/30/25	06/30/25	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	200		200	0	200	0			0	200
Totals	200	0	200	0	200	0	0	0	0	200

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2018	200		200		200			0	200	
FY 2019			0		0			0	200	
FY 2020			0		0			0	200	
FY 2021			0		0			0	200	
FY 2022			0		0			0	200	
FY 2023			0		0			0	200	
Totals	200	0	200	0	200	0	0	0	200	



ADA Self Eval Plan

FY23 Q2

Prj. ID: 100352

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	200	0		200	200	0	
Totals		200	0	0	200	200	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
This program seeks a comprehensive and long-term plan for District buildings and 2000+ bus stops	Planning work in progress
Work herein is collaborative with Samtrans/Caltrain staff, Counsel and 20+ local agencies	Planning work in progress

KEY ACTIVITIES - Current Reporting Month (top 5)

Self-evaluation continues as work in progress by District staff in conjunction with Counsel

KEY ACTIVITIES - Next Reporting Month (top 5)

Self-evaluation work continues

Project Notes

This ADA Self-assessment project is assessment only
Note that any planning/construction for ADA site improvements are separate from Self-assessment; see also CP-100475 and CP-100711

Remodel North and South Base Employee Areas

FY23 Q2

Prj. ID: 100466

Project Manager: Jeffrey Thomas

SCOPE Summary

Remodel and update the Maintenance Employees and Operations Areas in North and South Base. This project would promote District's role as a desirable employer by providing a more comfortable and appropriate work environment for all employees. Project focus is to update employee areas (30+ years wear) within the existing building envelope.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 520,000	5.0%	39.8%	\$ 520,000

Schedule

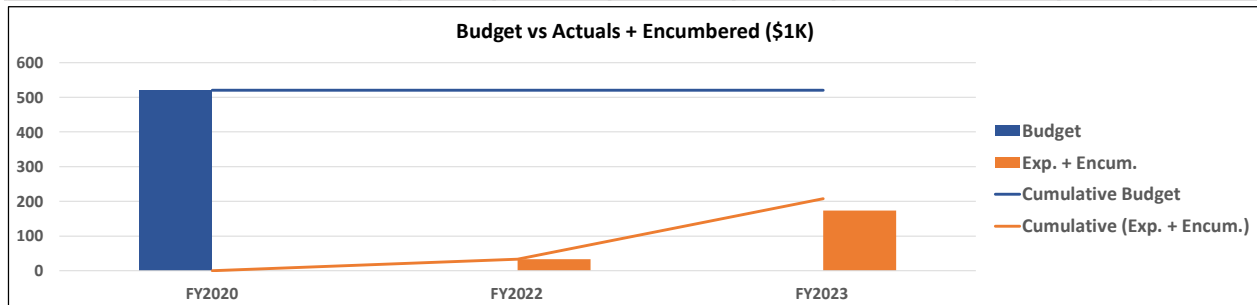
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	06/01/22	10/31/22	10/31/22	-700	0	
PE/Env/PSE (Preliminary Design)	08/01/22	08/01/22	01/31/23	01/31/23	0	0	
Final Design	02/01/22	02/01/22	04/30/23	04/30/23	0	0	
Procurement	05/01/23	05/01/23	12/31/23	12/31/23	0	0	
Construction	01/01/24	01/01/24	06/30/24	06/30/24	0	0	
Close out	07/01/24	07/01/24	08/31/24	08/31/24	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	35		35	29	35	0	1	3	32	3
12- PE/Env/PSE	45		45	42	45	0	1	1	43	2
13 - Final Design	35		35	29	35	0	0	4	33	2
15 - Procurement	20		20	0	20	0	1	1	1	19
16 - Construction	375		375	20	375	0	25	77	98	277
19 - Closeout	10		10	0	10	0			0	10
Totals	520	0	520	119	520	0	28	88	207	313

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	520		520	0				0	520	
FY2022	0		0	0				33	487	
FY2023	0		0	119			28	55	313	
Totals	520	0	520	119	520	0	28	88	207	



Remodel North and South Base Employee Areas

FY23 Q2

Prj. ID: 100466

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital Fund (01050)	Local	520	0		520	520	0	
Totals		520	0	0	520	520	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Conflicting interests by stakeholders	Stakeholders and Design Team have assessed and prioritized for usable space
Space constraints within existing floorspace	Stakeholders and Design Team will operate within existing building structure

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Work elements expanding beyond current scope and budget	Select building improvements as requested present large-scale and long-term structural consideration.

KEY ACTIVITIES - Current Reporting Month (top 5)

Design Team is focused on conceptual plans for approx. 20 improvements in 4 specific areas
Project team has conducted site visits to verify site dimensions

KEY ACTIVITIES - Next Reporting Month (top 5)

Stakeholders anticipate reviewing multiple conceptual plans in Jan'23 for subsequent user feedback

Project Notes

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NB SB Bus Vacuum Replacement

FY23 Q2

Prj. ID: 100468

Project Manager: Jeffrey Thomas

SCOPE Summary

This is a State of Good Repair project to service bus vacuum systems at both North Base and South Base. The North Base Bus Vacuum system was installed in 1988. Due to age and a vigorous duty cycle, this unit has reached the end of its useful life and needs replacement. Meanwhile, a prior bus vacuum system was installed at South Base in 1985 which utilized "underground" tubes and pipes. Due to systemic design errors, water intrusion to buried tubes/pipes was extensive and the unit was abandoned in its second year. South Base has relied on manual operations to vacuum bus interiors since then.

In this initial phase, the District will have an experienced engineering/design consultant analyze the vacuuming and interior cleaning activities at both bases. Such evaluation will provide District with the needed plans and design details which feature current technologies for effective cleaning and energy efficiency. Plans for such unit will include: vacuum pumps, filter assemblies, above-ground piping, hose drops and related system controls. Actual vacuum equipment purchases and construction labor/services to install will follow as a separate project once the overall design is finalized.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 150,000	15%	3.9%	\$ 150,000

Schedule

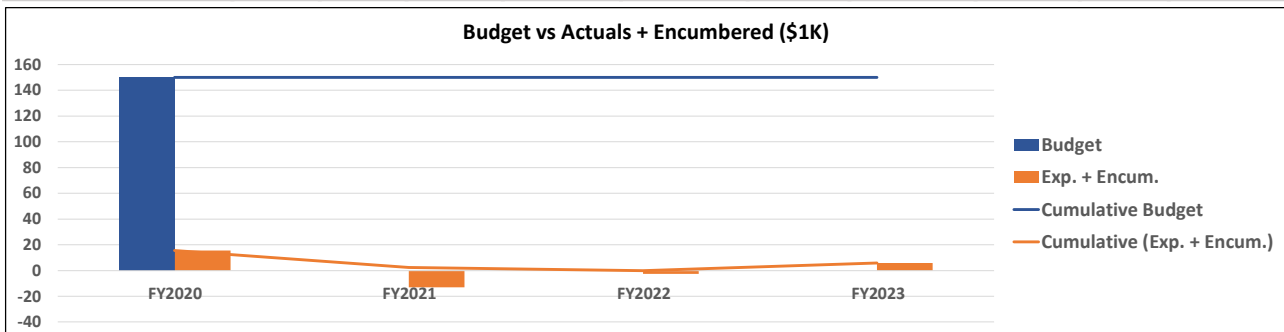
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Preliminary Design	07/01/21	05/01/22	05/01/23	05/01/23	-304	0	
					0	0	
					0	0	
					0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
12 - PE/Env/PSE	150		150		150	0	5.9	6	6	144
Totals	150	0	150	0	150	0	5.9	6	6	144

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
FY2020	150		150	16					16	134
FY2021	0		0	-13					-13	148
FY2022	0		0	-2					-2	150
FY2023			0				6	6	6	144
Totals	150	0	150	0	150	0	6	6	6	144



NB SB Bus Vacuum Replacement

July 2022

Prj. ID: 100468

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original (A)	Changes (B)					
SOGR FY20 (03126)	State	150	0		150	150	0	
Totals		150	0	0	150	150	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Evolving technology	Consultants advise that heavy vacuum system infrastructure is no longer practical

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Alternatives to cyclonic vacuums	Bus Maintenance staff is testing backpack vacuums as a potential alternate

KEY ACTIVITIES - Current Reporting Month (top 5)

Bus Maintenance staff (users) received 4 backpack vacuums in Nov-Dec'22 for field testing and evaluation.
Bus Maintenance is/continues testing backpack vacuums at present

KEY ACTIVITIES - Next Reporting Month (top 5)

Evaluation reports of backpack vacuums (two distinct models) by using staff is anticipated in early Feb'23.

Project Notes

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North Base Bus Washer Replacement

FY23 Q2

Prj. ID: 100469

Project Manager: Jeffrey Thomas

SCOPE Summary

STATUS Summary

Phase: Construction

The scope of this project is to replace the existing North Base bus washer, which was installed in 1995 and has reached the end of its useful life. The existing bus washer will be demolished and removed and the new replacement unit will include: new controls, new motors and pumps, new piping, new brushes and supports, new spray arches and supports, new water recycling equipment. District will reuse select components as best possible – drainage/collection pits, water storage tanks and utility connections within the existing structure. The new unit will use less water, use less soap/chemicals and to recover more gray water and better interface with District’s height/width requirements, 3-bike rack capacity and extended mirror assemblies.

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 935,000	73.5%	82.4%	\$ 935,000

Schedule

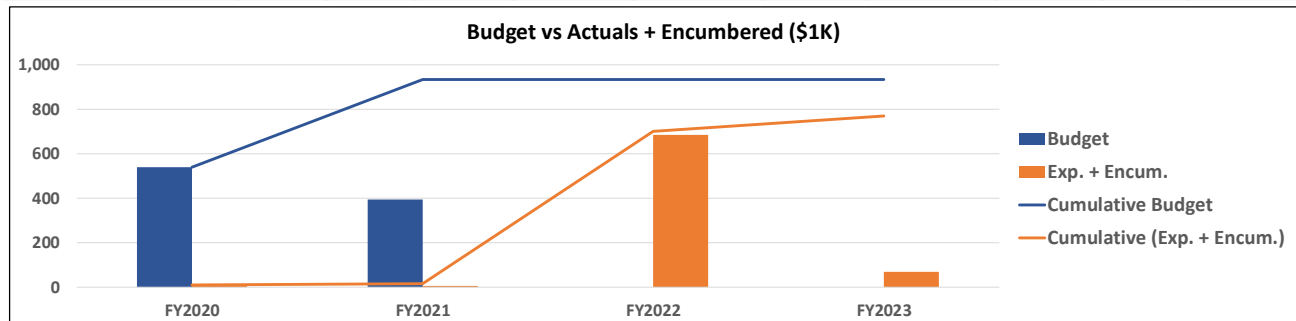
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	08/01/20	08/01/20	06/23/21	06/23/21	0	0	
Procurement	06/24/21	06/24/21	03/18/22	03/18/22	0	0	
Construction	03/25/22	03/25/22	09/25/22	02/28/23	0	-156	
Close out	01/01/23	03/01/23	02/28/23	04/01/23	-59	-32	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
12- PE/Env/PSE	50		50		50			17	17	33
15 - Procurement	10		10		10			11	11	-1
16 - Construction	660		660	172	660		453	526	698	-38
19 - Closeout	215		215	13	215		32	32	45	170
Totals	935	0	935	185	935	0	485	586	771	164

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	540		540	10				0	10	530
FY2021	395		395	-5				12	6	919
FY2022	0		0	620				65	685	234
FY2023	0		0	-440			485	509	69	164
Totals	935	0	935	185	935	0	485	586	771	164



North Base Bus Washer Replacement

FY23 Q2

Prj. ID: 100469

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	395	0		395	395	0	
SOGR FY20 (03126)	State	540	0		540	540	0	
Totals		935	0	0	935	935	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Supply line issues on select components	GC/District have provided for 90 additional days for project completion

KEY ACTIVITIES - Current Reporting Month (top 5)

Construction work is 95% complete
Bus/Facilities Maintenance staff have completed system training and limited usage

KEY ACTIVITIES - Next Reporting Month (top 5)

Work is proceeding within scope for minor rework and District-requested changes
District will process a change order for minor changes and an additional 90-days of construction.

Project Notes

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Central Building Development Options

FY23 Q2

Prj. ID: 100472

Project Manager: Xiaomie Tan

SCOPE Summary

The central building is more than 40 years old with significant deferred maintenance and functional inefficiencies. It is anticipated that a number of significant capital improvement will need to be made over the next few years to address deferred maintenance, more suitable for office use and to bring the building to a state of good repair. Additionally, the agency's studies indicate that the age of the building makes it significantly more expensive to operate, as it is less environmentally efficient than newer buildings. Therefore, the agency decided to demolish the existing building and replace it with a new and up-to-standard building.

The agency seeks to enter into a public-private partnership with a development entity to maximize the value of its real estate assets and to contribute to a sustainable and thriving community in downtown San Carlos. It is expected that the partnership will enable the agency to modernize its office space, right size its facilities to accommodate potential future growth, and significantly reduce its operating costs.

Task 1 - Strategic development of project scope
Task 2 - Development of procurement strategy and documents
Task 3 - Implementation
Task 4 - Additional service

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,630,000	24%	61.7%	\$ 1,630,000

Schedule

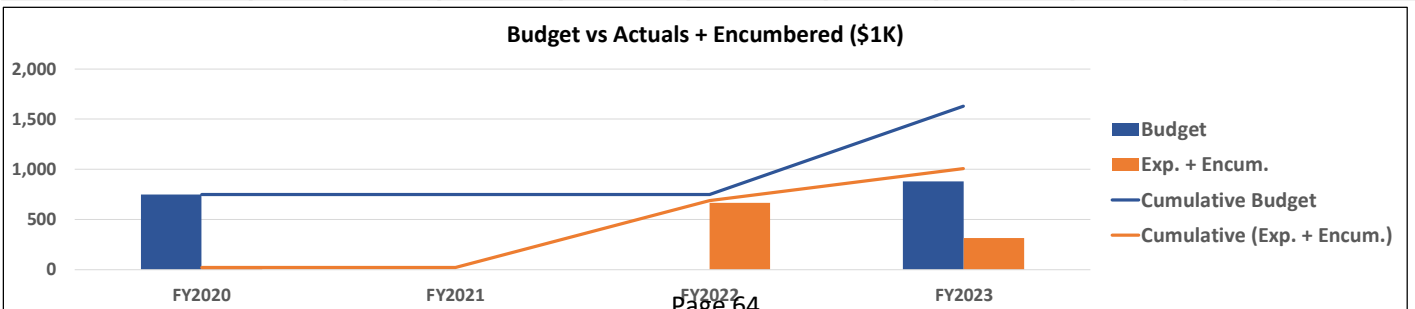
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	01/01/21	01/01/21			0	0	
Development of project scope	01/01/21	01/01/21	09/30/23	09/30/23	0	0	
Development of procurement strategy and documents	10/01/23	10/01/23	09/30/24	09/30/24	0	0	
Implementation of procurement	10/01/25	10/01/25	09/30/27	09/30/27	0	0	
Finish			01/30/30	01/30/30	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11- Planning/CD/Env	1,630		1,630	596	1630		86	411	1,006	624
Totals	1,630	0	1,630	596	1,630	0	86	411	1,006	624

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2020	750		750					23	23	727
FY2021			0	-209				209	0	727
FY2022	0		0	575				92	667	60
FY2023	880		880	230			86	87	317	624
Totals	1,630	0	1,630	596	1,630	0	86	411	1,006	624



Central Building

FY23 Q2

Prj. ID: 100472

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	750	0		750	750	0	
TBD		880	0		880		880	
Totals		1,630	0	0	1,630	750	880	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
1. there are variety of perspectives on retaining the existing marking garage. While retaining it is financially accretive to the project, the small site means it will provide more flexibility to accomodate housing if it is demolished and replaced.	The first phase of the garage assessment is complete.
2. Including housing in the project will increase risk, complexity, and cost on a per-square-foot basis. Affordable housing would be a community benefit to the project and not accretive to the land value, especially given the current high cost of construction.	Workforce housing survey and analysis is complete.

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Thus far, the project has led to several unexpected tasks, including 1) workforce housing studies, 2) garage structural assessment and 3) public communication with the City of San Carlos	All three additional projects are on-going as scheduled.

KEY ACTIVITIES - Current Reporting Month (top 5)

A communication firm has been hired to lead the PR with the city of San Carlos.
Onboarding consultant Craig Whittman by sharing background materials and project insights with him
Weekly working sessions with JLL to discuss project progress

KEY ACTIVITIES - Next Reporting Month (top 5)

Preparing materials for Board engement regarding affordable housing.
Explore feasible options for project financing in the context of high inflation and high interest.
Wrap up the employ housing survey

Project Notes

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Central Building Improvements

FY23 Q2

Prj. ID: 100473

Project Manager: Jeffrey Thomas

SCOPE Summary

This project is for Central Building improvements. It includes 20+ building improvements of various size/nature for Central Office and Garage.

Effective in BY21 subsequent work is focused on refurbishing 4 Central elevators -- three lobby elevators and one in the parking garage. Plans are to upgrade elevator motor assemblies (office units), hydraulic system (garage) and related controllers, control switches, door operators/locks, brake pads, clutches, motion sensors and safety features.

Scope details are subject to change as the engineering study is completed.

STATUS Summary

Phase: Design

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,849,200	6%	25%	\$ 1,849,200

Schedule

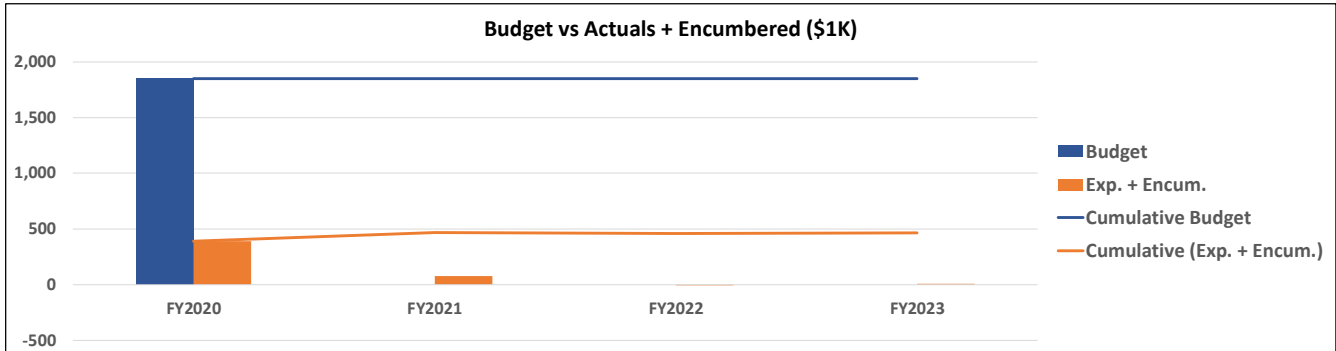
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	07/01/20			0	0	Initial work for carpets, blinds, ceiling tile, modular furniture
Design	10/01/20	10/01/20	03/31/23	03/31/23	0	0	Initial elevator report completed in May'20
Procurement	04/01/23	04/01/23	12/31/23	12/31/23	0	0	
Construction	01/01/24	01/01/24	05/31/25	05/31/25	0	0	Motor replacements in phased sequence
Closing	06/01/25	06/01/25	08/31/25	08/31/25	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
16 - Construction	1,849		1,849	0	1,849		7	466	466	1,383
Totals	1,849	0	1,849	0	1,849	0	7	466	466	1,383

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	1,849		1,849	247				142	389	1,460
FY2021			0	-207				284	77	1,383
FY2022	0		0	-39				32	-7	1,389
FY2023	0		0	-1			7	7	6	1,383
Totals	1,849	0	1,849	0	0	0	7	466	466	1,383



Central Building Refresh

FY23 Q2

Prj. ID: 100473

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,849	0		1,849	1,849	0	
Totals		1,849	0	0	1,849	1,849	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk Title	Mitigation
Project work is focused to rehab of existing elevator motors	Reuse of elevator motors required specialty skills by the design team

ISSUES (Risks that are materialized, in order of priority)

Issue Title	Status
Rehab work must carry minimum impact to building occupants	Rebuild of motor will occur in sequence, not simultaneously

KEY ACTIVITIES - Current Reporting Month (top 5)

GEC/Design consultant to develop 'conceptual' plans, specifications and estimates.

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Team to review and negotiate conceptual plans with GEC/Design consultant

Project Notes

None.

South Base Bus Washer Walls Rehab

FY23 Q2

Prj. ID: 100474

Project Manager: Jeffrey Thomas

SCOPE Summary

This project will replace the structural walls of the South Base bus washer. Extensive water damage have caused the walls to become unstable and require replacement. Significant sections of the walls will be reconstructed and the new design will include waterproofing and/or drainage features.

