

**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

**August 2, 2023, 2:00 pm**

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

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

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

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

Oral public comments will also be accepted during the meeting in person and through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial \*6 to unmute themselves when recognized to speak.

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

Each public comment is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

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

**Wednesday, August 2, 2023**

**2:00 pm**

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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 Board of Directors Meeting of July 12, 2023 Motion

3.b. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook Motion

3.c. Acceptance of Capital Projects Quarterly Status Report for 4<sup>th</sup> Quarter Fiscal Year 2023 Motion

3.d. Information on Statement of Revenues and Expenses for the Period Ended June 30, 2023 Informational

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 Informational

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 July 12, 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. Monthly Performance Report | June 2023 Informational

8.a.7. 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 July 12, 2023 Motion

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

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

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

8.b.6. 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 July 12, 2023 | Motion        |
| 8.c.3. | 2025-2035 San Mateo County Transit District Strategic Plan Project Introduction                                   | Informational |
| 8.c.4. | Adjourn   |               |
| 8.d.   | Legislative Committee / Committee of the Whole<br><i>R. Mueller (Chair), R. Medina</i>                            |               |
| 8.d.1. | Call to Order   |               |
| 8.d.2. | Approval of Minutes of the Legislative Committee Meeting of July 12, 2023   | Motion        |
| 8.d.3. | State and Federal Legislative Update  | Informational |
| 8.d.4. | Adjourn   |               |
| 9.     | Reconvene Board of Directors Meeting  |               |
| 10.    | Matters for Board Consideration: Community Relations Committee  |               |
| 10.a.  | Accessible Services Update  | Informational |
| 10.b.  | Paratransit Coordinating Council Update   | Informational |
| 10.c.  | Citizens Advisory Committee Update  | Informational |
| 10.d.  | Monthly Performance Report   June 2023  | Informational |
| 11.    | Matters for Board Consideration: Finance Committee  |               |
| 11.a.  | Approving and Ratifying the Insurance Program for Fiscal Year 2024  | Resolution    |
| 11.b.  | Authorize the General Manager/CEO to Pursue Acquisition of a Headquarters Building Subject to Certain Parameters  | Motion        |
| 11.c.  | Award of Contract for Commercial Real Estate Brokerage Services for Headquarters Building Acquisition             | Resolution    |



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

- 12.a. 2025-2035 San Mateo County Transit District Strategic Plan Project Introduction Informational

13. Matters for Board Consideration: Legislative Committee

- 13.a. State and Federal Legislative Update Informational

14. Communications to the Board of Directors Informational

15. Date/Time of Next Regular Meeting - Wednesday, September 6, 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 Informational

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](mailto: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](mailto: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](mailto: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**

**July 12, 2023**

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

**Members Present:** M. Chuang (left at 3:49 pm)  
**(Via Teleconference)**

**Members Absent:** R. Mueller

**Staff Present:** A. Chan, D. Olmeda, J. Cassman, Kate Jordan Steiner, J. Brook,  
D. Seamans

**1. Call to Order/Pledge of Allegiance**

Chair Josh Powell called the meeting to order at 2:00 pm and requested that Director Ratto lead the Pledge of Allegiance.

**2. Roll Call**

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

**3. Consent Calendar**

**3.a. Approval of Minutes of the Board of Directors Meeting of June 7, 2023**

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

**3.c. Authorize Agreement for Affordable Housing and Sustainable Community Grant Funding for Zero Emission Expansion Buses and Route 281 Enhanced Service – Approved by Resolution No. 2023-38**

Motion/Second: Medina/Gee

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

Noes: None

Absent: Mueller

**4. Public Comment for Items Not on the Agenda**

Marlon noted there were between 200-300 homeless riders on SamTrans and requested the Board to ask the County to provide social workers on the buses. He asked the District to continue to buy Gillig buses.

**5. Report of the Chair**

Chair Powell said he had no report.

## **6. Report of the General Manager/CEO**

April Chan, General Manager/CEO, said they had launched the Ride Plus on-demand service on June 18. She said regarding the state budget, the state has provided a lifeline with significant funding for local transit systems and a lot of the funding is going to the most-needy transit operators. She said the funding source was originally set aside for the zero-emission program. She noted that the meeting would have an update on the future of the District headquarters. Ms. Chan gave an update on her participation on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) and their equity program. She commemorated an operator, Geraldine Stovall, with 23 years of service who had successfully intervened during an assault she witnessed at Sequoia Station. She noted that Ms. Stovall had received an award and token of appreciation for her heroism.

Casey Fromson, Chief Communications Officer, provided a brief presentation on recent community events, including the Roadeo. David Olmeda, Chief Operating Officer, thanked the Board for supporting the Roadeo and expressed appreciation to the staff who organized the event. Ms. Fromson acknowledged the District's participation at the Half Moon Bay and San Francisco Pride festivals.

## **7. Board Member Requests/Comments**

There were no requests or comments.

## **8. Recess to Committee Meetings**

The Board meeting recessed to Committee meetings at 2:15 pm.

## **9. Reconvene Board of Directors Meeting**

Chair Powell reconvened the Board meeting at 4:25 pm.

## **10. Matters for Board Consideration: Community Relations Committee**

Chair Powell reported on the following items:

- 10.a. Accessible Services Update**
- 10.b. Paratransit Coordinating Council Update**
- 10.c. Citizens Advisory Committee Update**
- 10.d. Quarterly Report | Quarter 3 Fiscal Year 2023**
- 10.e. Monthly Performance Report | May 2023**

## **11. Matters for Board Consideration: Finance Committee**

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

- 11.a. Authorizing Reclassifications, Title Changes, Modification, and Addition of Positions to the Table of Position Classifications – *Approved by Ordinance No. 109***
- 11.b. Authorizing Expansion of Scope of the South Base Battery Electric Bus Infrastructure Project Procurement – *Approved by Resolution No. 2023-39***

Motion/Second: Gee/Powell

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

Noes: None

Absent: Chuang, Mueller

Director Gee reported on the following item:

**11.c. Headquarters Facility Update**

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

Chair Powell reported on the following item:

**12.a. SamTrans Adaptation and Resilience Plan Update**

**13. Matters for Board Consideration: Legislative Committee**

Chair Powell 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, August 2, 2023 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

**16. General Counsel Report**

Joan Cassman, Legal Counsel, announced that there was a global settlement of a procedurally complex case of a pedestrian bus accident from December 2018, Petrovich v. Mohamath, et al., and that she had sent the Board a detailed report. She said that the Board had authorized SamTrans' attorneys to settle the matter in a closed session in March 2021, after which time the District was dismissed from the lawsuit and further negotiations were handled by the District's insurance carriers. Ms. Cassman noted that the final settlement -- which includes the bus operator, the District's contract operator MV Transportation, the various insurance companies, and SamTrans -- required the District to contribute the amount of the balance of its self-insured retention, \$726,750.50, to a total settlement of \$5.4 million.

**17. Adjourn**

The meeting adjourned at 4:29 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](mailto:board@samtrans.com).

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook**

**Action**

Staff proposes that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ending June 30, 2023 (FY23Q4).

**Significance**

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report may be forwarded to the Board of Directors under separate cover in order to meet the 30-day requirement.<sup>1</sup>

**Budget Impact**

There is no impact on the budget.

**Background**

The District is required by State law to submit quarterly reports within 30 days of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments, and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. Current market value, as of 6/30/2023, for all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), including the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
5. Statement that the local agency has the ability to meet its expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

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<sup>1</sup> The 30-day requirement in the TA's Investment Policy was based on California Government Code Section 53646, which was recently amended to extend the time by which the report must be transmitted to 45 days. This change will be reflected in the next update of the SamTrans Investment Policy.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 9 through 17. The schedule separates the investments into three groups:

1. Investment Portfolio managed by PFM Asset Management LLC (PFM).
2. Liquidity funds, managed by District staff.
3. Trust funds which are managed by a third-party trustee.