STATUS Summary

Phase: Final Design

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 358,613	29.4%	40.5%	\$ 358,613

Schedule

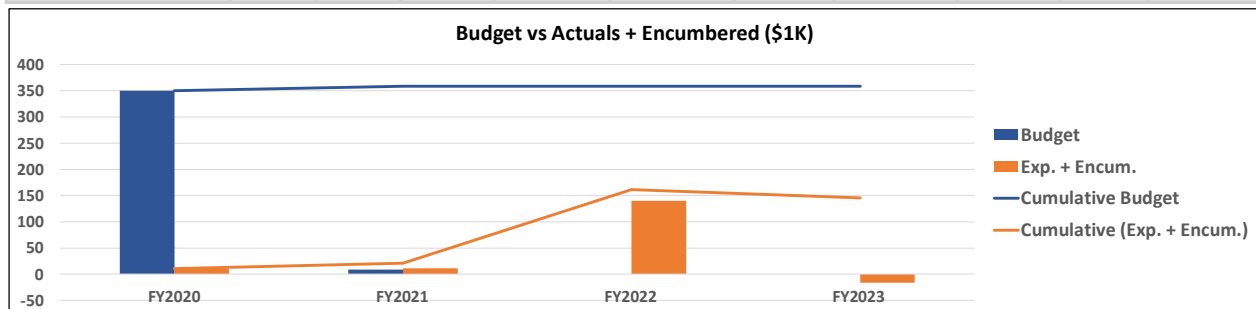
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/20	11/01/20	03/31/21	03/31/21	0	0	Initial engineering assessment/report
Final Design	12/01/21	12/01/21	10/31/22	10/31/22	0	0	Design is 95% complete
Procurement	11/01/22	11/01/22	07/31/23	12/31/23	0	-153	
Construction	08/01/23	01/01/24	02/28/24	07/30/24	-153	-153	
Closing	04/01/24	08/01/24	05/31/24	09/30/24	-122	-122	

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
11- Planning	20		20	10	20		2	10	20	0
12- PE/Env/PSE	50		50	23	50		4	28	50	0
13 - Final Design	40		40	15	40		3	29	44	-4
15 -Procurement	20		20		20		0	0	0	20
16 - Construction	209		209	4	209		1	7	11	198
19 - Closeout	20		20	10	20		2	10	20	0
Totals	359	0	359	61	359	0	10	84	145	213

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
FY2020	350		350	10				0	10	340
FY2021	9		9	0				11	11	337
FY2022	0		0	79				61	140	197
FY2023	0		0	-28			10	12	-16	213
Totals	359	0	359	61	359	0	10	84	145	213



South Base Bus Washer Walls Rehab

FY23 Q2

Prj. ID: 100474

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	50	0		50	50	0	
SOG FY20 (03126)	State	309	0		309	309	0	
Totals		359	0	0	359	359	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Staffing resources	Workloads are being reassessed and supplemental staff is under review
Delay of work	Planned work is needed but does not impair current bus wash usage

KEY ACTIVITIES - Current Reporting Month (top 5)

Facilities staff is currently reviewing the 95% design

KEY ACTIVITIES - Next Reporting Month (top 5)

District to provide feedback and comments to the 95% Design for consults to incorporate to final plans, specifications and cost estimates

Project Notes

None

ADA Study & Phase 1 Retrofits

FY23 Q2

Prj. ID: 100475

Project Manager: Jeff Thomas

STATUS Summary

Phase: Planning

SCOPE Summary

Title II of the Americans with Disabilities Act (ADA) requires public agencies to have a self-evaluation plan to identify architectural and administrative barriers to programs and to develop a transition plan to become compliant. SamTrans and Caltrain must develop one. This project will pay for a consultant to develop a self-evaluation plan and ADA transition plan. The plan will evaluate all District-owned buildings and all Caltrain stations. The costs will be split equally between SamTrans and Caltrain. Staff expects that the plan will identify changes that are needed. The cost for these changes are not included in this request. In addition to complying with the law, ensuring program access is part of a reliable system in a state of good repair and promotes the District's role as a mobility manager. No assets will be removed or destroyed as a result of this project.

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,225,000	2.0%	4.5%	\$ 1,225,000

Schedule

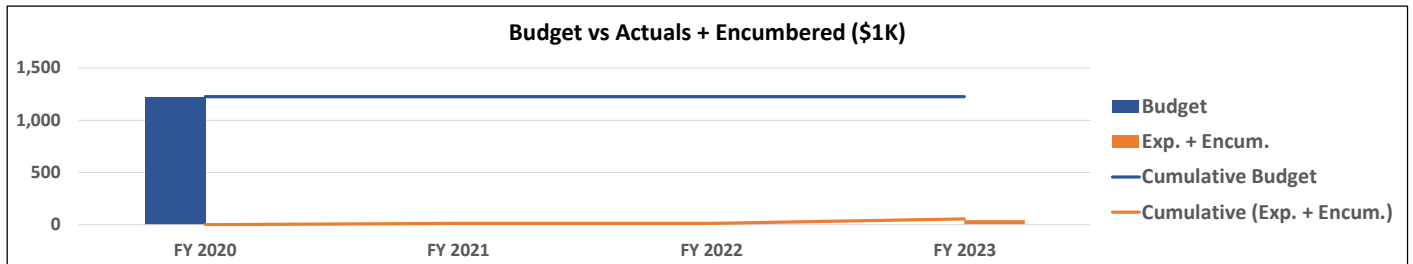
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning & Development	07/01/20	07/01/21	06/30/24	06/30/24	-365	0	
Close out	07/01/24	07/01/24	06/30/25	06/30/25	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	100		100	25	100	0	17	28	53	47
13 - Final Design	100		100	0	100	0		3	3	97
15 - Procurement	25		25	0	25	0			0	25
16 - Construction	1,000		1,000	0	1,000	0	0		0	1,000
Totals	1,225	0	1,225	25	1,225	0	17	31	56	1,169

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2020	1,225		1,225					0	0	1,225
FY 2021			0	11				0	11	1,214
FY 2022			0	-11				12	1	1,212
FY 2023			0	25			17	18	43	1,169
Totals	1,225	0	1,225	25	1,225	0	17	31	56	1,169



ADA Self Eval Plan

FY23 Q2

Prj. ID: 100475

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	1,225	0		1,225	200	1,025	
Totals		1,225	0	0	1,225	200	1025	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
The draft ADA Transition Plan will undergo public hearings and input at a subsequent Work herein is collaborative with Samtrans/Caltrain staff, Counsel and 20+ local agencies	District staff will schedule and coordinate for public input

KEY ACTIVITIES - Current Reporting Month (top 5)

ADA Self-evaluation and ADA Transition plan are work in progress parallel to one another
ADA Transition Plan allows for select construction during plan development

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Team is addressing ADA site improvements at select locations as determined by Staff and Counsel

Project Notes

Note that ADA improvements may occur by separate action for site-specific work; see also CP-100711
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North and South Base Exterior Painting

FY23 Q2

Prj. ID: 100476

Project Manager: Jeff Thomas

SCOPE Summary

This project is to paint the building exteriors at North and South Base facilities; 14 buildings total. Scope includes pressure washing, priming and painting of stucco surfaces, bay roll-up doors, pedestrian/safety doors and red/blue fascia panels.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,140,000	1%	0%	\$ 1,140,000

Schedule

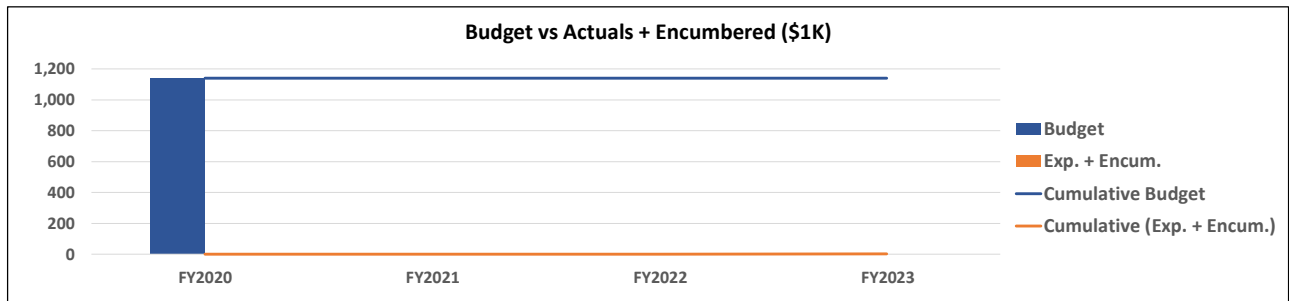
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	03/01/21	03/31/22			-395	0	
Preliminary Plans	04/01/22	02/01/23	07/31/22	04/01/23	-306	-244	
Final Plans	08/01/22	04/02/23	11/30/22	05/31/23	-244	-182	
Procurement	12/01/22	06/01/23	07/31/23	12/31/23	-182	-153	
Construction	08/01/23	01/01/24	05/31/24	08/31/24	-153	-92	
Closing	06/01/24	09/01/24	07/31/24	10/31/24	-92	-92	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
11- Planning	10		10	0	10		1	2	2	8
13 - Final Design	10		10	0	10			0	0	10
15 -Procurement	20		20	0	20			0	0	20
16 - Construction	1,100		1,100	0	1,100		0		0	1,100
Totals	1,140	0	1,140	0	1,140	0	1	2	2	1,138

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
FY2020	1,140		1,140					0	0	1,140
FY2021								1	1	1,139
FY2022								0	0	1,139
FY2023							1	1	1	1,138
Totals	1,140	0	1,140	0	1,140	0	1	2	2	1,138



samTrans

Capital Programs Monthly Progress Report

Project Controls

North and South Base Exterior Painting

FY23 Q2

Prj. ID: 100476

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	1,140	0		1,140	1,140	0	
Totals		1,140	0	0	1,140	1,140	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Potential delays for rain/weather	Plans will allow for phased completion of work
Painting will uncover 'hidden' defects	Plans will include allowance for differing site conditions

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Project team reviews work specifications, rough calculations of square footage.

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Team identifies existing surface conditions and determine suitable paint/coating

Project Notes

None

NB / SB Front Entrance Modification

FY23 Q2

Prj. ID: 100538

Project Manager: Jeffrey Thomas

SCOPE Summary

This work plan is intended to modify the front entrances to the North and South Base Campuses. North Base front entrance modifications will include relocating the existing guard shelter to the middle of the entrance road, installation of bollards around the guard shelter, modifications to the guard shelter power, and installation of center arm gates for entrance and exit outlets. In addition, South Base front entrance modifications will include minor upgrades to the guard shelter and installation of entrance and exit arm gates. The scope of this project will have District staff use the on call General Engineering Contractors (GEC's) Consultants and Project Management Oversight (PMO) Consultant to provide 35%, 65%, 95%, 100% Design, Plans and Specifications for the subject project.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 165,000	1.5%	0%	\$ 165,000

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/21	07/01/22	01/31/23	01/31/23	-365	0	
Final Design	02/01/23	02/01/23	08/30/23	08/30/23	0	0	

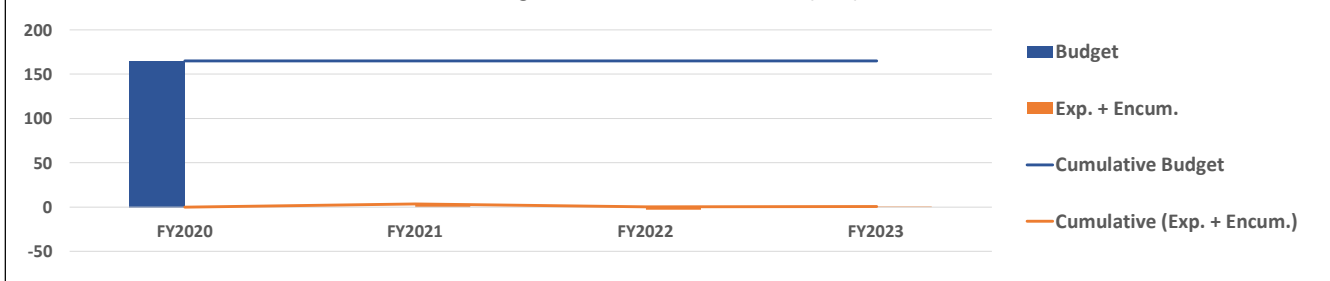
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning/CD/Env	125		125	0	125	0	0	1	1	124
13 - Final Design	40		40	0	40	0	0	0	0	40
Totals	165	0	165	0	165	0	0	1	1	164

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2020	165		165	0				0	165	
FY2021	0		0	3			0	3	162	
FY2022	0		0	-3			0	-3	165	
FY2023	0		0				0	0	164	
Totals	165	0	165	0	165	0	0	1	164	

Budget vs Actuals + Encumbered (\$1K)



NB / SB Front Entrance Mod

FY23 Q2

Prj. ID: 100538

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	165	0		165	165	0	
Totals		165	0	0	165	165	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Design remains indeterminate pending other large construction projects.	Project is pending further input from Executive Team

KEY ACTIVITIES - Current Reporting Month (top 5)

Dec'22 -- Project is pending

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

--

North Base Building 200 Replacement

FY23 Q2

Prj. ID: 100548

Project Manager: Yoko Watanabe

SCOPE Summary

The scope includes geotechnical site analysis and front-end design services for NB Bldg-200.
A separate budget request, tentative for FY24, will seek demolition and new construction, as warranted, for total building replacement. This project will provide geotechnical assessment, functional design solutions, phased scheduling and cost

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,718,200	14.0%	19.8%	\$ 3,718,200

Schedule

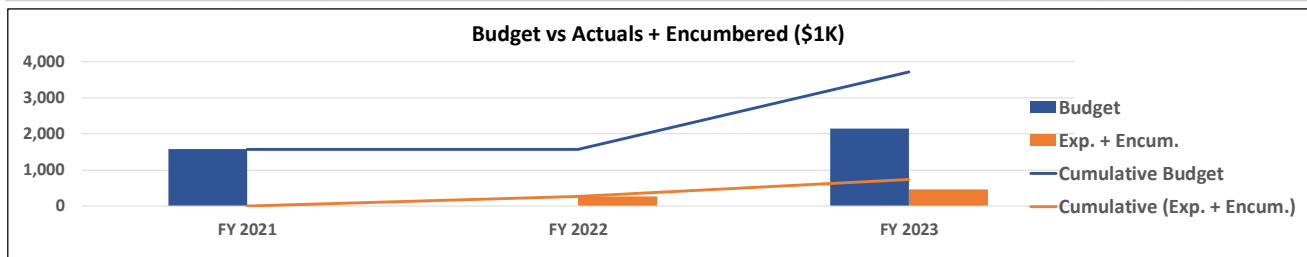
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	07/01/20	07/01/20			0	0	Initial part of the planning work was done prior to the starting date of the Planning Phase.
11.1- Planning	04/11/22	04/11/22	02/19/23	02/20/23	0	-1	The work is moving forward on time according to
11.2 - Concept Design	02/20/23	02/21/23	05/14/23	03/30/23	-1	45	
12 - PE/Env	05/15/23	05/15/23	03/30/24	03/30/24	0	0	
13 - Final Design	04/01/24	04/01/24	09/30/24	09/30/24	0	0	
15- Procurement	04/01/24	04/01/24	03/30/25	03/30/25	0	0	
16- Construction	04/01/25	04/01/25	07/30/26	07/30/26	0	0	
16.1 - Commissioning	08/01/26	08/01/26	09/30/26	09/30/26	0	0	
19- Closeout	10/01/26	10/01/26	04/01/27	04/01/27	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	946		946	335	946	0	42	160	495	451
12 - PE/Env/PSE	1,158		1,158	62	1,158	0	8	10	72	1,086
13 - Final Design	575		575	80	575	0	6	90	170	405
15 - Procurement	39		39		39	0		0	0	39
16 - Construction	1,000		1,000		1,000	0		0	0	1,000
Totals	3,718	0	3,718	477	3,718	0	56	261	738	2,981

PROJECT BUDGET vs Actuals & Encumbrance

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2021	1,575		1,575	7				7	1,568	
FY 2022			0	193				71	1,304	
FY 2023	2,143		2,143	277			56	190	2,981	
Totals	3,718	0	3,718	477	3,718	0	56	261	2,981	



North Base Building 200 Replacement

FY23 Q2

Prj. ID: 100548

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)
		Original	Changes				
		(A)	(B)				
Measure W Sales Tax - Capital (01024)	Local	3,143	0		3,143	3,143	0
General Capital Fund (01050)	Local	575			575	575	0
Totals		3,718	0	0	3,718	3,718	0

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Laboratory results are expected with some delay.	Rest of the work that can be done prior to having the lab results to be pursued.

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

The desk studies for Geotechnical analysis, hydrological studies and inundation analysis are ongoing.

KEY ACTIVITIES - Next Reporting Month (top 5)

The Laboratory testing result will be available to be used to finalizing the ongoing geotechnical and hydrologic analysis.

Project Notes

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EV Chargers Non-Rev Vehicles at Central Garage

FY23 Q2

Prj. ID: 100629

Project Manager: Jeffrey Thomas

SCOPE Summary

This project follows on the District's move toward a fully, zero-emission, electric vehicle fleet. The project will allow for turn-key installation of six (6) EV type-2 charging stations at the Central Garage. These type-2 chargers will connect to existing electrical infrastructure and provide charging services to battery-electric and/or plug-in, hybrid, non-revenue vehicles. Note that North Base and South Base EV chargers will move to their BEB site-specific plans for each facility.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 575,000	12.7%	11%	\$ 575,000

Schedule

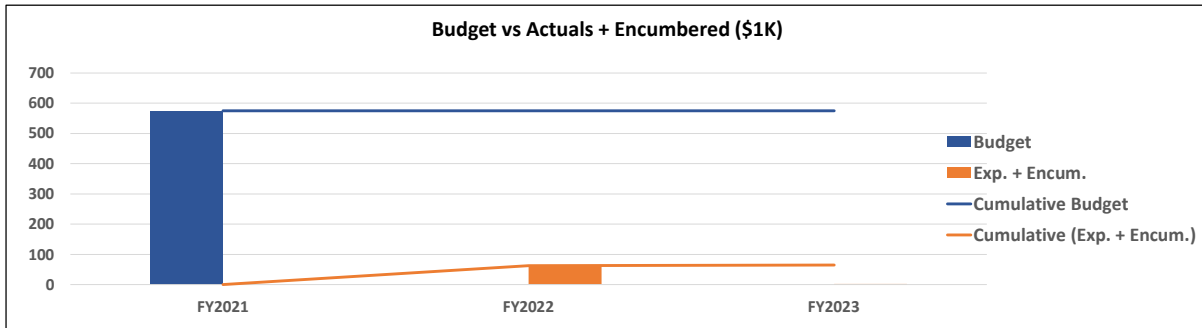
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/21	11/01/21			0	0	
Final Design	05/01/22	05/01/22	10/31/22	10/31/22	0	0	
Procurement	11/01/22	11/01/22	07/31/23	07/31/23	0	0	
Construction	08/01/23	08/01/23	01/31/24	01/31/24	0	0	
Close out	02/01/24	02/01/24	03/31/24	03/31/24	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance F=C-E	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
12- PE/Env/PSE	81		81	46	81	0	13	19	65	15
15 - Procurement	17		17	0	17	0			0	17
16 - Construction	460		460	0	460	0			0	460
19 - Closeout	17		17	0	17	0			0	17
Totals	575	0	575	46	575	0	13	19	65	510

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance F=C-E	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	575		575					0	575	
FY2022	0		0	60				2	63	
FY2023	0		0	-14			13	17	3	
Totals	575	0	575	46	575	0	13	19	65	



EV Chargers Non-Rev Vehicles

FY23 Q2

Prj. ID: 100629

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	575	0		575	575	0	
Totals		575	0	0	575	575	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
District's increased need for Type-2 chargers	Design will allow for phased additional capacity.
Impact of ADA codes to charger location/placement	Include ADA assessment for Central, NB and SB

KEY ACTIVITIES - Current Reporting Month (top 5)

Baseline design in late 2022 was six (6) chargers at Central
Suspend design plans to determine increased/maximum chargers at Central plus additional chargers at NB+SB

KEY ACTIVITIES - Next Reporting Month (top 5)

Dec'22 to Feb'23 -- Assess existing electrical system capacity at Central for additional chargers

Project Notes

None

South Base Water Utility Lines Replacement

FY23 Q2

Prj. ID: 100710

Project Manager: Jeffrey Thomas

SCOPE Summary

District staff have determined that existing water utility/distribution lines at the South Base maintenance facility have aged/worn beyond their useful life and must be replaced entirely. These utility lines furnish in-coming clean water to support daily operational needs, maintain public health standards and further support fire protection.

Design scope and subsequent construction will replace pipes, pumps, valves, meters and related fittings from in-coming city connections up to and including the service connections at six (6) South Base buildings.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,946,900	0.0%	0.0%	\$ 2,964,000

Schedule

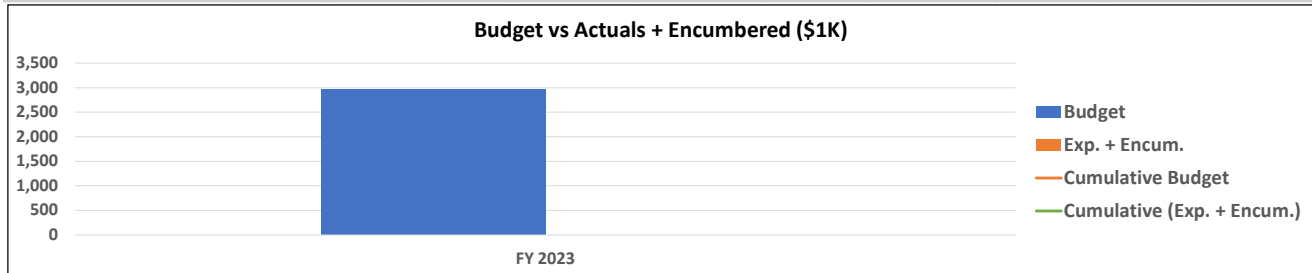
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	09/01/22	03/01/23	11/30/22	04/30/23	-181	-151	
12- Preliminary Design	12/01/22	05/01/23	03/31/23	08/31/23	-151	-153	
13- Final Design	04/01/23	09/01/23	07/31/23	02/28/24	-153	-212	
15- Procurement	07/31/23	03/01/24	02/29/24	10/31/24	-214	-245	
16- Construction	03/01/24	11/01/24	09/30/24	04/30/25	-245	-212	
19- Close out	09/30/24	05/01/25	11/30/24	06/30/25	-213	-212	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11- Planning	6		6	0	6	0		0	6	
12- Preliminary Design	6		6	0	6	0		0	6	
13- Final Design	57		57	0	57	0		0	57	
15- Procurement	11		11	0	11	0		0	11	
16- Construction	2,850		2,850	0	2,850	0		0	2,850	
19- Close out	34		34	0	34	0		0	34	
Totals	2,964	0	2,964	0	2,964	0	0	0	2,964	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2023	2,964		2,964		2,964			0	2,964	
Totals	2,964	0	2,964	0	2,964	0	0	0	2,964	



South Base Water Utility Lines Replacement

FY23 Q2

Prj. ID: 100710

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax - Capital (01024)	Local	2,964	0		2,964	2,964	0	
Totals		2,964	0	0	2,964	2,964	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Oct'22 -- Project plans are yet preliminary

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

--

Bus Shelter Upgrades and Replacements

FY23 Q2

Prj. ID: 100711

Project Manager: TBD

SCOPE Summary

District has inspected and evaluated existing bus stop shelters for site conditions and compliance with current accessibility standards mandated by the Americans with Disabilities Act (ADA). This project will systematically remove 52 bus stop shelters that are beyond their useful life, complete site improvements and re-install new bus shelters to comply with ADA standards. ADA compliance requires improvements such as construction of concrete pads within existing landscape corridors and removal of existing barriers to meet slope/access criteria stated in the ADA.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,946,900	0.3%	0.0%	\$ 2,946,900

Schedule

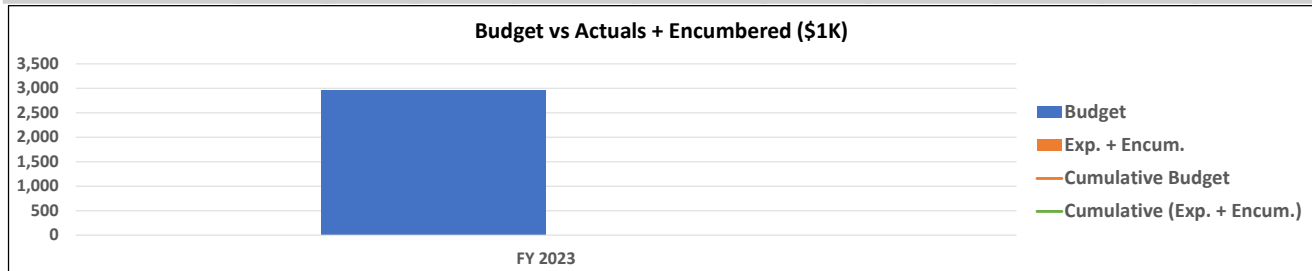
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	10/01/22	10/01/22	12/30/22	12/30/22	0	0	
12- Preliminary Design	01/01/23	01/01/23	05/30/23	05/30/23	0	0	
13- Final Design	06/01/23	06/01/23	01/30/24	01/30/24	0	0	
15- Procurement	02/01/24	02/01/24	08/30/24	08/30/24	0	0	
16- Construction	09/01/24	09/01/24	09/01/26	09/01/26	0	0	Construction occurs in multiple phases
19- Close out	10/01/26	10/01/26	12/30/26	12/30/26	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11- Planning	103		103	0	103	0		0	103	
12- Preliminary Design	103		103	0	103	0		0	103	
13- Final Design	137		137	0	137	0		0	137	
15- Procurement	40		40	0	40	0		0	40	
16- Construction	2,508		2,508	0	2,508	0		0	2,508	
19- Close out	57		57	0	57	0		0	57	
Totals	2,947	0	2,947	0	2,947	0	0	0	2,947	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2023	2,947		2,947		2,947			0	2,947	
Totals	2,947	0	2,947	0	2,947	0	0	0	2,947	



Bus Shelter Upgrades and Replacements

FY23 Q2

Prj. ID: 100711

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
STA State of Good Repair-Capital (03139)	State	1,541	0		1,541	1,541	0	
Measure W Sales Tax - Capital (01024)	Local	1,406	0		1,406	1,406	0	
Totals		2,947	0	0	2,947	2,947	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Plans and requirements of ADA program and Reimagine/BSIP program are not yet aligned to one another	Staff from both programs are holding joint meeting to find commonality and to avoid cross purposes

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
Staffing resources are diverted from fixed project goals to address on-going litigation and new priorities	

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

ADA and BSIP Teams will conduct joint meetings to resolve issues and find common solutions

Project Notes

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South Base Switchgear Replacement & BEB Chargers Installation

FY23 Q2

Prj. ID: 100547

Project Manager: Jeffrey Shu

SCOPE Summary

FY2021- The scope of the project is to replace the following:
 1) Primary 1200 A (existing) switchgear replacement
 2) Replacement of three (3) building switchboards
 3) Replacement of conduit and feeders serving the switchgear

FY2022- The scope of the Project was expanded to support the additional work required for BEB charging infrastructure and power delivery for the new BEBs. The additional scope includes:
 1) Increasing the capacity of the existing switchgear from 1200 to 3000 Amps,
 2) Installation of power distribution infrastructure, power cable networks, and concrete islands,
 3) Installation of new BEB chargers that the District will procure through a separate

STATUS Summary

Phase: Final Design

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 6,700,000	8.0%	19.1%	\$ 6,700,000

Schedule

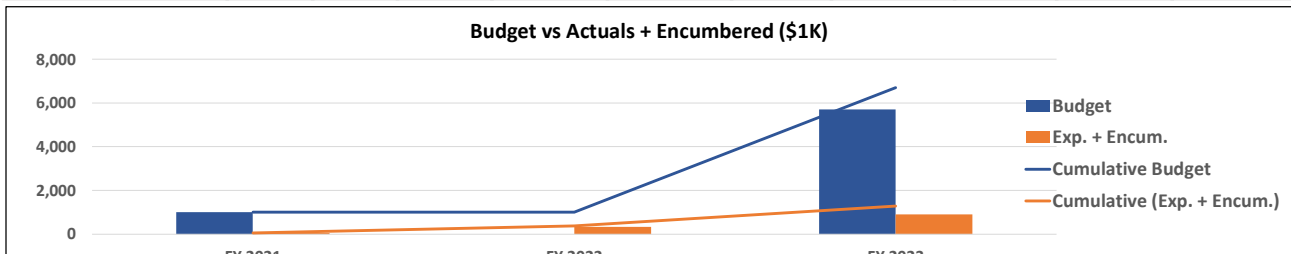
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	10/01/19	10/01/19	10/01/19	10/01/19	0	0	
13 - Final Design	04/01/22	04/01/22	08/30/22	10/20/22	0	-51	completed
15 - Procurement	09/01/22	10/20/22	12/31/22	01/20/23	-49	-20	On Track to award the South Base IFB, SamTrans Project # 23-S-C-022, at the January Board meeting. Rejected a bid for the Switchgear RFQ, SamTrans Project # 23-S-M-034 on 12/14/22.
16 - Construction	01/02/23	01/20/23	03/31/24	05/31/24	-18	-61	construction phase will be baselined after NTP
19 - Closeout	04/01/24	05/31/24	10/30/24	11/30/24	-60	-31	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
12 - PE/Env, PSE Preliminary Design	131		131		131	0		120	120	10
13- Final Design	268		268	49	268	0	75	202	251	17
15 - Procurement	120		120	18	120	0	41	72	91	29
16 - Construction	5,981		5,981	756	5,981	0	48	63	819	5,163
19 - Closeout	200		200		200	0			0	200
Totals	6,700	0	6,700	824	6,700	0	164	458	1,281	5,419

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2021	1,000		1,000	25				24	49	951
FY 2022	0		0	140				193	333	618
FY 2023	5,700		5,700	659			164	240	899	5,419
Totals	6,700	0	6,700	824	6,700	0	164	458	1,281	5,419



South Base Switchgear Replacement & BEB Chargers Installation

FY23 Q2

Prj. ID: 100547

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax -(01024)	Local	6,700	0		6,700	6,700	0	
Totals		6,700	0	0	6,700	6,700	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
The Switchgear Procurement, SamTrans Project # 23-S-M-034, will be delayed due to not receiving any bids, or due to a nonresponsive bid.	C&P and Infrastructure to procure the switchgear through the Open Market.
South Base IFB: The January 4 2023 Board Meeting Date could not be met	Infrastructure and C&P Groups to prepare the South Base IFB for award at the January Board Meeting.
Errors or Omissions found during Procurement	Infrastructure to quickly respond to errors or omissions and issue Addenda during Procurement, as needed.
Bus Delivery Schedule is delayed	Bus Maintenance Group, C&P, and Infrastructure to quickly and responsively follow up with the issues that impact the bus delivery schedule
Charger Delivery is delayed	Infrastructure and Bus Maintenance Group to manage the delivery date with Charger OEM

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
The Switchgear procurement is delayed because SamTrans rejected the bid for SwitchGear RFQ, 23-S-M-034, because the bid was nonresponsive.	C&P to prepare another Switchgear RFQ to be used in an Open Market Procurement. C&P and Infrastructure will request Board approval for an Open Market Procurement at the January Board meeting.

KEY ACTIVITIES - Current Reporting Month (top 5)

C&P Small Purchases to prepare an RFQ for the switchgear to be procured in an open market.
Award the South Base IFB, SamTrans Project # 23-S-C-022, at the January Board Meeting
Prepare an agenda item for the switchgear to be procured in the open market at the January Board Meeting.

KEY ACTIVITIES - Next Reporting Month (top 5)

Board to approve an Open Market Procurement for the Switchgear. C&P and Infrastructure to solicit quotes from Vendors
Infrastructure Group to accept the Quote and begin the administrative phase of the Switchgear Procurement.
South Base IFB to be awarded at the January Board Meeting. C&P Public Works and Infrastructure to issue LNTP and begin administrative phase.

Project Notes

POs for Switchgear and South Base IFB to be created needed once contracts are fully executed.

ZEB Implementation and Deployment

FY23 Q2

Prj. ID: 100631

Project Manager: Liria Larano

SCOPE Summary

This FY22 Budget Request will provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide w/bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (PG&E substation), master control panels, smart energy management, excavation, cabling for power distribution, concrete islands for charging units, overhead canopies for final power delivery and panels for solar collection.

The FY22 Budget requests reflects the Design Phase only. Total estimated Project reflects design and construction for the overall embus infrastructure Upgrade plus asphalt replaced with engineered concrete for South Base (critical for the Master Infrastructure).

STATUS Summary

Phase: Design

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 10,012,093	9.4%	25.6%	\$ 10,012,093

Schedule

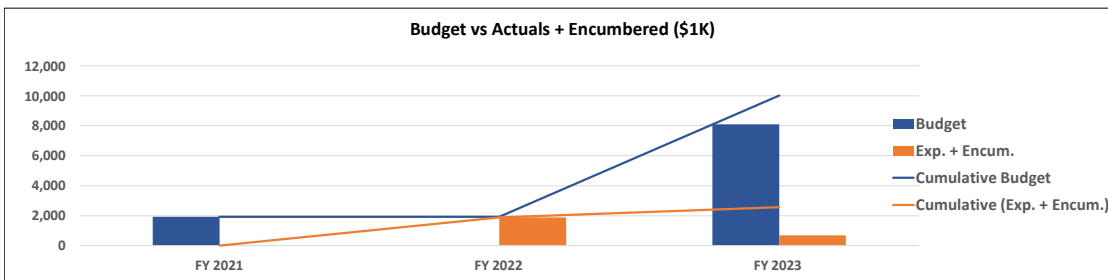
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	7/1/2021	07/01/21			0	0	
30% Design	07/01/21	07/01/21	04/30/22	04/30/22	0	0	Completed
65% Design for NB Interim Chargers	05/01/22	05/01/22	06/30/22	06/30/22	0	0	Completed
Procurement for Construction Contract for NB Interim Chargers in NB	08/01/22	08/01/22	09/30/22	09/30/22	0	0	Completed
Construction of Interim Chargers Infrastructure in NB	10/12/22	10/12/22	03/31/23	03/31/23	0	0	
End Environmental Phase			01/31/23	02/28/23	0	-28	CEQA obtained in Dec 2022
Final Design for Permanent Charging Infrastructure in SB	02/01/23	02/01/23	03/31/24	03/31/24	0	0	
Procurement for Permanent Charging Infrastructure in SB	03/01/24	03/01/24	07/31/24	07/31/24	0	0	
Construction of Permanent Charging Infrastructure in SB	08/01/24	08/01/24	07/31/26	07/31/26	0	0	
Close out	08/01/26	08/01/26	01/31/27	01/31/27	0	0	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
11 - Planning/CD/Env	1,072		1,072	86	1,072	0	59	713	799	273
12 - PE/Env/PSE	3,687		3,687	100	3,687	0	77	96	196	3,490
13 - Final Design	4,037		4,037	705	4,037	0	148	714	1,419	2,618
15 - Procurement	96		96	0	96	0	5	18	18	78
16 - Construction	1,086		1,086	120	1,086	0	15	15	135	952
19 - Closeout	34		34	0	34	0		0	0	34
Totals	10,012	0	10,012	1,011	10,012	0	303	1,556	2,568	7,445

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
FY 2021	1,926		1,926						0	1,926
FY 2022			0	869				1,009	1,878	48
FY 2023	8,086		8,086	142			303	547	689	7,445
Totals	10,012	0	10,012	1,011	10,012	0	303	1,556	2,568	7,445



ZEB Implementation and Deployment

FY23 Q2

Prj. ID: 100631

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax - (01024)	Local	10,012	0		10,012	10,012	0	
LCTOP		4,600			4,600		4,600	
					0		0	
					0		0	
					0		0	
					0		0	
Totals		14,612	0	0	14,612	10,012	4,600	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
Potential delay to complete the construction before BEBs deliver to NB	Mitigated by installing temporary chargers
The charging technology is evolving rapidly	Use an alternative Project Delivery Method, instead of the traditional Design-Bid-Build Method, to allow the design to reflect up-to date charging technology. CM/GC delivery method was approved by SamTrans Board in Dec 2022
Insufficient in-house resources to manage future construction for the SB Charging Infrastructure for 37 BEBs	An RFP issued for Construction Management Services contract
There is a risk of time delay and cost increase with PG&E	Early coordination with the provider is planned for the end of Jan 2023

ISSUES (Risks that are materialized, in order of priority)

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Complete 35% design for permanent charging infrastructure for the 37 BEBs at SB
CEQA obtained
CM/GC delivery method approved by SamTrans Board

KEY ACTIVITIES - Next Reporting Month (top 5)

Complete life cycle cost analysis for BEB Technology
Finalize scope of final design for SB BEB charging infrastructure

Project Notes

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North Base Facility Modifications for 10FCEBs

FY23 Q2

Prj. ID: 100723

Project Manager: Yoko Watanabe

SCOPE Summary

The District is working towards transitioning the SamTrans fleet of 319 fixed-route vehicles to zero-emission technologies by 2034. In pursuit of this goal, SamTrans developed a transition plan that replaces diesel buses with battery-electric buses (BEBs). As the zero-emission bus (ZEB) market has matured, hydrogen fuel cell electric buses (FCEBs) have become more prevalent in the industry because FCEBs have longer driving ranges and shorter fueling times than the range and charging time of BEBs. Because of the operational advantages of FCEBs, SamTrans has purchased ten FCEBs for a demonstration program. This Project will design and construct the modifications to the existing facility at the maintenance Bays 13, 14, 15, and 16 in North Base Building 100 and other associated facilities in North Base that can cater to FCEBs and ensure the safety of the maintenance personnel.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 300,000	16.2%	93.8%	\$300,000

Schedule

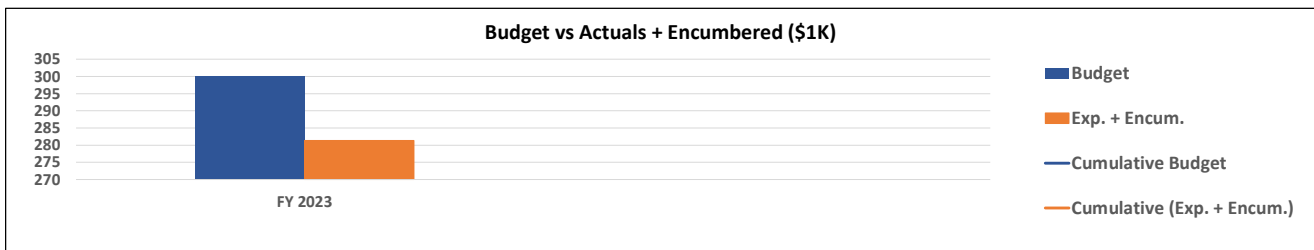
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Kick Off Meeting and Work Program	9/1/2022	9/1/2022	9/9/2022	9/9/2022	0	0	On time
On-Site Assessment & Review CTEs Recommendations	9/12/2022	9/12/2022	9/20/2022	9/20/2022	0	0	On time
Develop a List of Modifications	9/21/2022	9/21/2022	11/3/2022	11/3/2022	0	0	Moving forward according to the schedule
35% Design Development	10/4/2022	10/4/2022	11/4/2022	11/4/2022	0	0	Completed
95% Design Development	11/5/2022	11/5/2022	12/23/2022	1/24/2023	0	-32	Change in submission date to 6 January 2023
IFB Design Development	12/24/2022	1/25/2023	1/19/2023	1/31/2023	-32	-12	
Procurement	1/20/2023	2/1/2023	7/19/2023	7/31/2023	-12	-12	
Construction	07/20/23	08/01/23	07/19/24	07/31/24	-12	-12	
Closeout	07/19/24	07/31/24	10/17/24	10/29/24	-12	-12	

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
11 - Planning	70		70	0	70	0	58	58	58	12
12 - PE/Env/PSE	127		127	120	127	0	6	6	126	1
13 - Final Design	60		60	54	60	0			54	6
15 - Procurement	7		7	7	7	0			7	0
16 - Construction	36		36	36	36	0			36	0
Totals	300	0	300	217	300	0	64	64	281	19

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date		
FY 2023	300		300	217			64	64	281	19
Totals	300	0	300	217	300	0	64	64	281	19



North Base Facility Modifications for 10FCEBs

FY23 Q2

Prj. ID: 100723

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (E=C-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	300			300	300	0	
Totals		300	0	0	300	300	0	

RISKS (events that could happen and have a negative impact on the project cost/schedule, in order of priority)

Risk	Mitigation
No risk at this point	

ISSUES (Risks that are materialized, in order of priority)

Issue	Status
No issue at this point	

KEY ACTIVITIES - Current Reporting Month (top 5)

The 95% Design was delayed at 75% Completion.

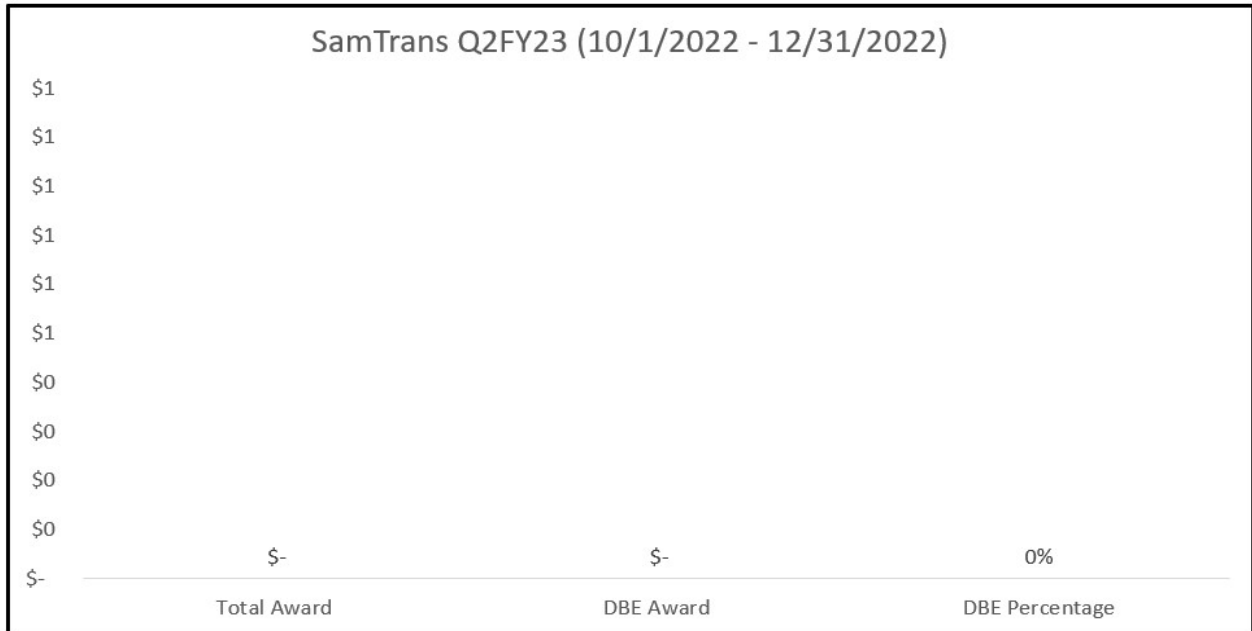
KEY ACTIVITIES - Next Reporting Month (top 5)

The 95% Design Package will be completed.
FIB Design will be completed.

Project Notes

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SamTrans Award



Note: The overall triennial DBE goal for Federal Fiscal Year 2023-25 is 4.68%. There was no Federal or DBE award for Q2FY23.

Appendix B - Definition of Terms

Accruals

An estimated or known cost for the work performed, equipment, or materials received, through the current reporting period that hasn't been recorded in the financial system as expended.

Activated Funding (in Funding)

The portion of the total approved project funding that is available and ready to be expended. See Un-activated Amount and Board Approved.

Allocated Contingency

Portion of the project contingency budget allocated to contracts or specific types of work for identified project risks. See Contingency and Unallocated Contingency.

Baseline

The currently approved plan that includes the project scope, budget and schedule. Performance indicators are calculated by comparing the current progress against the planned progress according to the baseline.

Baseline Completion (in Milestone Schedule)

The milestone planned date of completion in the currently assigned project baseline.

Board Approved (in Funding)

The funding approved by the Board for the completion of the project. It includes approved current and previous years capital budgets and capital budget amendments.

Board Authorized (in Major Contracts)

The budget amount approved by the Board of Directors for a particular contract. Includes contingency.

Budget Changes (in Project Budget/Estimate at Completion)

Changes to the original budget that have been approved by management through the change management process.

Budget Original (in Project Budget/Estimate at Completion)

The budget approved in the first or original project baseline.

Committed

The amount of authorized contracts, P.O.s, agreements, settlements, or other instruments that obligate the District to expend project funds.

Completion (in Milestone Schedule)

The current estimated or actual date of completion for a milestone.

Contingency

An estimated amount based on the uncertainty and risk to cover unforeseen events during the course of the project. See Unallocated and Allocated Contingency.

Contract Change Orders (CCOs)

Contract budget changes approved through the change management process.

Current Contract Amount

This is the original contract amount plus any approved Contract Change Orders (CCOs). The current contract amount is the approved obligation to the construction contractor. Does not include any contingency approved for the contract.

Expended + Accruals

The project or contract costs that have been recorded in the financial system plus the accrual cost for the work performed through the current period. See Accruals.

High Likelihood Risks (in Contingency)

Project risks that have a high likelihood to result in changes.