The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds, while the bond covenants govern the management and reporting of the trust funds.

PFM provides the District a current market valuation of all the assets under its management for each quarter. Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg, or Telerate. Where prices are not available from generally recognized sources, the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par.

The liquidity funds managed by District staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share, because the Net Asset Value is fixed at a nominal value per share, book and market value are equal, and rate of income is recalculated on a daily basis.

The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of California Government Code Sections 53601 and 53646. The District has the ability to meet its expenditure requirements for the next six months.

## **Discussion**

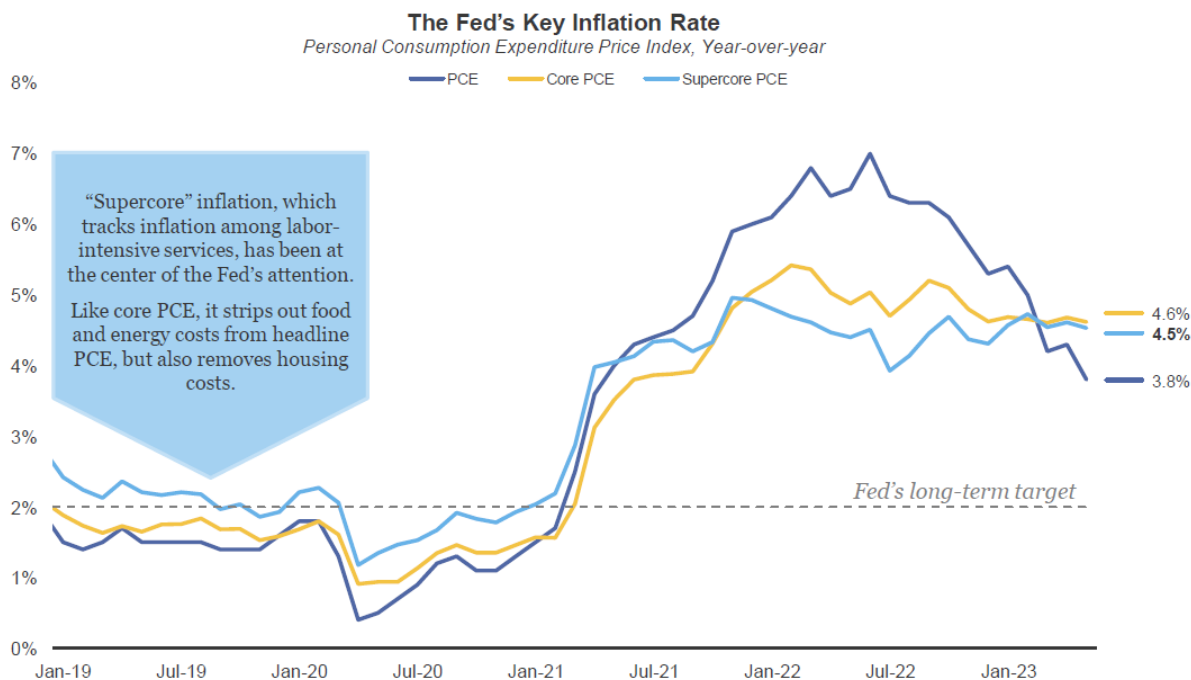
### **Market Conditions**

As the fourth quarter of FY 2023 (FY2023Q4) came to an end, global markets continued to face inflation concerns, expectations for slowing growth, and recession fears resulting from banking failures in FY2023Q3.