In-Process CCOs (In-Process Contract Change Orders)

Contract Change Orders pending approval.

In-Process Changes

Project Change Orders pending approval. Includes CCOs.

Interfaces

Refers to points of connection to other projects, programs, or other entities that if not managed may lead to conflicts and issues.

Issues

Events that are occurring or have already occurred that have negative consequences for a project, that are recoverable or can be mitigated in some way.

Key Activities

Lists activities performed in the current month and activities anticipated for next month.

Milestone Schedule

Lists the project's significant events or important achievements in the project lifecycle. It is considered a high level summary schedule for the project.

Notable Issues

Most important project issues that are currently affecting the objectives, scope, schedule, budget and/or the adequate funding of the project.

Notable Risks

Most important project risks that may impact the objectives, scope, schedule, budget and/or the adequate funding of the project.

Phase

Refers to the current project phase. For the Capital Program, the project phases are: Planning, Preliminary Design, Final Design, Procurement, Construction, Closing, Closed.

Potential and In-Process Changes

Change Orders where impacts are being evaluated or determined, or Change Orders in process for approval. Includes Contract Change Orders.

Resolution Date (in Notable Issues)

The latest date an issue needs to be resolved before it begins to affect the objectives, scope, schedule, budget and/or the adequate funding of the project.

Risks

Events or uncertain conditions that, if they occur, have a negative or positive impact in the project's objectives.

Safety Incidents

Reported safety incidents related to the execution of project work, that occurred during the reporting period.

Scope Summary

High level description of the objectives and principal deliverables of the project.

Type I Incidents (in Safety)

Near Miss or incident requiring written report based on contract requirements.

Type II Incidents (in Safety)

Injury of worker or passenger requiring a report to the Federal Railroad Administration.

Type of Work

Categories defined for classifying project costs.

Un-activated Amount (in Funding)

Portion of the Board Approved funding for the project that has not been Activated. See Activated Funding.

Unallocated Contingency

Portion of total project contingency budget to account for Unknown Risks.

Unknown Risks

Unidentified risks that have not been accounted for and are included in the Unallocated Contingency budget.

Resolution No. 2023-

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

* * *

Recognizing Arab-American Heritage Month

Whereas, from April 1 through April 30, 2023, the United States celebrates Arab-American Heritage Month; and

Whereas, for over a century, Arab-Americans have been making valuable contributions in every aspect of American society, including medicine, law, business, technology, civic government, and culture; and

Whereas, since coming to America, people of Arab descent have shared their rich culture and traditions with neighbors and friends, setting fine examples of model citizens and public servants; and

Whereas, Arab-Americans brought with them traditions of resilient family values, a strong work ethic, dedication to education, and diversity in faith and creed that have added strength to our democracy; and

Whereas, according to Census Bureau data, Arabic is one of the fastest growing languages in the United States; and

Whereas, there is a need for public education, awareness, and policies that are culturally-competent when describing, discussing, or addressing the impacts of being Arab-American in all aspects of American society, including discourse and policy; and

Whereas, the incredible contributions of Arab-Americans have helped us build a better nation; and

Whereas the Board of Directors remains committed to the mission of promoting equity and will continue to advance the cause of diversity, access, equity and inclusion in the San Mateo County Transit District's policies, programs, and practices.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors hereby recognizes April as **Arab-American Heritage Month** to celebrate the immense contributions of Arab-Americans in the United States.

Regularly passed and adopted this 5th day of April, 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

Rose Guilbault

Whereas, Director Rose Guilbault began her tenure on the San Mateo County Transit District (District) Board of Directors in 2006; and

Whereas, Director Guilbault served as Chair of the District Board in 2010 and 2017, and was a District appointee to the Peninsula Corridor Joint Powers Board (JPB) from 2014 through 2017; and

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

Whereas, Director Guilbault has been a vital asset to the Board and the District, bringing sage advice and professional insight into the agency's decision-making process; and

Whereas, as a member of the District and JPB Boards, as well as a member of the Board of Trustees of the Mineta Transportation Institute, **Director Guilbault** has embodied the Mineta Institute's mission of "increasing mobility for all by improving the safety, efficiency, and convenience of our nation's transportation system"; and

Whereas, Director Guilbault was a major decision-maker in the District's response to the coronavirus (COVID-19) pandemic, supporting 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 Guilbault pushed for 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 Guilbault supported creation and implementation of the SamTrans Youth Unlimited Pass Program that gives low-income students free rides on all SamTrans buses, making our community more equitable and better connected; and

Whereas, Director Guilbault celebrated SamTrans' participation in the Clipper START program, which allows lower-income adults ages 19 to 64 to receive fare discounts on transit services around the region, ensuring everyone could benefit from SamTrans service; and

Whereas, Director Guilbault fought 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 Guilbault supported SamTrans' launch of onboard Wi-Fi on every vehicle in its bus fleet, improving the riding experience for SamTrans customers; and

Whereas, Director Guilbault was a tireless voice in support of Measure W, which provides 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 Guilbault has been a supporter and participant of SamTrans's annual Roadeo serving as both a judge and driver; and

Whereas, as a proud Latina woman, **Director Guilbault** has been a strong supporter of Hispanic Heritage Month and making sure that bus service is accessible for all people that call our community home.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors hereby commends and expresses its sincere appreciation to **Rose Guilbault** for her outstanding service to the District, her many accomplishments on the Board and her collaborative leadership on matters of public transit.

Regularly passed and adopted this 5th day of April, 2023.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: March 29, 2023
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: General Manager/CEO Report

State of Emergency Preparation

- **March 9, 2023 – March 12, 2023** - The county activated a state of emergency alert for March 9, 2023, in preparation for the storm and requested SamTrans mutual aid assistance. SamTrans immediately prepared and availed the following:
- 1 bus on standby at North Base (South San Francisco)
 - 1 bus on standby at South Base (San Carlos)
 - 1 bus on standby at Half Moon Bay Sheriff's substation during the hours of 7am until 10pm

The county representative was to contact Radio Control when needed and SamTrans would roll out the buses and Bus Operators that were ready on standby. The county did not request mutual aid for March 9th.

- **March 14, 2023** - SamTrans was ready to deploy resources to evacuate residents from Harbour Village at 4:30 am. As the result of severe weather, SamTrans provided bus bridge service for Caltrain from 11 am until just after 1 am, since Caltrain annulled 62 of 104 trains scheduled to operate. SamTrans supervisors worked double shifts to support Bus Operators in the field that were dealing with strong winds, road closures, fallen trees, flooding, and power outages. Radio Controllers handled a high volume of incoming calls while prioritizing services amongst the many service interruptions.

Ridership Recovery

SamTrans fiscal year-to-date ridership for the seven months ending January 31, 2023, was 74.1 percent of its ridership compared to the same seven months prior to the pandemic. The 74.1 percent compares favorably with local peer agencies, out-of-state bus public transportation agencies, and with the national bus ridership average of 66.3 percent.

	YTD Total Trips January 2020	YTD Total Trips January 2023	YTD Recovery Rate
SamTrans	6,521,070	4,834,876	74.1%
AC Transit	32,196,401	19,698,630	61.2%
SFMTA	123,182,818	73,669,838	59.8%
VTA	16,144,531	10,918,528	67.6%
Dallas	22,252,244	13,089,607	58.8%
Seattle - King	71,009,078	39,414,871	55.5%
Chicago	139,883,055	85,312,352	61.0%
Atlanta	30,735,772	18,202,324	59.2%
New York MTA	419,240,649	288,096,787	68.7%
National Bus	2,666,236,387	1,768,025,570	66.3%
Caltrain	11,154,680	3,719,114	33.3%
BART Extension	8,846,296	3,558,792	40.2%
National Rail	2,889,788,141	1,768,024,570	61.2%

Bus Operator Staffing

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	15	302**

* Class 178 graduated 4 Trainees on March 17, 2023. Class 179 started on March 8 with 15 students, graduation is scheduled for May 5.

** Includes Bus Operators assigned to the extra board (excludes trainees)

ADA Paratransit Program

History:

1976 - SamTrans commenced Paratransit service

1980 - 44,595 trips

1990 - 74,841 trips

July 26, 1990 - Americans with Disabilities Act signed by President George H. W. Bush



2000 - 195,000 trips, implemented zero denial
2003 - 311,000trips
2005 - Paratransit customers were allowed to ride fixed-route bus service for free
2017 - 361,380 trips, peak year
2019 - 337,420 trips, ridership started to decline before COVID
2022 - 171,130 trips
9.2 million trips since 1976



MTC and Regional Coordination Update

Regional Network Management: The MTC Commission approved the near-term Regional Network Management (RNM) framework at their February 22, 2023, meeting. Next, MTC staff will be developing the RNM work plan and setting up the RNM Committee and RNM Council. The RNM Committee will be made up of MTC Commission Members and ex officio members. The RNM Council will be made up of the MTC Executive Director and the Transit Operator GMs. The goal is to present the draft work plan to the RNM Committee in May and return to the MTC Commission to approve the implementation plan.

Safety Campaign

The Safety Campaign is “Protect your move and maintain your space cushion”. This safety campaign brings awareness to all the surrounding areas around the bus, including all sides of the bus, overhang (top), and road clearances (bottom).

S.O.S. Committee Update

Portable restroom safety and cleanliness continues to be the top topic for Bus Operators, followed by low hanging tree branches, and the ability to maneuver buses through construction zones. To determine trends and potential safety improvements, managers consider operating condition variances, determine the root cause of each safety issue and occurrence, and take appropriate corrective action.

The District together with Transit Police are working to increase their presence and visibility on SamTrans buses to show the Bus Operators and passengers the District's commitment to safety. Deputies will be seen on transit buses throughout San Mateo County with an emphasis on major bus hubs. Transit police presence is intended to minimize unwarranted and unruly passenger interactions, especially on heavily traveled routes.

Bus Operator Employee of the Month (EOM) Recognitions

Andrew Balamiento is the February 2023 Bus Operator of the Month at North Base. This is his 1st EOM achieved during his six years of service. **Donald Oliver** is the February 2023 Bus Operator of the Month at South Base. This is his 2nd EOM achieved during his eight years of service.

Bus Maintenance Employee of the Month (EOM) Recognitions

Zhoulin Kiao is the February 2023 Mechanic of the Month at North Base. This is his 3rd EOM during his six years of service. **Caesar Tatola** is the February 2023 Mechanic of the Month at South Base. This is his 2nd EOM during his second year of service.



BOARD OF DIRECTORS 2023

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DAVID J. CANEPA
MARIE CHUANG
JEFF GEE
RICO E. MEDINA
RAY MUELLER
PETER RATTO

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

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

San Mateo County Transit District

Wednesday, April 5, 2023 – 2:30 pm

- | | | |
|--------|---|---------------|
| 8.a.1. | Call to Order | |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of March 1, 2023 | Motion |
| 8.a.3. | Accessible Services Update | Informational |
| 8.a.4. | Paratransit Coordinating Council Update | Informational |
| 8.a.5. | Citizens Advisory Committee Update | Informational |
| 8.a.6. | Quarterly Report Quarter 2 Fiscal Year 2023 | Informational |
| 8.a.7. | Monthly Performance Report February 2023 | Informational |
| 8.a.8. | Adjourn | |

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

Note:

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

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

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

March 1, 2023

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

Committee Members Absent: R. Mueller

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

Other Board Members Absent: D. Canepa

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

8.a.1. Call to Order

Committee Chair Marie Chuang called the meeting to order at 2:34 pm.

**8.a.2. Approval of Minutes of the Community Relations Committee Meeting of February 1,
2023**

Motion/Second: Fraser/Gee

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

Noes: None

Absent: Canepa, Mueller

8.a.3. Accessible Services Update

Tina Dubost, Manager, Accessible Transit Services, said they attended the Transition to Independence Fair in February. She said the PCC appreciated the support of the District legal counsel in transitioning back to in-person meetings.

8.a.4. Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, expressed appreciation to SamTrans staff for helping the PCC transition back to in-person meetings.]

Public Comment:

Adina Levin commented on the Brown Act regulations for teleconferencing, saying that it is causing some qualified individuals to not be able to serve on those advisory bodies.

8.a.5 Citizens Advisory Committee Update

John Baker provided a summary of the February 22 meeting, which included a presentation on accessibility features of SamTrans buses and service features for people with disabilities.

Chair Powell said he was pleased that DNOs (Did Not Operate) were greatly reduced.

8.a.6 Monthly Performance Report | January 2023

Ana Rivas, Director of Bus Transportation, noted that the report was in the agenda packet. She noted increases in ridership and that there was only one DNO in January, and announced the January employees of the month.

8.a.7. Adjourn

The meeting adjourned at 2:44 pm.

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

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 February 2023 PAL and PCC meetings are attached to this report.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of February 10, 2023, Meeting

ATTENDANCE:

Members:

Susan Capeloto, Dept. of Rehabilitation; Dinae Cruise, Vice Chair, Consumer; Tina Dubost, SamTrans; Judy Garcia, Consumer; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Alex Madrid, Consumer; Benjamin McMullan, Chair, CID; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Marie Violet, Dignity Health (Member attendance = 10/13, Quorum = Yes)

Guests:

Charles Posejpal, First Transit/Redi-Wheels; Lynn Spicer, SamTrans; Vicky Churchill, SamTrans; Ana Rivas, SamTrans; Henry Silvas, SamTrans; Kelly Shanks, SamTrans; Sarah Verity, Ability Path; Jane Stahl, PCC Staff; David Koffman, Nelson\Nygaard; Shayna van Hoften, SamTrans

Absentees:

Dao Do, Rosener House; Evan Milburn, Consumer, CoD; Kathy Uhl, CoA

WELCOME/INTRODUCTIONS:

Chair Ben McMullan called the meeting to order at 1:32 pm. The meeting was held via Zoom conference call.

APPROVAL OF JANUARY MINUTES:

Marie Violet moved to approve the January meeting minutes; Mike Levinson seconded the motion; Dinae Cruise abstained; the minutes were approved.

Dinae abstained as she had not received the minutes 7 days in advance of the meeting and had not had time to review them. In future, Jane will send her a draft version earlier in the month as the agenda is finalized at the Executive Committee meeting held a week prior to the PCC meeting.

PRESENTATION: Brown Act Update – Shayna van Hoften

Shayna van Hoften gave the committee an extensive review of (1) the Brown Act as it applies to governmental/legislative bodies, and (2) the upcoming transition back from teleconference to in-person groups after February 28, 2023, when the COVID state of emergency ends. The presentation is [available here](#). Some of the main points covered were:

- The PCC is subject to the requirements of the Brown Act, being a committee created by formal action of MTC and the SamTrans Board of Directors – both legislative bodies.
- All PCC standing and advisory committees are also subject to the Brown Act.

- Four major requirements:
 - Meetings must be open and public and should be in an ADA-accessible location.
 - Agendas must be posted 72 hours in advance.
 - Must allow time for public comments.
 - Limited exceptions for a closed session.
- “Serial” communication, i.e., a series of small group meetings that add up to a larger meeting, about PCC business, held privately in-person or via the internet, is impermissible.
- Clarification was provided on the definition of a quorum.
- Any member can participate remotely but teleconference locations must be listed in the agenda and open to the public.
- The option for members to participate remotely for "just cause" or in "emergency circumstances" is limited and only available twice per calendar year per member.
- Remote public access is allowed.
- A quorum must be in person at the meeting.
- There has been great concern that the return to prior Brown Act requirements will reduce public participation.
- There is interest in the legislature about amending these provisions, but that will take some time.

As a result of the conversation, Shayna will (1) meet with the SamTrans legislative team regarding accessibility, (2) meet with Tina, Ben, and David to further discuss the Act’s requirements as it relates to the PCC, and (3) investigate exceptions that apply to member requests for disability accommodations.

PUBLIC COMMENTS:

None.

COMMITTEE REPORTS:

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

See page 10.

Grant/Budget Review – Sammi Riley, Chair

No updates.

Education – Sammi Riley, Chair

- The PCC website now includes a “Media” tab for videos.
- They are looking into rewording the ADA anniversary banner.

- There were two tabling events. Kathy Uhl represented the PCC at the Millbrae Senior Showcase on January 20th, and Sammi staffed the table at the Transition to Independence Fair on February 4th.

The next meeting is on March 3rd, 2023, via conference call, at 1pm.

Executive – Ben McMullan

During the February 7th meeting the committee discussed:

- Attendance via Zoom by a member who was having difficulties.
- SamTrans legal team to attend the February PCC meeting.
- The PCC website now has a link on the home page so that people can more easily find upcoming monthly meeting information. Meeting minutes and agendas will be posted one week prior to the meeting; this will include the Zoom link. Members were invited to view the changes at sanmateopcc.org.

Nominations/Membership – Evan Milburn

Evan Milburn has agreed to be the chair of this committee.

OPERATIONAL REPORTS

PERFORMANCE REPORT

Tina reported on data from December 2022 (January data was not available.) Trips served were 14,355, an increase of 10% from the same time in 2021. Average weekday ridership was 536 compared to 482 in December 2021. Patterns are similar with more advance reservations than agency trips or subscriptions. Productivity was 1.52 passengers per trip, a slight drop from November 2022.

Marie Violet asked why agency trips in October were high. Tina responded that October generally has bigger ridership as there are no holidays.

Alex asked if masks were still optional. Tina responded that masks are optional on transit but the public are encouraged to wear them.

COMMENT STATISTICS REPORT

Data from December showed fewer total comments with most received as consumer reports. There are no patterns in the situations.

SAFETY REPORT

Charles Posejpal reported that there were four non-preventable and one preventable incident in January.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

Marie reported that there was no meeting.

Susan Capeloto reported on the CalDoor payment card, an optional credit card for Department of Rehabilitation clients for tuition, books, and clothing. Signatures for plans, releases, etc., are now online and so are processed faster. There is expedited enrollment that doesn't require as much documentation, so clients are getting services faster and when they are engaged. She asked PCC members to refer anyone needing a job to them.

ERC – Mike Levinson

No ERC meeting is scheduled.

Tina reported that there are some technical issues with implementation of the Trapeze software system and getting software interfaces. This may result in a delay in implementation.

Commission on Disabilities (CoD) – Evan Milburn

In Evan's absence, Ben reported that they are continuing to work on the fixed-route and paratransit survey.

Center for Independence (CID) – Ben McMullan

Mike reported that an offer had been made to fill the CEO position and they expect everything will be finalized in a few weeks.

Ben reported that they are partnering with Aging and Adult Services to be an Aging and Disability Resource Connection. They will start outreach for partners, e.g. SamTrans and Redi-Wheels.

Commission on Aging (CoA) – Kathy Uhl

In Kathy's absence, Tina reported that, among other issues, the CoA Transportation Committee discussed a potential new bus stop.

Coastside Transportation Committee (CTC) – Tina Dubost

A meeting was held in January. The next meeting will be in April.

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

The committee met on January 31st.

- They reviewed a statement of revenue and expenses and accepted a quarterly investment report.
- The TA-CAC reviewed a State and Legislative Update. Included was the 2023 State TA Legislative Program which included highlights for proposed staff action. Significance:

- The Legislative Program establishes the principles that guide legislative and regulatory advocacy efforts.
- Bills containing proposals for projects, expenditures and possible action were presented in the SMCTA Matrix and listed recommended positions. AB7 was discussed as one instance requiring a watch position. Gov. Newsom vetoed a similar bill - AB2438 - last year.
 - The committee chair reported on potholes in the county.

Mike requested a copy of AB7; Sandra will work with Jane to make it available.

The next meeting is on February 28th, via Zoom and in person.

Other Business

ADA Refresher: Due to time, there was no refresher.

The 4Q22 Consumer Corps report was included in the February packet. There was a comment regarding a trip on October 1st when the bus backtracked and resulted in a missed theater performance. Mike queried if the new software could have avoided this. David thought that the new software might reduce backtracking. Henry Silvas said they could look into this if the rider is willing to talk to them.

The meeting ended at 3:32pm. The next meeting is on March 14th, in person, and the public are encouraged to attend.

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

The minutes from the January PAL meeting were included in the meeting packet. Ben McMullan moved to approve the minutes; Sammi Riley seconded the motion; Dinae Cruise abstained; the minutes were approved.

Advocacy

Ben reported that the PCC were invited to a conversation with MTC regarding Clipper Cards, but this has not yet been scheduled.

Transit Recovery Update – Tina Dubost

Tina reported that the paratransit recovery continues as in previous months with increased ridership compared to last year, at approximately 55%.

Policy Issues

Tina invited PCC members to view a new transit vehicle at the North Base.

Legislative

Mike thought the PCC might want to become involved with AB2449.
The next PAL meeting will be on March 14, 2023.

San Mateo County Transit District

To: Community Relations Committee
 Through: April Chan, General Manager/CEO
 From: David Olmeda, Chief Operating Officer, Bus Millie Tolleson, Acting Director of Planning
 Subject: **Quarterly Report | Quarter 2 Fiscal Year 2023**

Action

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

Significance

The quarterly report provides an overview of key performance indicators, including ridership, on-time performance, fares, workforce, safety, fleet, and customer experience for the period of October-December 2022 (Quarter 2, Fiscal Year 2023). In this quarter, schools were in session for the entire period, and it was the first full quarter with Reimagine Phase 1 changes in place.

While the monthly performance report provided to the Board of Directors offers comparisons year-over-year, the quarterly report includes comparisons to the previous quarter. This reflects the Board’s desire to understand recent change from the impacts of the COVID-19 pandemic. As things begin to normalize, this report may pivot to a year-over-year comparison at the quarter level.

Ridership

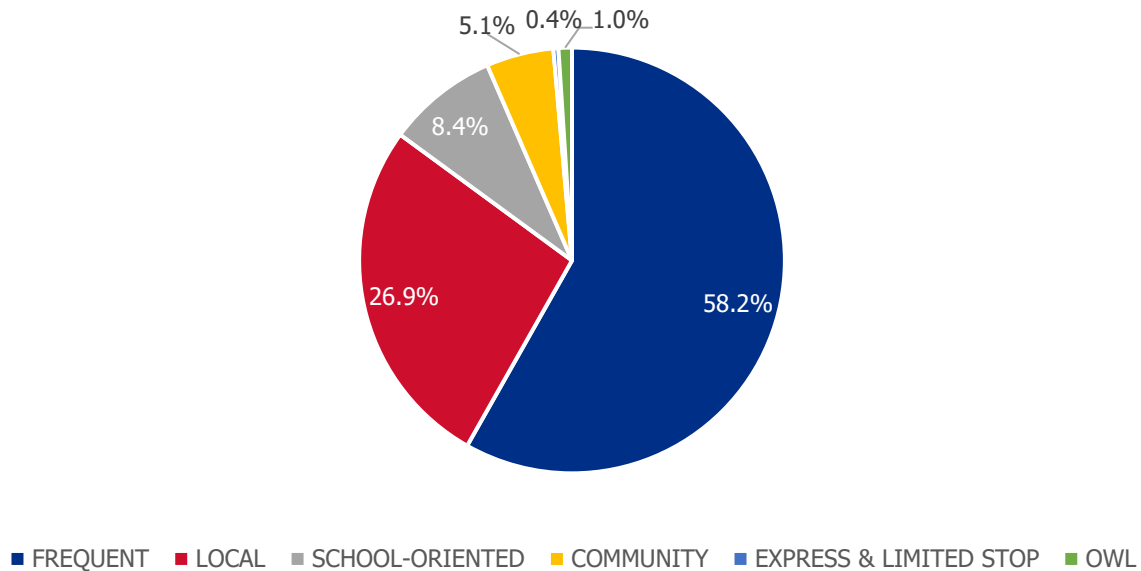
Average weekday bus ridership (AWR) on SamTrans fixed route buses was 27,994 in Fiscal Year 2023 (FY23) Quarter 2. That is an increase of 9.0 percent compared to the previous quarter. This was likely due to schools being in session all of Quarter 2 and more people returning to taking transit to work. Total bus ridership was 2,131,451. Total ridership increased by 4.4 percent compared to the previous quarter. The SamTrans fixed-route bus network has recovered 75.6 percent of total ridership compared to Quarter 2 in FY20. Ridership details are included in **TABLE 1**.

TABLE 1. AVERAGE WEEKDAY RIDERSHIP & TOTAL RIDERSHIP

	FY23 Q2	FY23 Q1	%Δ
AWR	27,994	25,671	+9.0%
Total	2,131,451	2,042,258	+4.4%

By service category¹, 58.2 percent of total ridership was on Frequent routes², 26.9 percent was on Local routes³, 5.1 percent was on Community routes⁴, 8.4 percent on School-Oriented routes⁵, 0.4 percent was on Express & Limited Stop routes⁶, and 1.0 percent was on Owl⁷ routes (see **FIGURE 1**).

FIGURE 1. RIDERSHIP SHARE BY SERVICE CATEGORY



In Quarter 2, all service categories saw ridership increases except Community and Express & Limited Stop routes. For Community Routes, this is likely due to a 4.7 percent decrease in ridership on weekends in Quarter 2. For Express & Limited Stop routes, the decline was likely due to Route 398 being reduced to peak service only with Reimagine SamTrans Phase 1 implementation in August 2022. Ridership details by service category are included in **TABLE 2**.

¹ Routes 138 and 713 are not included in service category breakdowns.

² Routes with 15 minutes or better frequency, seven days a week. Routes include 120, 130, 296, and ECR.

³ Routes with 30 minutes or better frequency, seven days a week. Routes include 110, 121, 122, 141, 250, 278, 281, and 292.

⁴ Routes with 60 minutes or better frequency, five days a week. Routes include 112, 117, 142, 251, 260, 270, 280, 294, and 295.

⁵ Routes operating with very few trips a day and are scheduled to align with school schedules and bell times. All two-digit routes are School-Oriented routes.

⁶ Routes providing limited-stop service to or from major destinations and are typically longer in length. Routes include 398 and FCX.

⁷ Routes operating overnight after regular transit service has ended. Routes include 296 Owl, 397 Owl, and ECR Owl.

TABLE 2. TOTAL RIDERSHIP BY SERVICE CATEGORY

	FY23 Q2	FY23 Q1	%Δ
Frequent	1,265,919	1,216,989	+4.0%
Local	584,377	569,086	+2.7%
Community	111,277	115,928	-4.0%
School-Oriented	183,175	108,556	+68.7%
Express & Limited Stop	8,288	24,582	-66.3%
Owl	22,210	15,468	+43.6%

Other standard productivity measures include boardings by vehicle revenue hour, boardings by vehicle revenue mile, and boardings by trip.

The fixed route bus network generated 16 boardings per vehicle revenue hour in Quarter 2, a 7.9 percent increase over the previous quarter. School-oriented routes had the highest boardings per vehicle revenue hour with 52.9, and Owl routes had the lowest with 6.5. Boardings by vehicle revenue hour normalizes the ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue hours operated by the service.

For Quarter 2, SamTrans had 1.5 boardings per revenue mile. Again, School-Oriented routes had the highest boardings per vehicle revenue mile with 4.2. Express & Limited Stop routes had the lowest with 0.4. Boardings per vehicle revenue mile normalizes the ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue miles operated by the service.

Finally, SamTrans generated 19.1 boardings per scheduled trip in Quarter 2. Frequent routes had the highest boardings per trip with 29.9. Community routes had the lowest with 5.9. Boardings per trip normalizes the ridership to the amount of service being provided by calculating the number of customers that board the service per trip operated by the service. Ridership productivity measures are included in **TABLE 3**.

TABLE 3. SYSTEMWIDE RIDERSHIP PRODUCTIVITY MEASURES & SERVICE CATEGORY BREAKDOWN

	FY23 Q2	FY23 Q1	%Δ
Boardings per Vehicle Revenue Hour	16.0	14.8	+7.9%
<i>Frequent</i>	20.4	19.3	+5.6%
<i>Local</i>	12.5	12.2	+2.8%
<i>Community</i>	6.9	6.1	+11.9%
<i>School-Oriented</i>	52.9	45.6	+16%
<i>Express & Limited Stop</i>	6.6	6.4	+2.2%
<i>Owl</i>	6.5	5.6	+17.4%
Boardings per Vehicle Revenue Mile	1.5	1.4	+5.6%
<i>Frequent</i>	2.0	1.9	+5.3%
<i>Local</i>	1.2	1.2	0%
<i>Community</i>	0.5	0.5	0%
<i>School-Oriented</i>	4.2	3.6	+18%
<i>Express & Limited Stop</i>	0.4	0.4	0%
<i>Owl</i>	0.5	0.4	+18.7%
Boardings per Trip	19.1	18.5	+4.6%
<i>Frequent</i>	29.9	28.5	+4.7%
<i>Local</i>	14.9	14.9	0%
<i>Community</i>	5.9	5.7	+2.9%
<i>School-Oriented</i>	27.7	18.3	+52%
<i>Express & Limited Stop</i>	11	13.5	-18.6%
<i>Owl</i>	8.6	8.6	0%

Total ridership on Equity Priority Routes⁸ was 1,584,567 (74.3 percent of total ridership) in FY23 Quarter 2. Details are included in TABLE 4. Equity Priority Routes are defined as routes where more than one-third of a route’s in-service miles are operated in an Equity Priority Area. Equity Priority Areas are neighborhoods where residents are more likely to lack access to a car, work low-wage jobs, and identify as people of color.

TABLE 4 RIDERSHIP IN EQUITY PRIORITY AREAS

	FY23 Q2	FY23 Q1
Boardings on Equity Priority Routes	1,584,567	1,505,776
% of Total ridership	74.3%	73.7%

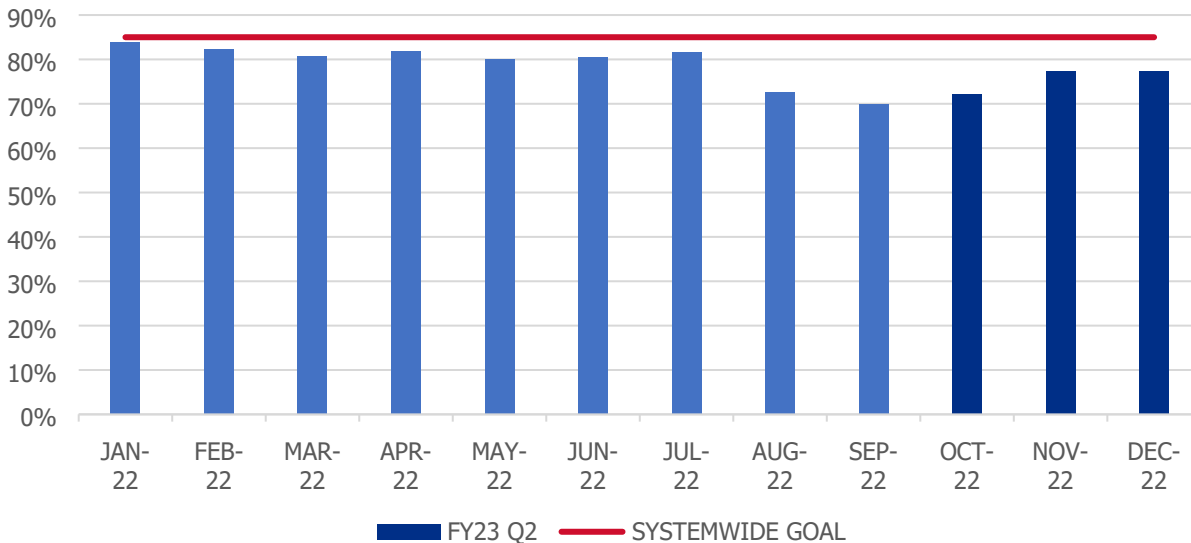
On-Time-Performance

Average systemwide on-time performance (OTP) for FY23 Quarter 2 was below SamTrans’ OTP goal of 85.0 percent at 75.6 percent (FIGURE 2). However, systemwide OTP increased 1.2 percent from the previous quarter. Average weekday OTP was 74.4 percent (0.8 percent increase from the previous quarter), and average weekend OTP was 79.2 percent (0.9 percent increase from

⁸ Equity Priority Routes include 24, 25, 28, 29, 30, 35, 37, 41, 62, 68, 72, 79, 81, 120, 121, 122, 130, 138, 141, 142, 270, 280, 281, 294, 296, 296 Owl, ECR, and ECR Owl.

the previous quarter). Average scheduled speed was 13.6 miles per hour, which is a 2.9 percent decrease from the previous quarter.

FIGURE 2. ON-TIME PERFORMANCE BY MONTH

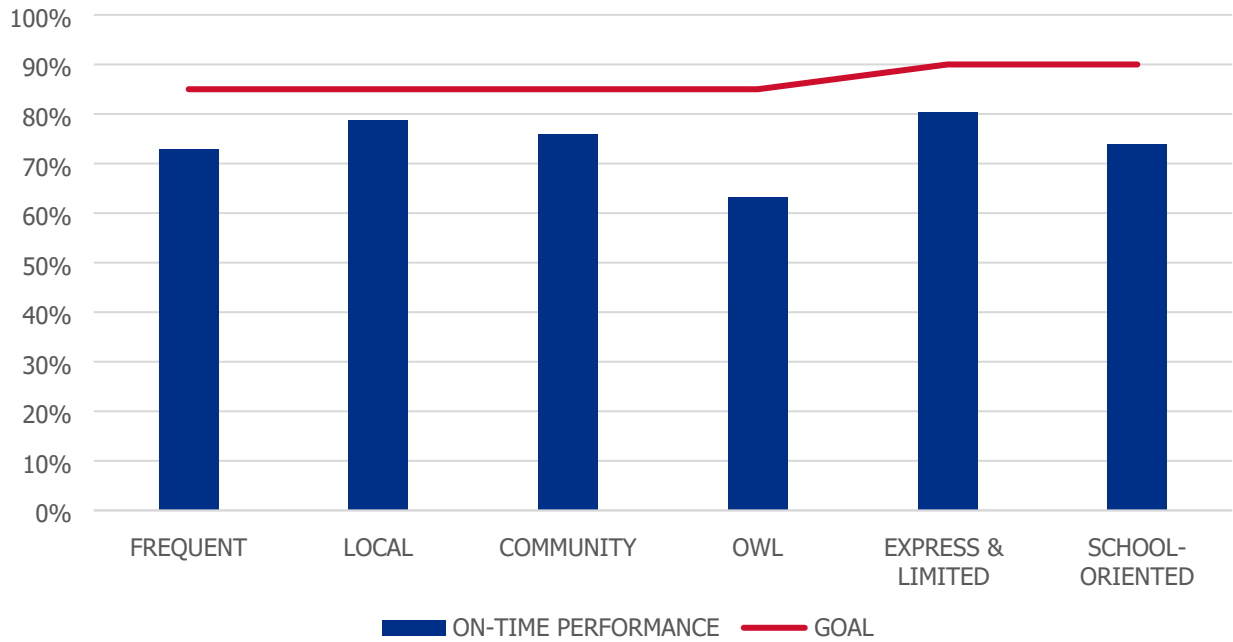


Broken down by service category⁹, Express and Limited Stop routes had the highest average OTP with 80.4 percent. Owl routes had the lowest average OTP with 63.2 percent. Operations Planning and Bus Operations are actively working to address and improve the on-time performance for Route 397. Details are included in **FIGURE 3**.

Most route categories did see on-time performance improvements in Quarter 2 compared to Quarter 1 (**TABLE 7**). Route adjustments implemented during Reimagine SamTrans Phase 1 in August were scheduled in some cases with too little running time. This was addressed through service changes in November 2022.

⁹ Note: Based on revenue hours, Frequent routes were 46 percent of service, Local routes were 35 percent, Community routes were 13 percent, Express & Limited Stop routes were 3 percent, School-Oriented routes were 2 percent, and Owl routes were 2 percent.

FIGURE 3. ON-TIME PERFORMANCE BY SERVICE CATEGORY



Note: Express & Limited Stop and School-Oriented routes have 90 percent OTP goals. The other categories' goals are 85 percent.

TABLE 5 OTP BY SERVICE CATEGORY

	FY23 Q2	FY23 Q1	%Δ
Frequent	72.9%	73.3%	-0.5%
Local	78.8%	75.7%	+4.0%
Community	75.9%	76.7%	-1.1%
School-Oriented	73.8%	71.7%	+2.9%
Express & Limited Stop	80.4%	79.8%	+0.8%
Owl	63.2%	58.0%	+8.9%

Fares

In FY23 Quarter 2, total bus fare revenue was \$2,646,341 (6.6% increase from the previous quarter). Of the fares collected, 59.6 percent were Adult fares, 22.8 percent were Eligible Discount fares, and 17.6 percent were Youth fares. As for how passengers paid, 15 percent used one-way tickets (e.g., cash, free rides, fare promotions), 46 percent used Clipper, and 39 percent used a pass (e.g., day, month, Youth Unlimited). Details are included in **TABLE 6** and **TABLE 7**.

TABLE 6 FARES BY TYPE

	FY23 Q2	FY23 Q1	%Δ
Adult	1,269,378	1,391,437	-9%
Eligible Discount	486,537	430,489	+13%
Youth	375,500	237,284	+58%

TABLE 7 FARES BY PAYMENT METHOD

	FY23 Q2	FY23 Q1	%Δ
One-Way Ticket	330,132	616,354	-46%
Clipper	973,234	797,089	+22%
Pass	831,173	647,274	+39%

Note that free fares were offered from August 7 through 20 to promote ridership after *Reimagine SamTrans* Phase 1 implementation. Operators tracked the free rides as part of the one-way ticket category, hence the large decrease over FY23 Quarter 1.

Total operational cost in FY23 Quarter 2 was \$35,153,575 (-0.6% decrease from the previous quarter). The cost per passenger was \$15.25. The subsidy per passenger was \$14.04. The farebox recovery ratio was 7.5 percent. Details are included in **TABLE 8**.

TABLE 8 COSTS BREAKDOWN

	FY23 Q2	FY23 Q1
Total Operational Costs	\$35,153,575	\$35,382,425
Cost per Passenger	\$15.25	\$16.11
Subsidy per Passenger	\$14.04	\$14.90
Farebox Recovery Ratio	7.5%	7.0%

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

Operator Count

During FY23 Quarter 2, the District, plus its contractor MV Transportation (which provides Contracted Urban Bus [CUB] and Coastside service), had an average of 424 fixed route operators. 69.7 percent were District operators, 27.7 percent were CUB operators, and 2.6 percent were Coastside operators. The District’s goal, as part of delivery of *Reimagine SamTrans*, is to increase District operator head count to 348. In Quarter 2, the District was at 85 percent of its goal, which was the same percentage for Quarter 1. For details, see **TABLE 9**.

TABLE 9. AVERAGE TOTAL OPERATORS

	FY23 Q2	FY23 Q1	%Δ
Average Total Operators	424	417	+1.8%
<i>District</i>	296	296	0%
<i>CUB</i>	117	109	+7.3%
<i>Coastside</i>	11	12	-8.3%

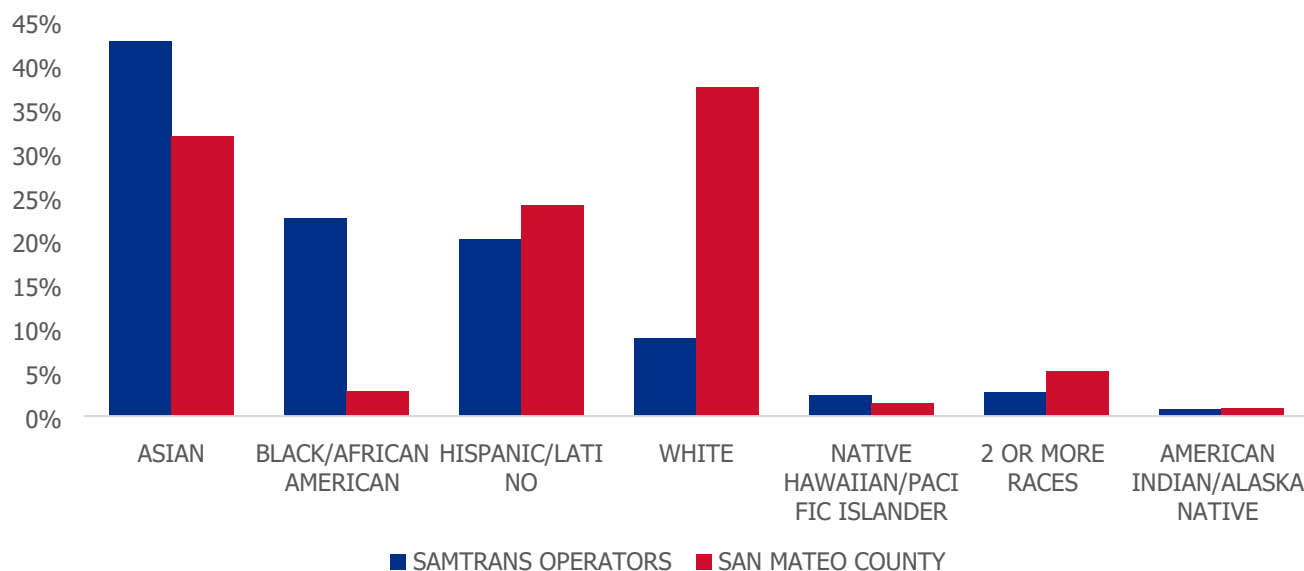
Note: Monthly employment statistics were taken from the last week of the month and averaged to create a quarterly figure.

There was no change in the operator gender ratio. Of the District and contracted operators, 15.2 percent identified as women and 84.8 percent identified as men.

For race and ethnicity, 91.4 percent of operators identify as persons of color. Broken down, 42.7 percent identify as Asian, 22.7 percent identify as Black/African American, 20.8 percent identify as Hispanic/Latino, 2.1 percent identify as Two or More Races, 2.7 percent identify as Native Hawaiian/Pacific Islander, and 0.5 percent identify as American Indian/Alaska Native (see **FIGURE 4**). 8.6 percent of operators identify as white.

Compared to San Mateo County Census demographics, operators identifying as Asian, Black/African American, and Native Hawaiian/Pacific Islander are overrepresented, while those identifying as Hispanic/Latino, White, Two or More Races, and American Indian/Alaska Native are underrepresented. The District’s goal is to employ a workforce that reflects the demographics of San Mateo County which it serves.

FIGURE 4. OPERATORS BY RACE & ETHNICITY



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

Preventable Accidents

In FY23 Quarter 2, there were 40 preventable accidents. The goal is to have one or fewer preventable accidents per 100,000 miles; this quarter, SamTrans did not meet its goal with 1.9 accidents per 100,000 miles. Preventable accidents increased 19.7 percent when compared to FY23 Quarter 1. This was due to a rise in preventable accidents on service provided by MV Transportation. Details are included in **TABLE 10**.

TABLE 10. PREVENTABLE ACCIDENTS

	FY23 Q2	FY23 Q1	%Δ
Preventable Accidents	40	33	+21.2%
<i>District</i>	19	24	-20.8%
<i>MV</i>	21	9	+133.3%

Service Calls

SamTrans had 75 service calls in FY23 Quarter 2, a 2.7 percent increase from FY23 Quarter 1. This is due to an increase in calls by the District; MV Transportation was similar to the previous quarter. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans met its goal with 0.9 service calls per 25,000 miles. For details, see **TABLE 11**.

TABLE 11. SERVICE CALLS

	FY23 Q2	FY23 Q1	%Δ
Service Calls	75	73	+2.7%
<i>District</i>	53	51	+3.9%
<i>MV</i>	22	22	0%

Fleet in Operation

In Quarter 2, 272 buses in operation (92 percent) were diesel buses, and 25 (8 percent) were diesel-hybrid. In terms of revenue miles, 93 percent were operated by diesel buses, which is consistent with the previous quarter.

In 2020, the SamTrans Board of Directors approved a plan to convert the bus fleet to 100 percent zero emissions. The District current has 37 battery electric buses (BEBs) and 10 hydrogen fuel cell buses (FCEBs) on order as part of the Emission Zero fleet transition program. This quarterly report will track the progress of the fleet transition.

Trips That Did Not Operate

In FY23 Quarter 2, there were 42 total trips that did not operate (DNOs). The goal is to have 20 or fewer DNOs per every 100,000 trips; this quarter, SamTrans did not meet its goal with 38 DNOs per 100,000 trips. The District decreased its DNOs by 79 percent, and MV Transportation reduced its DNOs by 96.2 percent.