- After a 25 basis point (bp) rate hike on May 3, which pushed the federal funds overnight target rate range to 5.00%-5.25%, markets are now pricing in one more 25 bp hike by Federal Open Market Committee (FOMC) at its July meeting. A pause is widely expected to follow as the Federal Reserve's (Fed) 'higher for longer' stance takes hold.
- Consumer prices (CPI) climbed 3.0% year over year in June and core inflation (excluding food and energy) increased 4.8% year-over-year. While headline CPI at 3.0% was below expectations, core inflation is stubbornly high. The index for shelter was the largest contributor to the monthly increase, followed by increases for used cars, trucks, and gasoline with the increase in the gasoline index more than offsetting declines in other energy components.

- The Federal May employment report reported 339,000 jobs created in May, exceeding both expectations of 195,000 and the April increase of 239,000. Employment continued to trend up in professional and business services, healthcare, leisure and hospitality, and social assistance.
- On June 3, 2023 President Biden approved the U.S. Treasury budget and the avoided default. Attention is now focused on the volume of debt issuance from the Treasury and how it will be absorbed in the markets.
- Retail trade sales were up 0.4% in April following the poor March release of -1.1%. Non-store retailers were up 8% from last year, while food services and drinking establishments were up 9.4% from April 2022.
- In the housing market, mortgage rates increased to over 7% by the end of May, touching the high-end of their recent 12-month range, resulting in declining demand for home purchases and refinancing. Normally, rates this high would temper housing prices, but the reluctance of current owners to sell and leave their current low-rate mortgages, has kept inventories tight and continued to keep upward pressure on housing prices.
- The service sector expanded in April, restrained by the weakest pace of business activity in nearly three years. In manufacturing, the latest ISM report indicated a contraction for a seventh consecutive month.

### Inflation Measures Remain Above Fed's Target



Source: Federal Reserve, Bloomberg, Bureau of Economic Analysis as of May 2023.



## **Portfolio Recap**

Portfolio strategy for calendar Q2 encompassed the following strategic themes:

- The most aggressive series of interest rate hikes in recent history came to a temporary pause in June, but a few more Fed rate hikes may still be coming. Markets have adopted the idea that interest rates will be “higher for longer” amid a strong run of economic data that has supported higher yields.
- After sharp declines at the end of calendar FY2023Q3 due to volatility in the banking sector, yields steadily climbed throughout calendar FY2023Q2, particularly in short- and medium-term maturities.
- Yield spreads, or the difference in yields, between Treasuries and other sectors narrowed as uncertainties eased throughout the quarter, reflecting a more optimistic sentiment among investors.
- The managed portfolio holdings ended FY23Q4 essentially in line with the benchmark. The District captured elevated yields that came during the quarter through trading out and into higher yielding securities.

Federal agency securities issued by Agencies backed by the US federal government saw narrowing yield spreads during FY23Q4. Allocations to the sector were reduced during calendar FY2023Q4 as value waned and spreads narrowed.

Supranational securities issued in dollar denominations by foreign governments and government backed agencies, issued much less volume in the FY23Q4, narrowing supply spreads; as such, PFM avoided new purchases in this sector.

Investment-grade (IG) corporate spreads continued to narrow from their FY2023Q3 wide spreads but remained above longer-term averages. As investors got more comfortable with the aftermath of bank failures not being as bad as initially thought in the latter part of FY2023Q4 the IG curve flattened, resulting in longer durations and lower quality (BBB) performing best. Although the spread between financial corporations and industrial corporations remained above average, financial corporations outperformed industrials during the quarter. Allocations to corporates were a strong driver of portfolio performance during FY2023Q4.

Asset-backed security (ABS) spreads also narrowed from mid-March wides. Auto ABS issuance increased during FY2023Q4, a function of pent-up consumer demand. Throughout FY2023Q4, the District increased ABS holdings, largely with spreads higher than those in the corporate bond sector. Like IG credit, ABS was a positive contributor to District performance during FY2023Q4.