Of the DNOs, 78.0 percent were on Frequent routes, 12.2 percent were on Local routes, 9.8 percent were on Community routes, and none were on Express/Limited Stop, School-Oriented or Owl routes. For details see **TABLE 12**.

95.1 percent of Quarter 2 DNOs affected routes serving Equity Priority Areas. However, only 0.1% of all scheduled trips on those routes were affected by a DNO.

TABLE 12. TRIPS THAT DID NOT OPERATE

	FY23 Q2	FY23 Q1	%Δ
DNOs	42	221	-81%
<i>District</i>	41	195	-79%
<i>MV</i>	1	26	-96.2%

Customer Experience

In FY23 Quarter 2, SamTrans Customer Service received 424 public comments, which breaks down to 2 comments per 10,000 boardings. This is a 41.4 percent decrease from FY23 Quarter 1. This decrease is likely explained by fewer route and schedule changes in Quarter 2.

Of the 424 public comments, 54 percent were complaints, 8 percent were about accessibility, 12 percent were compliments, and 26 percent were service requests (see FIGURE 5). Details can be seen in TABLE 13.

FIGURE 5. CUSTOMER FEEDBACK BY TYPE

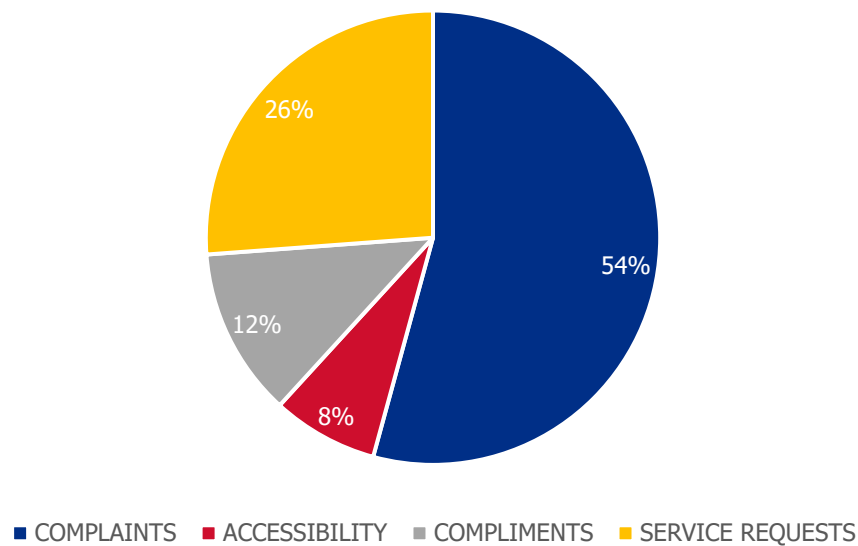


TABLE 13. CUSTOMER FEEDBACK DETAILS

	FY23 Q2	FY23 Q1	%Δ
Complaints	230	266	-13.5%
Accessibility	32	37	-13.5%
Compliments	51	40	+27.5%
Service Requests	111	380	-70.8%
Total	424	723	-41.4%

Overall, the most themes of customer comments were operator feedback (30.3 percent), pass-ups (15.6 percent), and late trips (11.2 percent).

Most people continue to use phone and email to leave comments. 58.7 percent of comments were received by phone, 39.6 percent by email, 0.5 percent by comment card, 0.9 percent by social media, and 0.2 percent by letter. Details are included in TABLE 14.

TABLE 14. REPORTING METHOD

	FY23 Q2	FY23 Q1	%Δ
Phone	249	366	-32.0%
Email	168	342	-50.9%
Comment Card	2	12	-83.3%
Social Media	4	2	+100%
Letter	1	1	0%
Walk-In	0	0	-100%

Data shown in this report is current as of March 13, 2023.

Prepared By: Kate Christopherson, AICP Senior Planner, Operations Planning 650-622-7877

QUARTERLY DASHBOARD

October - December 2022 (FY23 Q2)



RIDERSHIP, SERVICE, & ON-TIME PERFORMANCE

Systemwide Overview



2,131,451
Boardings (+4%¹)



70
Routes



1.46M
Revenue Miles

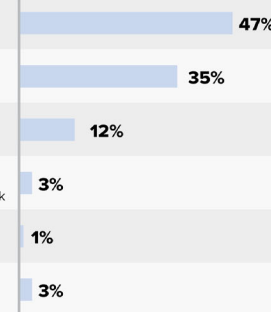
Service Categories

What types of service are available?

15 min	Frequent 15-minute or better frequency, 7 days/week	47%
30 min	Local 30-minute or better frequency, 7 days/week	35%
60 min	Community 60-minute or better frequency, 5-7 days/week	12%
	School-Oriented Routes aligned with school bell times, 5 days/week	3%
	Express & Limited Stop Peak-only routes with few stops, 5 days/week	1%
Night	Owl Overnight routes, 7 days/week	3%

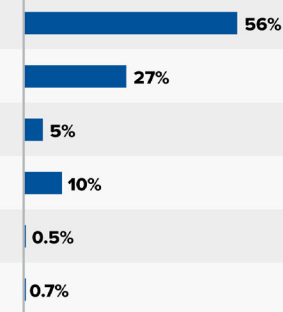
Revenue Hours

How much service is available?



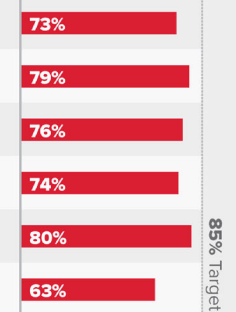
Avg Weekday Ridership

How many people ride?



On-Time Performance²

How often is the bus on time?



85% Target

133K Total Revenue Hours

28K Systemwide Average

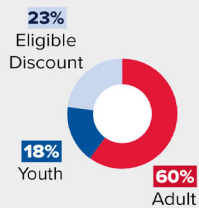
75.7% Systemwide Average

FARES

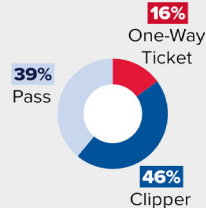
\$2.65M Fare Revenue

\$14.04 Subsidy Per Passenger Trip

Fare Type



Payment Method

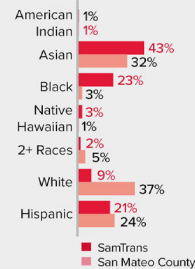


OPERATORS

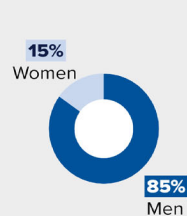
424 Average Number of Operators



Race & Ethnicity



Gender



ENVIRONMENT & SAFETY

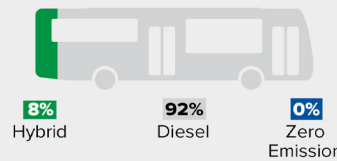
Service Calls



Preventable Accidents



Fleet in Operation



RIDER EXPERIENCE

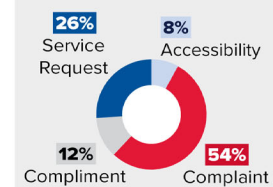
38

Trips Not Operated Per 100,000 Trips (-81%)

2

Comments Per 10,000 Boardings (-44%)

Comment Type



Trending Themes

30% Operators
16% Pass Ups
11% Late

Top 3 in FY23 Q1: Schedules, Operators, Bus Stop or Shelter

¹ Percent change from the previous quarter (FY23 Q1)

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

**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
Subject: **Monthly Performance Report | February 2023**

Action

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

Significance

SamTrans: Average weekday ridership (AWR) across all three modes (Bus, Paratransit, Shuttles) increased by 16.0 percent in the month of February 2023 compared to February 2022. Similarly, the total monthly ridership increased by 15.9 percent.

Caltrain: Average weekday ridership increased by 50.5 percent in the month of February 2023 compared to February 2022. Similarly, Caltrain total monthly ridership increased by 37.4 percent.

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

- **Preventable Accidents** – In February 2023, there were 5 preventable accidents. The district had 3 preventable accidents and travelled 457,731 miles result in 0.66 accidents per 100,000 miles. Contracted service had 2 preventable accidents and travelled 200,322 miles resulting in 0.99 accidents per 100,000 miles. The goal is to have one or fewer preventable accidents per every 100,000 miles; this month, SamTrans met its goal with 0.76 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – SamTrans had 18 service calls in February 2023. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.68 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** - OTP systemwide for February 2023 was below SamTrans' OTP goal of 85.0 percent at 79.9 percent (an improvement from 79.1 percent in January 2023). Further schedule adjustments to improve on-time performance were implemented in February 2023.
- **Did Not Operate (DNOs)** - In February 2023, there were 21 DNOs (trips that did not operate); this was 20 more than in January 2023.

Data shown in this report is current as of March 15, 2023.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Feb-21	Feb-22	Feb-23	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Bus	13,050	22,535	25,963	15.2%	12,733	21,163	26,386	24.7%
Paratransit	348	539	652	21.0%	373	527	642	21.8%
Shuttles	684	1,427	1,818	27.4%	1,228	1,273	1,724	35.4%
Total	14,082	24,501	28,433	16.0%	14,334	22,963	28,752	25.2%

SAMTRANS Total Ridership								
Mode	Feb-21	Feb-22	Feb-23	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Bus	334,948	544,571	627,777	15.3%	2,800,107	4,400,673	5,462,653	24.1%
Paratransit	8,664	12,474	15,529	24.5%	76,298	107,966	130,889	21.2%
Shuttles	13,409	28,216	35,119	24.5%	206,628	214,499	284,069	32.4%
Total	357,021	585,261	678,425	15.9%	3,083,033	4,723,138	5,877,611	24.4%

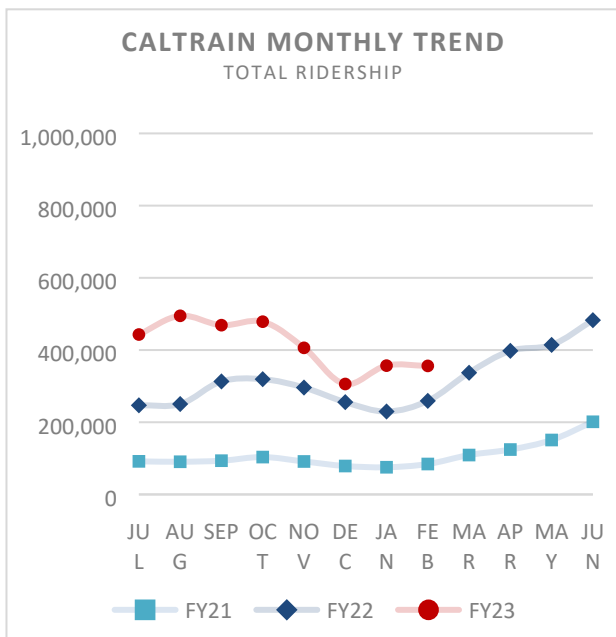
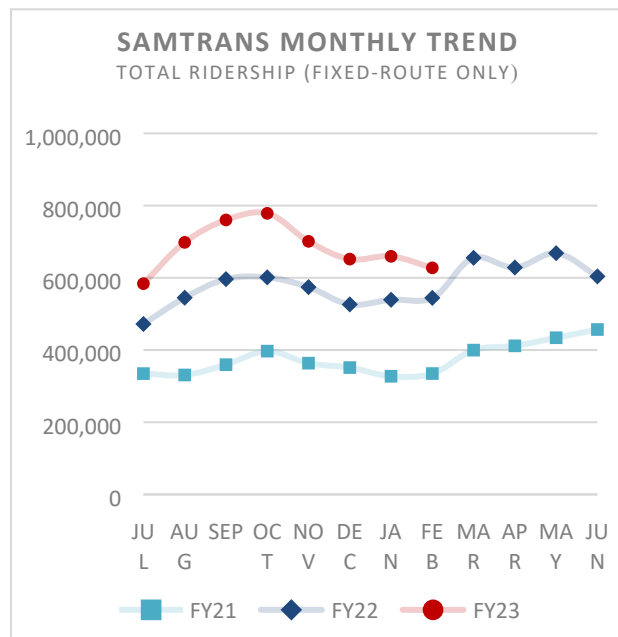
CALTRAIN Average Weekday Ridership								
Mode	Feb-21	Feb-22	Feb-23	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Caltrain	3,484	10,956	16,489	50.5%	3,491	10,356	16,668	61.0%

CALTRAIN Total Ridership								
Mode	Feb-21	Feb-22	Feb-23	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Caltrain	84,365	259,190	356,049	37.4%	710,040	2,170,300	3,309,936	52.5%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Feb-21	Feb-22	Feb-23	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Dumbarton	39	58	87	51.3%	47	53	78	46.4%
BART (San Mateo County)	4,358	11,053	15,190	37.4%	4,501	11,003	16,453	49.5%

OTHER MODES in San Mateo County Total Ridership								
Mode	Feb-21	Feb-22	Feb-23	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Dumbarton	774	1,098	1,661	51.3%	8,010	9,017	13,191	46.3%
BART (San Mateo County)	103,598	277,338	378,056	36.3%	914,777	2,379,130	3,558,792	49.6%

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	Feb-21	Feb-22	Feb-23
Adult	207,362	311,915	376,662
Eligible Discount	110,153	138,763	138,185
Youth	17,367	93,735	112,753
--- Youth Unlimited Pass	-	26,873	53,674
Total	334,882	544,413	627,600

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	Feb-21	Feb-22	Feb-23
On-Time Performance	88.6%	82.3%	79.9%
Preventable Accidents	8	4	5
Service Calls	18	21	18
Trips Scheduled	33,126	35,455	34,580
Did Not Operate DNOs	5	472	21

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	Feb-21	Feb-22	Feb-23
Revenue Hours (Sched.)	44,807	42,917	42,358
Revenue Miles (Sched.)	465,750	478,770	450,547
Total Fleet Miles (Actual)	632,062	658,809	658,053

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 131,611 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 36,559 Miles between Service Calls this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Feb-21	Feb-22	Feb-23
On-Time Performance (RW)	98.2%	95.7%	90.0%
On-Time Performance (RC)	96.6%	95.3%	92.7%
Preventable Accidents (RW)	1	0	3
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	5	6
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	Feb-21	Feb-22	Feb-23
Revenue Miles (RW)	73,371	108,804	132,962
Revenue Miles (RC)	9,918	11,703	14,078
Fleet Miles (RW)	86,449	122,307	149,475
Fleet Miles (RC)	15,603	14,635	17,375

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Feb-20	Feb-21	Feb-22	Feb-23	% ³
Bus	37,113	13,050	22,535	25,963	70.0%
Paratransit	1,046	348	539	652	62.3%
Shuttles	12,135	684	1,427	1,818	15.0%
Total	50,294	14,082	24,501	28,433	56.5%

SAMTRANS Total Ridership					
Mode	Feb-20	Feb-21	Feb-22	Feb-23	% ³
Bus	893,726	334,948	544,571	627,777	70.2%
Paratransit	25,538	8,664	12,474	15,529	60.8%
Shuttles	238,246	13,409	28,216	35,119	14.7%
Total	1,157,510	357,021	585,261	678,425	58.6%

CALTRAIN Average Weekday Ridership					
Mode	Feb-20	Feb-21	Feb-22	Feb-23	% ³
Caltrain	67,218	3,484	10,956	16,489	24.5%

CALTRAIN Total Ridership					
Mode	Feb-20	Feb-21	Feb-22	Feb-23	% ³
Caltrain	1,406,951	84,365	259,190	356,049	25.3%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Feb-20	Feb-21	Feb-22	Feb-23	% ³
Dumbarton	142	39	58	87	61.6%
BART (San Mateo County)	43,088	4,358	11,053	15,190	35.3%

OTHER MODES in San Mateo County Total Ridership					
Mode	Feb-20	Feb-21	Feb-22	Feb-23	% ³
Dumbarton	2,706	774	1,098	1,661	61.4%
BART (San Mateo County)	977,245	103,598	277,338	378,056	38.7%

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

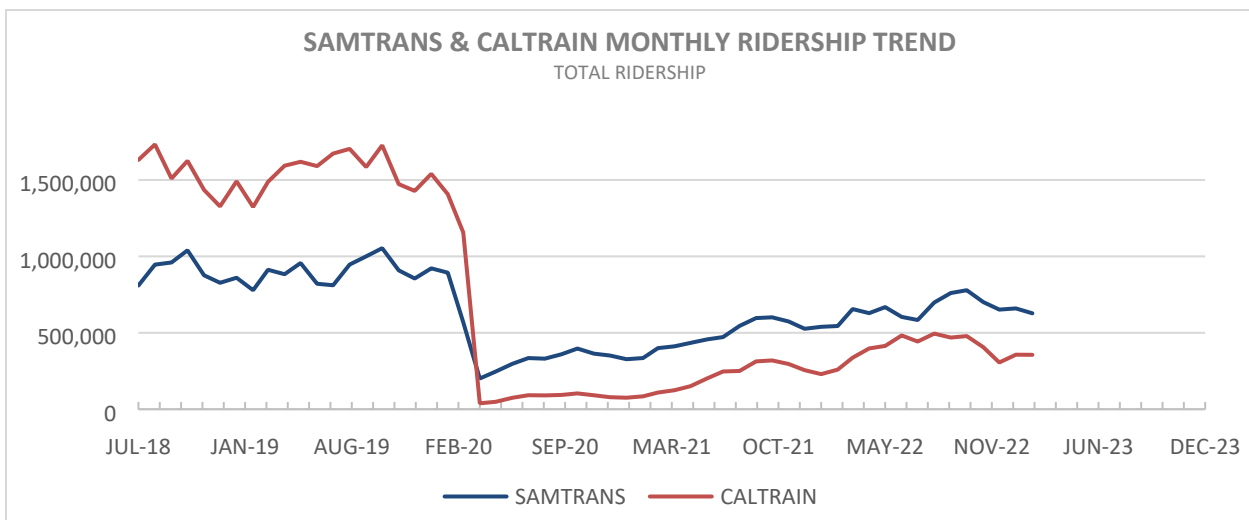
%³ indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2020). For example, SamTrans Bus Average Weekday Ridership reached 70.0 percent of pre-pandemic levels (2020) for this month of February 2023.

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Feb-20	Feb-21	Feb-22	Feb-23	% ³
Adult	477,304	207,362	311,915	376,662	78.9%
Youth	182,369	17,367	93,735	112,753	61.8%
Eligible Discount	234,505	110,153	138,763	138,185	58.9%
Total	894,178	334,882	544,413	627,600	70.2%

%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	Feb-21	Feb-22	Feb-23
Complaints	106	88	72
Accessibility	11	9	9
Compliments	5	12	25
Service Requests	21	34	44
Reports Total	143	143	150

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

The total number of reports for SamTrans increased from January 2023 (162) to February 2023 (150).

COMMUNICATIONS & MARKETING

The following is a list of the Communications Division’s marketing and promotional efforts in **February 2023**:

- Press Release: "SamTrans Updates Latest Runbook"
- Press Release: "SamTrans Celebrates Lunar New Year"
- Press Release: "SamTrans to Run a Non-School Day Schedule for Presidents’ Day"
- Bus Operator Recruitment
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

Digital Communications Report:

February was the first complete month of the new *Superhero Drive with Us* campaign, aimed at recruiting bus operators by emphasizing their role as everyday superheroes.

The month was busy with several events, including the introduction of new schedule changes on February 5th, which coincided with Transit Equity Day and Rosa Park's birthday, as well as the Lunar New Year festival in Redwood City.

SamTrans ran a large Valentine's campaign, collaborating with other Bay Area transit agencies, and conducted Black History Month interviews with bus operators.

February Digital Marketing highlights:

- Black History Month
- Superhero Drive With Us Campaign
- Runbook 141
- Valentine’s Day Campaign
- Transit Equity Day / Rosa Park’s Birthday
- Redwood City Lunar New Year Festival
- Class 177 Graduation
- People and Culture Hiring Video
- Save Transit Regional Campaign

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



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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

Finance Committee Committee of the Whole

San Mateo County Transit District

Wednesday, April 5, 2023 – 2:45 pm

or immediately following the Community Relations Committee meeting

- 8.b.1. Call to Order
- 8.b.2. Approval of Minutes of the Finance Committee Meeting of March 1, 2023 Motion
- 8.b.3. Resolution Authorizing an Amendment to the Contract with the California Public Employees' Retirement System to Provide for Military Service Credit Motion
- 8.b.4. Adjourn

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

Note:

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

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

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

March 1, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: D. Canepa, R. Mueller

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

8.b.1. Call to Order

Committee Chair Jeff Gee called the meeting to order at 2:44 pm.

8.b.2. Approval of Minutes of the Finance Committee Meeting of January 4, 2023

Motion/Second: Ratto/Powell

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

Noes: None

Absent: Canepa, Mueller

**8.b.3. Accept Statement of Revenues and Expenses for the Period Ending January 31, 2023
and Receive Chief Financial Officer Report on Projections for Fiscal Year 2023**

Kathleen Kelly, Interim Chief Financial Officer, provided the presentation on the financial projects for Fiscal Year 2023.

David Olmeda, Chief Operating Officer, Bus, provided background on the Contracted Urban Bus (CUB) service provided by MV Transportation.

Motion/Second: Medina/Fraser

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

Noes: None

Absent: Canepa, Mueller

8.b.4. Resolution of Intention to Amend the Contract with the California Public Employees' Retirement System to Provide for Military Service Credit

Juliet Nogales-DeGuzman, Director of Human Resources, presented the staff report.

Chair Josh Powell asked if this benefit was offered by other transit agencies. Ms. Nogales DeGuzman said the military service credit was not offered by SamTrans' sister agencies, but said that she would confirm if it was a benefit offered by any other agencies.

Committee Chair Gee asked why four years was chosen for the years of military service credit. Ms. Nogales-DeGuzman said the number of years was established by CalPERS (California Public Employees Retirement System).

Motion/Second: Ratto/Chuang

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

Noes: None

Absent: Canepa, Mueller

8.b.5. Adjourn

The meeting adjourned at 3:01 pm.

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

**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: April Chan, General Manager/CEO
From: Nate Kramer, Chief People Officer
Subject: **Resolution Authorizing an Amendment to the Contract with the California Public Employees' Retirement System to Provide for Military Service Credit**

Action

Staff proposes the Finance Committee recommend the Board of Directors (Board) adopt a Resolution authorizing an amendment to 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

The contract amendment (attached hereto) 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 second step in the process. The Resolution of Intention (2023-19) was brought to and approved by the Board of Directors on March 1, 2023.

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 be effective the day after the amendment is approved.

Budget Impact

Once the District's CalPERS contract is amended, qualified employees who opt to purchase service credit 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

SAN MATEO COUNTY TRANSIT DISTRICT
RESOLUTION
AUTHORIZING AN AMENDMENT TO THE CONTRACT

No. _____

WHEREAS, the Board of Administration of the California Public Employees' Retirement System and the Board of Directors of the San Mateo County Transit District entered into a contract effective on July 20, 1977, providing for the participation of said public agency in the California Public Employees' Retirement System; and

WHEREAS, it is now desirable to take advantage of certain benefits provided under said Retirement System and not included in said contract; and

NOW, THEREFORE, BE IT RESOLVED, that said governing body authorized, and it does hereby authorize, an amendment to said contract, a copy of said amendment attached hereto and by such reference made a part hereof as though herein set out in full; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the presiding officer of said governing body is hereby authorized, empowered and directed to execute said amendment for and on behalf of said public agency.

Adopted this _____ day of _____, _____.

Presiding Officer

Attest:

Clerk/Secretary




EXHIBIT

California
Public Employees' Retirement System



AMENDMENT TO CONTRACT

Between the
Board of Administration
California Public Employees' Retirement System
and the
Board of Directors
San Mateo County Transit District



The Board of Administration, California Public Employees' Retirement System, hereinafter referred to as Board, and the governing body of the above public agency, hereinafter referred to as Public Agency, having entered into a contract effective July 20, 1977, and witnessed July 20, 1977, and as amended effective April 8, 1979, April 18, 1979, December 29, 2002, and June 1, 2012, which provides for participation of Public Agency in said System, Board and Public Agency hereby agree as follows:

- A. Paragraphs 1 through 13 are hereby stricken from said contract as executed effective June 1, 2012, and hereby replaced by the following paragraphs numbered 1 through 14 inclusive:
1. All words and terms used herein which are defined in the Public Employees' Retirement Law shall have the meaning as defined therein unless otherwise specifically provided. "Normal retirement age" shall mean age 55 for classic local miscellaneous members entering membership in the miscellaneous classification on or prior to June 1, 2012, age 60 for classic local miscellaneous members entering membership for the first time in the miscellaneous classification after June 1, 2012, and age 62 for new local miscellaneous members.

2. Public Agency shall participate in the Public Employees' Retirement System from and after July 20, 1977, making its employees as hereinafter provided, members of said System subject to all provisions of the Public Employees' Retirement Law except such as apply only on election of a contracting agency and are not provided for herein and to all amendments to said Law hereafter enacted except those, which by express provisions thereof, apply only on the election of a contracting agency.
3. Public Agency agrees to indemnify, defend and hold harmless the California Public Employees' Retirement System (CalPERS) and its trustees, agents and employees, the CalPERS Board of Administration, and the California Public Employees' Retirement Fund from any claims, demands, actions, losses, liabilities, damages, judgments, expenses and costs, including but not limited to interest, penalties and attorney fees that may arise as a result of any of the following:
 - (a) Public Agency's election to provide retirement benefits, provisions or formulas under this Contract that are different than the retirement benefits, provisions or formulas provided under the Public Agency's prior non-CalPERS retirement program.
 - (b) Any dispute, disagreement, claim, or proceeding (including without limitation arbitration, administrative hearing, or litigation) between Public Agency and its employees (or their representatives) which relates to Public Agency's election to amend this Contract to provide retirement benefits, provisions or formulas that are different than such employees' existing retirement benefits, provisions or formulas.
 - (c) Public Agency's agreement with a third party other than CalPERS to provide retirement benefits, provisions, or formulas that are different than the retirement benefits, provisions or formulas provided under this Contract and provided for under the California Public Employees' Retirement Law.
4. Employees of Public Agency in the following classes shall become members of said Retirement System except such in each such class as are excluded by law or this agreement:
 - a. Employees other than local safety members (herein referred to as local miscellaneous members).
5. In addition to the classes of employees excluded from membership by said Retirement Law, the following classes of employees shall not become members of said Retirement System:

NO ADDITIONAL EXCLUSIONS

6. The percentage of final compensation to be provided for each year of credited prior and current service for classic local miscellaneous members entering membership in the miscellaneous classification on or prior to June 1, 2012, shall be determined in accordance with Section 21354 of said Retirement Law, subject to the reduction provided therein for service on and after July 23, 1977, the effective date of Social Security coverage, for members whose service has been included in Federal Social Security (2% at age 55 Full and Modified).
7. The percentage of final compensation to be provided for each year of credited current service for classic local miscellaneous members entering membership for the first time in the miscellaneous classification after June 1, 2012, shall be determined in accordance with Section 21353 of said Retirement Law, subject to the reduction provided therein for Federal Social Security (2% at age 60 Modified).
8. The percentage of final compensation to be provided for each year of credited prior and current service as a new local miscellaneous member shall be determined in accordance with Section 7522.20 of said Retirement Law (2% at age 62 Supplemental to Federal Social Security).
9. Public Agency elected and elects to be subject to the following optional provisions:
 - a. Section 21548 (Pre-Retirement Option 2W Death Benefit).
 - b. Section 20475 (Different Level of Benefits): Section 21353 (2% @ 60 Modified formula) is applicable to classic local miscellaneous members entering membership for the first time with this agency in the miscellaneous classification after June 1, 2012.
 - c. Section 21024 (Military Service Credit as Public Service).
10. Public Agency, in accordance with Government Code Section 20834, shall not be considered an "employer" for purposes of the Public Employees' Retirement Law. Contributions of the Public Agency shall be fixed and determined as provided in Government Code Section 20834, and such contributions hereafter made shall be held by the Board as provided in Government Code Section 20834.
11. Public Agency shall contribute to said Retirement System the contributions determined by actuarial valuations of prior and future service liability with respect to local miscellaneous members of said Retirement System.
12. Public Agency shall also contribute to said Retirement System as follows:

- a. A reasonable amount, as fixed by the Board, payable in one installment within 60 days of date of contract to cover the costs of administering said System as it affects the employees of Public Agency, not including the costs of special valuations or of the periodic investigation and valuations required by law.
 - b. A reasonable amount, as fixed by the Board, payable in one installment as the occasions arise, to cover the costs of special valuations on account of employees of Public Agency, and costs of the periodic investigation and valuations required by law.
13. Contributions required of Public Agency and its employees shall be subject to adjustment by Board on account of amendments to the Public Employees' Retirement Law, and on account of the experience under the Retirement System as determined by the periodic investigation and valuation required by said Retirement Law.
14. Contributions required of Public Agency and its employees shall be paid by Public Agency to the Retirement System within fifteen days after the end of the period to which said contributions refer or as may be prescribed by Board regulation. If more or less than the correct amount of contributions is paid for any period, proper adjustment shall be made in connection with subsequent remittances. Adjustments on account of errors in contributions required of any employee may be made by direct payments between the employee and the Board.

B. This amendment shall be effective on the _____ day of _____, _____.

BOARD OF ADMINISTRATION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BOARD OF DIRECTORS
SAN MATEO COUNTY TRANSIT
DISTRICT

BY _____
MELODY BENAVIDES, CHIEF
PENSION CONTRACTS AND PREFUNDING
PROGRAMS DIVISION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY _____
PRESIDING OFFICER

Witness Date

Attest:

Clerk



BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

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

San Mateo County Transit District

Wednesday, April 5, 2023 – 3:00 pm

or immediately following the Finance Committee meeting

- | | | |
|--------|---|---------------|
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of March 1, 2023 | Motion |
| 8.c.3. | Reimagine SamTrans Implementation Update | Informational |
| 8.c.4. | Adjourn | |

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

Note:

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

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

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

March 1, 2023

Committee Members Present: R. Medina, P. Ratto

Committee Members Absent: D. Canepa (Chair)

Other Board Members Present Constituting Committee of the Whole: M. Chuang, M. Fraser, J. Gee, R. Mueller (joined at 3:28 pm), J. Powell

Other Board Members Absent: None

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

8.c.1. Call to Order

Committee Member Rico Medina called the meeting to order at 3:01 pm.

8.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of December 7, 2022

Motion/Second: Gee/Powell

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

Noes: None

Absent: Canepa, Mueller

8.c.3. Bus Stop Improvement Plan (BSIP) Project Introduction

Daniel Shockley, Planning Administrator, provided the presentation.

Director Marie Chuang asked if it would be possible to provide Clipper vending machines at stops. April Chan, General Manager/CEO, responded that the issue of having sufficient Clipper vending machines would need to be discussed with MTC (Metropolitan Transportation Commission) about increasing the number of convenient outlets for customers to purchase or add value to Clipper cards. Director Chuang asked if there was a plan to display real-time electronic data at the stops. Mr. Shockley said the study would consider the feasibility of providing that data at stops. Director Jeff Gee said it would be helpful to include longevity and the number of riders associated with individual stops to help determine where to invest in added technology such as providing real-time data.

Director Marina Fraser asked if the study included stops on private land, such as at shopping malls, which Mr. Shockley confirmed.

Director Ray Mueller joined the meeting at 3:28 pm.

Chair Josh Powell asked about the level of Board involvement. Mr. Shockley said the Board would be asked to approve the final study. He clarified that they are not planning to modify any bus shelters during the study.

Committee Member Medina asked if there was a simplified process that is followed by all involved agencies, including who is responsible for specific bus stop maintenance (SamTrans-owned versus privately owned).

Committee Member Peter Ratto said there are stops that have a lot of traffic without shelters or benches. He suggested a centralized method for municipalities to report or request improvements.

Director Ray Mueller asked if ads would be digitized at bus stops. David Olmeda, Chief Operating Officer, Bus, said advertisements are maintained by a third-party ad provider. He said they have very few locations where they have digital ads for the riding public. Director Mueller suggested that digital technology at bus stops could handle community-based information such as Amber Alerts. Ms. Chan said staff would bring back the bus stop study to the Board again before asking them to approve it, which would include information on how other efforts would intersect with the study such as accessibility and technology improvements. There was public comment that the study should consider factors such as cleanliness and climate challenges at the shelters.

Public Comment:

Adina Levin said she was happy to see the project moving forward and said that TEAMC was also gathering feedback on the stops.

John Baker said that the study should consider factors such as cleanliness and climate challenges at the shelters.

Aleta Dupree said that she was supportive of providing digital signage at bus stops.

8.c.4. Adjourn

The meeting adjourned at 3:48 pm.

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

**San Mateo County Transit District
Staff Report**

To: Strategic Planning, Development, and Sustainability Committee
Through: April Chan, General Manager/CEO
From: Millie Tolleson, Director, Planning (Acting)
Subject: ***Reimagine SamTrans Implementation Update***

Action

There is no action associated with this informational update.

Significance

Staff will present an update on the strategy and upcoming activities toward implementing the *Reimagine SamTrans* plan. The presentation will focus on the fixed route service changes and enhancements planned to take effect with the June 18, 2023 runbook. These changes include:

- Service restoration on route 121 (increased frequency on weekdays and weekends)
- Service restoration on route 276 (weekday service)
- Service realignment on routes 281 and 280
- Service increase on route 281 (weekdays and weekends)
- Later evening service on routes 278 (weekdays and weekends) and 295 (weekdays)
- Implementation of new on-demand service areas in Half Moon Bay and East Palo Alto

Staff continue to monitor bus operator recruitment and retention figures and will plan future additional phases of implementation accordingly. The next runbook will be in August 2023 and will include the annual reintroduction of school-oriented routes. Other fixed route service enhancements are possible and will be brought before the Board in a future update.

Budget Impact

There is no budget impact associated with this information update.

Background

June 2019, SamTrans launched a Comprehensive Operational Analysis (COA) known as *Reimagine SamTrans*. *Reimagine SamTrans* culminated in Board adoptions of a recommendation for a bus network redesign crafted based on analysis of existing conditions/data analysis, travel markets, market research, stakeholder input, operator feedback, and three rounds of rider/community outreach.

Reimagine SamTrans solicited public input on the draft Recommended Network during a third round of public outreach from October 7-November 8, 2021. During this final round of outreach, extensive efforts were made to collect feedback from riders and stakeholders on the proposed route changes, and more than 1,100 written pieces of input were received. A public

hearing was held at the November 2021 Board meeting, during which 16 members of the public provided comments on the proposed changes.

Anchoring the final Recommended Network is a Service Policy Framework that is used by staff as the guidebook for how SamTrans bus service is designed, allocated, and measured. The SamTrans Board of Directors took action to adopt the *Reimagine SamTrans* plan, the redesigned bus network and the Service Policy Framework at its March 2022 meeting.

Prepared By: Millie Tolleson

Director, Planning (Acting)

650-622-7815



Reimagine SamTrans Implementation Update

Item #8.c.3.
4/5/2023



SamTrans Board of Directors
April 5, 2023

Agenda

- About *Reimagine SamTrans*
- Implementation Strategy
- Phase 2 – June 18, 2023
 - Fixed Route Changes
 - Microtransit
- Looking Ahead to Full Implementation
- Questions



About *Reimagine SamTrans*

- Comprehensive analysis of SamTrans fixed route bus network
- Established an expanded service plan in light of Measure W

The goals of
*Reimagine
SamTrans* were
to ...

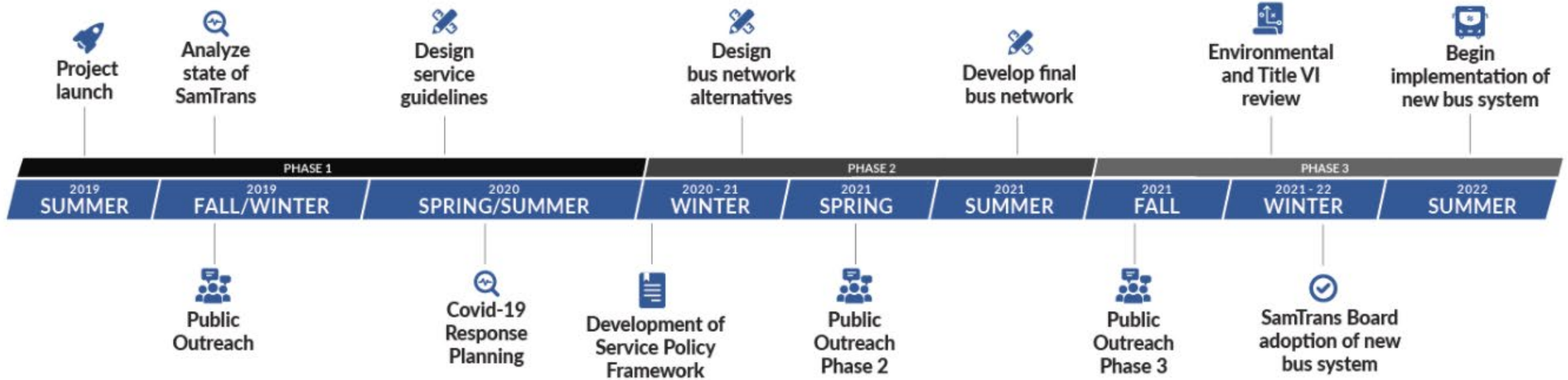


Improve the
experience for
existing
SamTrans
customers

Grow new and
more frequent
ridership on
SamTrans

Build SamTrans
efficiency and
effectiveness as a
mobility provider

Project Timeline

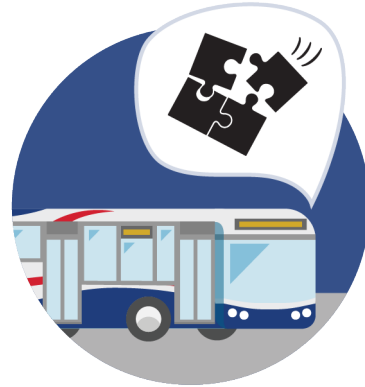


Our Guiding Principles



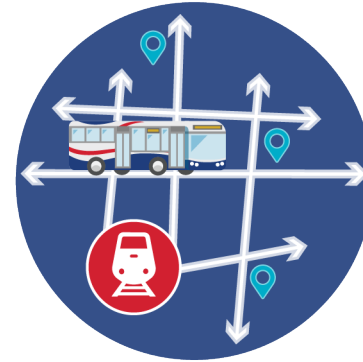
Customer Focus

Employ customer-focused decision-making



Workforce Delivery

Design service that can be reasonably delivered by our workforce



Effective Mobility

Be an effective mobility provider



Social Equity

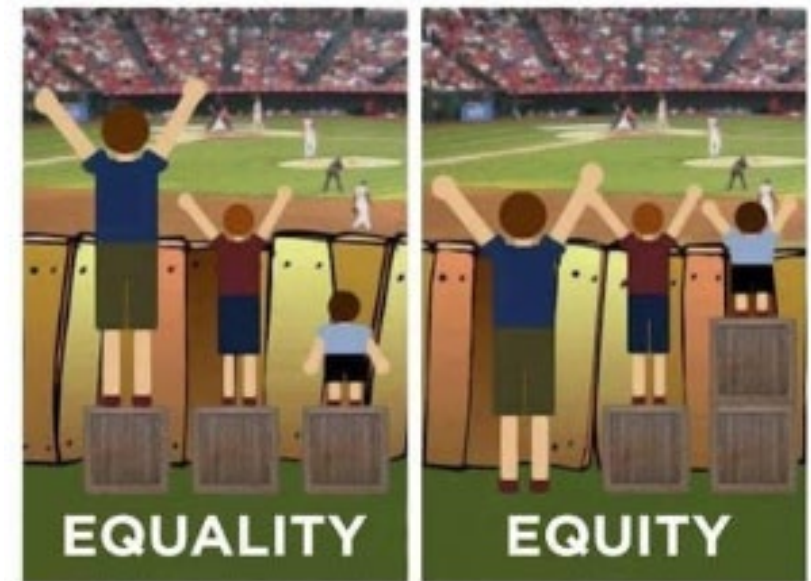
Support social equity and direct resources into *equity priority areas*



Prioritizing Equity

What Does it Mean for SamTrans to Prioritize Equity?

- Prioritize service enhancements in equity priority areas
- Prioritize infrastructure and pilot projects in equity areas
- Reallocate service in low ridership areas and limit new service in non-equity priority areas, especially while resources are constrained
- Accept lower ridership/productivity for routes serving equity areas



The *Reimagine SamTrans* Network Vision

- More **frequent** service on 15 routes
- More **off-peak service** on 10 routes
- New **connections** into Oyster Point in SSF, to SFO and to college campuses
- More **efficient** and **understandable** service through consolidations of routes
- **More direct service** and faster travel times, new limited-stop routes, bus stop balancing on Route ECR
- New **on-demand service** in East Palo Alto and Half Moon Bay



Implementation Strategy

Looking back on Phase 1

Implementation date: August 7, 2022

- Adjusted route alignment, the span of service, and/or frequency on 12 routes.
- Expanded days of service, and/or service area on 6 routes.
- Streamlined service by eliminating and/or consolidating 11 routes.
- Consolidation of school-oriented routes.
- Nearly every route had a schedule adjustment.



Remaining Changes to Implement

- We have much still to do!

Returning Service

- 118
- **121**
(Weekdays)
- 260
- **276**
- FCX

New Service

- 124
- 249
- EPX
- **Microtransit**

Improving Frequency

- Weekdays: 250, **281**, 292, **296**
- Weekends: 110, **121**, 250, 260, **281**, 295, **296**, **ECR**

Route Changes

- **280**
- **281**

Eliminating / Reducing Service

- Reduce **280**
- Eliminate 398

*Equity Priority Routes shown in blue



Phase 2 Implementation

Phase 2: Fixed Route Changes

Implementation date: June 18, 2023

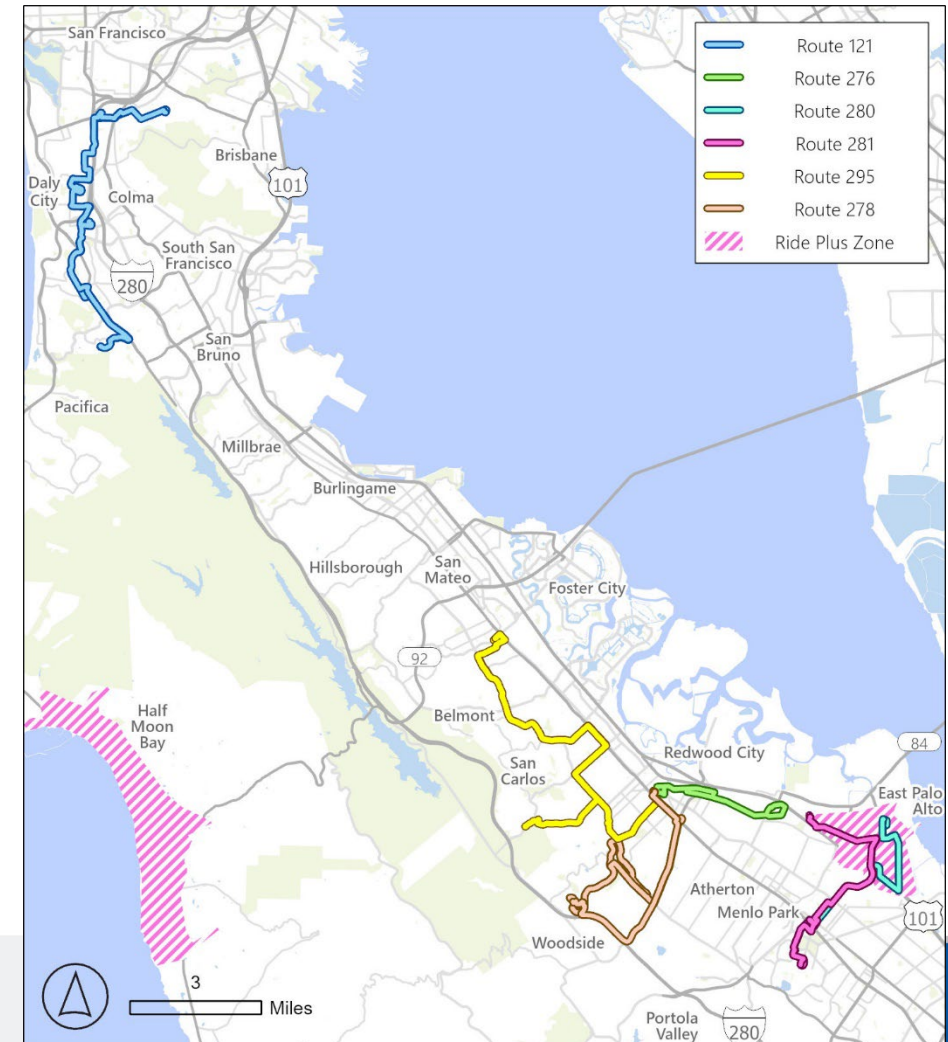
- Frequency, Service Span and/or Route Alignment changes on 6 Routes: 121, 276, 278, 280, 281, 295
- School-day service OFF
- Additional schedule adjustments as needed



Phase 2: Fixed Route Changes

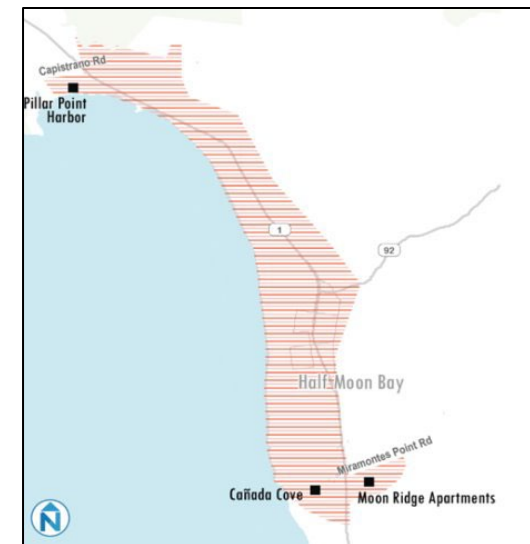
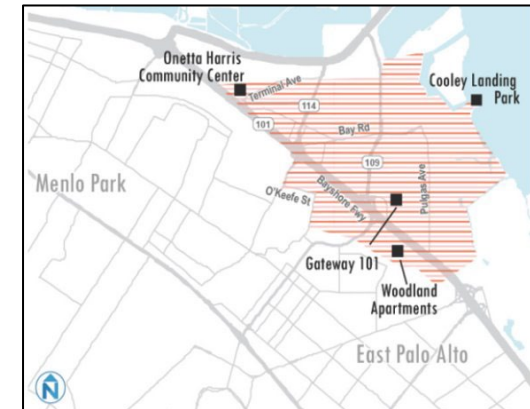
What does this mean for customers?

- ↗ Return service on Route 121; frequency increase weekdays and weekends
- ↗ Return Route 276
- ↗ Route 281 extends to Stanford; frequency increase weekdays and weekends
- ↗ Route changes on Route 280 which may require walking to new stop; service reduction
- ↗ Later evening service on Route 278 on weekdays and weekends
- ↗ Later evening service on Route 295 on weekdays only



Phase 2: Microtransit

- On-demand transit dynamically routed based on requests using app-based technology (phone requests also available)
- Pick-up arrival time provided in real-time, just like ride-hailing apps
- Trips must start and end in defined zone
 - *Two Zones:* East Palo Alto and Half Moon Bay
- Launching with June fixed route changes
 - Free fare promotion during “soft launch” June 18-July 31



Full *Reimagine SamTrans* Implementation

- Pending ability to staff up to 348+ District operators
- Bus operator recruitment and retention continues to challenge us.
- As workforce numbers improve, more significant service enhancements from final Reimagine network will be planned for future runbooks.
- Staff is setting realistic goals for a completion target date for full implementation by June 2024.



Looking ahead to Phase 3

Targeting Fall/Winter 2023 to implement:

- Frequency increase on Route ECR weekends
- Route ECR bus stop balancing
- New and expanded weekend service frequency on additional routes
- Schedule adjustments as needed



QUESTIONS?





BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

Legislative Committee Committee of the Whole

San Mateo County Transit District

Wednesday, April 5, 2023 – 3:15 pm

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

- 8.d.1. Call to Order
- 8.d.2. Approval of Minutes of the Legislative Committee Meeting of March 1, 2023 Motion
- 8.d.3. State and Federal Legislative Update and Approval of Legislative Proposals: Support Assembly Bill (AB) 463 (Hart), AB 817 (Pacheco), and Assembly Constitutional Amendment (ACA) 1 (Aguiar-Curry) Motion
- 8.d.4. Adjourn

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

Note:

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

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

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

March 1, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: D. Canepa

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

8.b.1. Call to Order

Committee Chair Ray Mueller called the meeting to order at 3:49 pm.

8.b.2. Approval of Minutes of the Legislative Committee Meeting of February 1, 2023

Motion/Second: Fraser/Ratto

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

Noes: None

Absent: Canepa

8.b.3. State and Federal Legislative Update

Casey Fromson, Chief Communications Officer, provided an update on recent federal and state legislation. She said they are still waiting for the federal budget.

At the state level, Ms. Fromson said that the Governor released his budget, and added that Senator Scott Wiener and Assemblymember Laura Friedman are active supporters of transportation funding. She noted that more than 2,600 bills had been introduced, most of which are spot bills, and said they expect additional bills related to amending the Brown Act.

Public Comment:

Adina Levin thanked SamTrans for monitoring the Brown Act legislation.

Aleta Dupree said she supported electrification and said that back-up systems were needed in the event of power outages.

8.b.4. Adjourn

The meeting adjourned at 3:57 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Legislative Committee
Through: April Chan, General Manager/CEO
From: Casey Fromson, Chief Communications Officer
Subject: **State and Federal Legislative Update and Approval of Legislative Proposals:
Support Assembly Bill (AB) 463 (Hart), AB 817 (Pacheco), and Assembly
Constitutional Amendment (ACA) 1 (Aguiar-Curry)**

Action

Staff proposes the Committee recommend the Board:

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

Significance

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

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

SamTrans March 2023

Administration Update

FTA Releases its FY 2024 Budget

- On March 9, the President released his budget request.
 - It includes **\$17 billion** + **\$4.3 billion** in advance appropriations w/**BIL**, for **\$21.3 billion** total for FTA.
 - Stated priorities: Safety, Transformation, Climate and Sustainability, and Equity
 - **\$14 billion** for Transit Formula Grants
 - **\$950 million** for State of Good Repair grants
 - **\$1.1 billion** for Low or No Emission grants
 - **\$50 million** for Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities.
 - Short term relief for transit operating shortfalls
 - Proposal entails using Section 5307 Urbanized Area Formula Program and flexed Federal-Aid Highway funds
 - Intent is to give transit agencies flexibility in addressing operating shortfalls
 - Justification is that transit agencies are stressed by COVID pandemic and subsequent post-pandemic ridership shortfall
 - Proposal to include larger urban transit systems in existing law that permits small transit agencies in smaller cities to access federal funds.

DOT Releases RFI on Equitable Transportation Community Explorer

- On February 17, DOT released a request for information (RFI) on its Equitable Transportation Community Explorer updates. The Equitable Transportation Community Explorer allows individuals to view the various disadvantages communities in the United States face.
- The tool is located online, and several search criteria can help identify communities suffering from environmental, economic, and other disadvantages. Given the Biden Administration's focus on funding projects in underserved communities, applicants to discretionary grant programs can use the online tool to focus their proposals on underserved communities.

Round-Up of Open Grant Opportunities

- FTA [Low or No Emission Vehicle Program](#). \$1.2 billion available. All applications due by April 13, 2023.
- FTA [Buses and Bus Facilities Program](#). \$496 million available. All applications due by April 13, 2023.
- DHS [Fiscal Year \(FY\) 2023 Transit Security Grant Program \(TSGP\)](#). \$93 million available. All applications due by May 18, 2023.
- DOT [Charging and Fueling Infrastructure \(CFI\) Discretionary Grant Program](#). \$700 million available. All applications due by May 30, 2023.



March 9, 2023

TO: Board of Directors, San Mateo County Transit District

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

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

General Update

February 17 marked the bill introduction deadline for the first year of the 2023-24 Regular Session. This year, more than 2,500 bills were introduced by state legislators. In the coming weeks, many of the bills that were introduced to meet this legislative deadline will be significantly amended to meet the legislative deadline for amending “spot bills” of March 13. The Legislature will adjourn for Spring Recess on March 30, and reconvene on April 10. As we have previously reported, the Legislative Calendar, which sets the deadlines for the year, was released and can be viewed [here](#).

Statewide Effort on Transit Operations Funding

The California Transit Association, in partnership with regional partners, continues to lead the statewide effort to secure transit operations funding in the Fiscal Year 2023-24 state budget. In February, the Association adopted a set of principles that will serve as the basis of the transit industry’s forthcoming budget request. The principles commit to a two-track process, focused on addressing our industry’s short- and long-term operations funding needs. Under the principles, any short-term transit operations funding the industry secures must be available to address budget shortfalls that would lead to service cuts and/or layoffs as well as to address ridership retention and growth strategies. Any long-term transit operations funding the industry secures must be flexible and available to address a broad range of service needs. In the coming weeks, the Association will review and vet potential funding solutions.

Establishment of Senate Select Committee on Bay Area Public Transit

On February 14, the Senate Rules Committee voted to establish the Senate Select Committee on Bay Area Public Transit. The committee will be comprised of Senators Scott Wiener (serving as Chair), Dodd, McGuire, Skinner, and Wahab. While the committee has not formalized its agenda, Senate staff have highlighted that the committee will highlight challenges and opportunities facing Bay Area transit agencies, including, but not limited to, decarbonization, regional coordination, and homelessness.

Brown Act and Remote Participation

There is significant interest across the state in new legislation that would maintain remote participation for meetings held by appointed boards and non-decision-making bodies beyond the [expiration](#) of the state of emergency on February 28, 2023. As of this writing, multiple bills have emerged dealing with the expiration of the state of emergency and the extending the remote participation provisions currently included in the Brown Act. We discuss the various Brown Act Bills below.

Bills with Recommended Action

AB 463 (Hart) Electricity: Prioritization of Service: Public Transit Vehicles - SUPPORT

This bill would provide transit agencies with priority access to electricity when facing grid disruptions caused by natural or man-made disasters, rolling blackouts, utility company “Public Safety Power Shutoffs” (PSPS), and increasing demand on California’s electrical grid.

AB 817 (Pacheco) Brown Act - SUPPORT

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location.

ACA 1 (Aguiar-Curry) Lower-Vote Threshold - SUPPORT

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters.

Bills of Interest

SB 411 (Portantino) Brown Act – Advisory Bodies in Large Cities

This bill creates a new section of law for legislative bodies to use teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location. However, the bill defines legislative body to mean an appointed board, commission, or advisory body and further defines advisory body established pursuant to the charter of a city with a population of more than 3,000,000 people.

SB 537 (Becker) Brown Act – Spot Bill

This bill states that it is the intent of the Legislature to enact subsequent legislation that expands local government’s access to hold public meetings through teleconferencing and remote access. We have heard this bill may ultimately focused on multi-jurisdictional appointed boards.

AB 557 (Hart) Brown Act – Extension of Existing Authority

Beginning on January 1, 2024, this bill would extend the existing teleconferencing/remote-meeting authority that can be used when a declared state of emergency is in effect and would also extend the period for a legislative body to make the required findings related to the continuing state of emergency and social distancing from 30 days to 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet.

AB 761 (Friedman) Transit Transformation Task Force

This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025.

Grants for Zero-Emission Buses and Infrastructure

Vehicles:

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

Current Guidelines: Found [here](#)

Status: [Funding cycle for FY 2021-22 remains open](#); FY cycle for FY 2022-23 expected to open in March 2023

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 \$65 million tranches. The second tranche of \$65 million was released in November 2022.

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

Status: [Funding cycle open](#)

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 2022-23 \(\\$10 million\) opened on February 17](#)

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.

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 6 Friedman D Transportation planning.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s sustainable communities strategy and the state’s climate goals.</p>	<p>Watch</p>
<p>AB 7 Friedman D Transportation: funding: capacity projects.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 9 Muratsuchi D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 16 Dixon R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

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

San Mateo County Transit District State Legislative Matrix 3/12/23

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

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 96 Kalra D</p> <p>Public employment: local public transit agencies: autonomous transit vehicle technology.</p>	<p>In the Assembly Public Employment and Retirement Committee.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matters subject to collective bargaining. This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.</p>	<p>Watch</p>
<p>AB 241 Reyes D</p> <p>Clean Transportation Program.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 3/12/23**

Bill ID/Topic	Location	Summary	Position
<p>AB 400 Rubio, Blanca D</p> <p>Local agency design-build projects: authorization.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law authorizes local agencies, as defined, to use the design-build procurement process for specified types of projects, as prescribed. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing the use of the design-build procurement process are repealed on January 1, 2025. This bill would remove the January 1, 2025, repeal date, thereby making these provisions operative indefinitely. By extending the design-build authorization, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 463 Hart D</p> <p>Electricity: prioritization of service: public transit vehicles.</p>	<p>In the Assembly Utilities and Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires the commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Existing law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles. This bill contains other related provisions and other existing laws.</p>	<p>Recommend Support</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 480 Ting D</p> <p>Surplus land.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law defines terms for purposes of these provisions, including the term “exempt surplus land,” which includes, among other things, surplus land that is put out to open, competitive bid by a local agency, as specified, for purposes of a mixed-use development that is more than one acre in area, that includes not less than 300 housing units, and that restricts at least 25% of the residential units to lower income households with an affordable sales price or an affordable rent for a minimum of 55 years for rental housing and 45 years for ownership housing. This bill would modify these provisions to require that the mixed-use development include not less than 300 residential units.</p>	<p>Watch</p>
<p>AB 540 Wicks D</p> <p>Social Service Transportation Improvement Act: coordinated transportation services agencies.</p>	<p>In the Assembly Transportation Committee.</p>	<p>The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies. This bill would authorize a coordinated transportation service agency to review and comment on specified plans and projects relevant to its jurisdiction, and would require specified agencies to respond to the comments. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 557 Hart D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health, as specified. If there is a continuing state of emergency, or if state or local officials have imposed or recommended measures to promote social distancing, existing law requires a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. Existing law requires a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option. Existing law prohibits a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures from requiring public comments to be submitted in advance of the meeting and would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time. This bill would extend the above-described abbreviated teleconferencing provisions when a declared state of emergency is in effect, or in</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
		<p>other situations related to public health, as specified, indefinitely. The bill would also extend the period for a legislative body to make the above-described findings related to a continuing state of emergency and social distancing to not later than 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet under the abbreviated teleconferencing procedures. This bill contains other related provisions and other existing laws.</p>	
<p>AB 610 Holden D Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2028, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2029. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 719 Boerner Horvath D</p> <p>Medi-Cal benefits.</p>	<p>In the Assembly Health Committee.</p>	<p>Existing law establishes the Medi-Cal program, which is administered by the State Department of Health Care Services and under which qualified low-income individuals receive health care services. The Medi-Cal program is, in part, governed and funded by federal Medicaid program provisions. Existing law establishes a schedule of benefits under the Medi-Cal program, including nonmedical transportation for a beneficiary to obtain covered Medi-Cal services. Existing law requires nonmedical transportation to be provided by the beneficiary’s managed care plan or by the department for a Medi-Cal fee-for-service beneficiary. This bill would require the department to require managed care plans to contract with public transit operators for the purpose of establishing reimbursement rates for nonmedical and nonemergency medical transportation trips provided by a public transit operator. The bill would require the rates reimbursed by the managed care plan to the public transit operator to be based on the department’s fee-for-service rates for nonmedical and nonemergency medical transportation service.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 761 Friedman D</p> <p>Transit Transformation Task Force.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Existing law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics. The provisions of the bill would be repealed on January 1, 2028. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 817 Pacheco D</p> <p>Local government: open meetings.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. This bill would make nonsubstantive changes to a provision of the Ralph M. Brown Act.</p>	<p>Recommend Support</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 819 Bryan D</p> <p>Crimes: public transportation: fare evasion.</p>	<p>In the Assembly Public Safety Committee.</p>	<p>Existing law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both. This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400.</p>	<p>Watch</p>
<p>AB 914 Friedman D</p> <p>Electrical infrastructure: California Environmental Quality Act: exemptions: review time period.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from CEQA certain electrical infrastructure projects intended to provide capacity or enhance reliability to accommodate the increased electrical demand or forecasted electrical demand associated with transportation electrification, building electrification, distributed energy projects, including energy storage projects, or the interconnection of a renewable generation source. This bill would exempt from CEQA the construction, upgrade, modification, or expansion of a facility to store, for later transmission or distribution, electricity previously generated by, and transmitted to, the facility and certain related facilities. By requiring a lead agency to determine the applicability of the above-described exemptions to a project, this bill would impose a state-mandated local program This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 1374 Alvarez D</p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. Existing law requires the investment plan to allocate, among other things, a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state. This bill would increase those amounts from 25% to 50% and from 5% to 15%.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

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

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>AB 1550 Bennett D</p> <p>Green hydrogen.</p>	<p>In the Assembly Utilities and Energy Committee.</p>	<p>Existing law requires the State Air Resources Board to develop and adopt hydrogen fuel regulations to ensure that state funding for the production and use of hydrogen fuel contributes to the reduction of greenhouse gas emissions, criteria air pollutant emissions, and toxic air contaminant emissions, including by requiring that, on a statewide basis, no less than 33.3% of the hydrogen produced for, or dispensed by, fueling stations that receive state funds be made from eligible renewable energy resources, as specified. Under existing law, a violation of those regulations, and other provisions pertaining to motor vehicle fuels, is a crime. This bill would require, on and after January 1, 2045, that all hydrogen produced and used in California for the generation of electricity or fueling of vehicles be green hydrogen. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Recommend Support</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>SB 5 Nguyen R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 12 Stern D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>SB 32 Jones R</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>SB 69 Cortese D</p> <p>California Environmental Quality Act: judicial and administrative proceedings: limitations.</p>	<p>In the Senate Environmental Quality Committee</p>	<p>The California Environmental Quality Act (CEQA) requires, among other things, a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a state agency or a local agency that approves or determines to carry out a project subject to CEQA to file a notice of determination with the Office of Planning and Research or the county clerk of each county in which the project will be located, as provided. CEQA authorizes a state agency or a local agency that determines that a project is not subject to CEQA to file a notice of exemption with the office or the county clerk of each county in which the project will be located, as provided. If a person has made a written request to a public agency for a copy of a notice of determination or notice of exemption for a project before the date on which the public agency approves or determines to carry out the project, CEQA requires the public agency, no later than 5 days from the date of the public agency's action, to deposit a copy of the written notice addressed to that person in the United States mail, first-class postage prepaid. CEQA provides that the date upon which the notice is mailed does not affect the limitations periods applicable to specified actions or proceedings to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA. The bill would require a public agency to provide both the notice and any subsequent amended, corrected, or revised notice, as specified, in response to a written request for the notice, regardless of the delivery method. By requiring a local agency to provide a copy of any subsequent amended, corrected, or revised notice, along with the notice, the bill would impose a state-mandated local program. The bill would toll, except as provided, the limitations periods applicable to specified actions or proceedings to attack, review, set aside, void, or annul specified acts or decisions of a public agency until the date on which the public agency deposits in the mail or sends by email to the requestor a copy of the notice, including any subsequent amended, corrected, or revised notice, or the date on which the public agency submits the notice to a specified state entity, as described. The bill would also require the public agency to submit the notice of determination or notice of exemption for all projects to a specified state entity within 5</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
		days of its action on the project. This bill contains other related provisions and other existing laws.	
SB 272 Laird D Sea level rise: planning and adaptation.	In the Senate Natural Resources and Water Committee.	<p>Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or within the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to implement sea level rise planning and adaptation through either submitting, and receiving approval for, a local coastal program, as defined, to the California Coastal Commission or submitting, and receiving approval for, a subregional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, on or before January 1, 2034. By imposing additional requirements on local governments, the bill would impose a state-mandated local program. The bill would require local governments that receive approval for sea level rise planning and adaptation on or before January 1, 2029, to be prioritized for sea level rise funding, upon appropriation by the Legislature, for the implementation of projects in the local government’s approved sea level rise adaptation plan. The bill would require, on or before December 31, 2024, the California Coastal Commission and the San Francisco Bay Conservation and Development Commission, in close coordination with the Ocean Protection Council and the California Sea Level Rise State and Regional Support Collaborative, to establish guidelines for the preparation of that planning and adaptation. The bill would make the operation of its provisions contingent upon an appropriation for its purposes by the Legislature in the annual Budget Act or another statute. This bill contains other related provisions and other existing laws.</p>	Watch

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>SB 411 Portantino D</p> <p>Open meetings: teleconferences: bodies with appointed membership.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a legislative body to use alternate teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. The bill would alternatively define “legislative body” for this purpose to mean a board, commission, or advisory body of a local agency, the membership of which board, commission, or advisory body is appointed and which board, commission, or advisory body is otherwise subject to the act. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

Bill ID/Topic	Location	Summary	Position
<p>SB 537 Becker D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur through teleconference, subject to specified requirements. This bill would state the intent of the Legislature to enact subsequent legislation that expands local government’s access to hold public meetings through teleconferencing and remote access.</p>	<p>Watch</p>
<p>SB 747 Caballero D</p> <p>Surplus land: notice of exemption determination.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law, commonly referred to as the Surplus Land Act, imposes specified requirements on a local agency before it disposes of its surplus land, and imposes specified enforcement and reporting duties on the Department of Housing and Community Development. Among those requirements on a local agency, existing law requires a written notice of availability for developing low- and moderate-income housing to be sent to certain local public entities and to housing sponsors that have notified the department of their interest in surplus land. Existing law exempts the disposal of certain surplus land from the requirements of the Surplus Land Act, and defines “exempt surplus land,” for purposes of the act. Existing law authorizes a local agency, on an annual basis, to declare multiple parcels as “surplus land” or “exempt surplus land,” for purposes of the act, as supported by written findings. Existing administrative law requires a local agency making a determination that property is exempt surplus land to provide a copy of the written determination, as specified, to the department at least 30 days before disposition. This bill would authorize a local agency to declare administratively that land is exempt surplus land if the declaration and findings are published and available for public comment, and the local public entities and housing sponsors described above are notified at least 30 days before the declaration takes effect. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/23

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