Taxable municipal issuance remained oversubscribed due to a lack of new issuance. The secondary market had sporadic but limited opportunities that offered an attractive pickup versus industrial corporates. As a result, we made no new purchases in FY2023Q4.

## **Investment Strategy Outlook**

Headline inflation numbers continued trending lower, but the Fed’s preferred measure of “supercore inflation” has shown little sign of slowing. The labor market continues to appear

strong, and the Fed's June updated Summary of Economic Projections pointed to stronger growth, as they increased their 2023 GDP projection to 1.0%, up from 0.4%.

The Fed paused their rate hike cycle after the recent series of increases, but there is potential for two additional rate hikes by the end of the calendar year according to the Fed's most recent dot plot. As a result, both the U.S. Treasury yield curve and fed funds futures have indicated that investors have become more accepting of a "higher for longer" overnight rate environment.

Our outlook for the major investment grade sectors includes:

- **Treasuries:** Higher interest rates reflect the Fed's expectation for minimal cuts over the near term. The yield curve remains heavily inverted, favoring shorter maturities at higher yields over longer maturities with "negative carry." However, longer-term rates are moving toward multi-year highs.
- **Federal Agencies:** Now that the liquidity crunch during the banking volatility has passed, we expect demand for Federal Home Loan Bank (FHLB) advances to continue to decline. This should be supportive of less FHLB issuance and result in tighter spreads.
- **Supranationals:** Issuance is expected to be sparser over the near term which will likely pressure spreads near their recent low and narrow trading range. New issue opportunities and secondary market offerings that could be an attractive alternative to federal agencies will be evaluated by the District, but allocations of both supranationals and federal agencies will likely decline to fund other opportunities.
- **Investment Grade Corporates:** The outlook for corporate credit remains positive as risks to the sector have declined following stronger-than-expected growth expectations. For more than a year, consensus expectations have been that the rapid rise in interest rates brought on to fight inflation might throw the economy into a deep recession as consumers slow spending. That consensus has shifted as, the employment picture, while slowing, hasn't been impacted in a way that show a deep recession on the horizon. We aim to maintain our current exposure to the sector as incremental income is quite attractive. New issue markets are likely the best avenue for adding to allocations or repositioning current holdings to best capture opportunities.
- **Asset-Backed Securities (ABS):** Pent-up consumer demand has been strong for the Auto ABS sector and manufacturer incentives will likely begin to support current sales levels. However, at current valuations ABS still appear attractive relative to high-quality corporates of similar maturities. We will look to modestly increase the allocation to the ABS sector.
- **Mortgage-Backed Securities:** Driven primarily by a decline in existing home sales and a negligible number of refinancings, the net supply of mortgage-backed securities is projected to fall significantly. Higher interest rates will slow prepayments, and given the recent strong performance, the sector has become richer and appears less attractive. We are comfortable with and plan to hold current MBS allocations.

### Performance of Managed Portfolios vs Benchmark

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending June 30, the total return of the portfolio was **0.02 percent**. This compares to the benchmark return of **-0.42 percent**. The Performance graph on page 18 shows the relative performance of the District over the last 12 months.

The yield at cost represents the yield on a fixed income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, the portfolio's yield to maturity at cost was **1.99 percent**.

The yield at market is the yield an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's market yield to maturity was **4.78 percent**.

The District had a total return of 0.02%, or \$34,757, on a quarterly basis, and 0.98% on an annual basis for the Reserve portfolio. This compares to a loss of 0.42% on a quarterly basis and gain of 0.42% on an annual basis for the benchmark, as shown on page 18.

Prepared By:	Kevin Beltz	Manager, Debt and Investments	650-508-6405
	Connie Mobley-Ritter	Director, Treasury	650-508-7765

## INVESTMENT GLOSSARY

**Asset Backed Securities** - An asset-backed security (ABS) is a financial security backed by a loan, lease or receivables against assets other than real estate and mortgage-backed securities. For investors, asset-backed securities are an alternative to investing in corporate debt.

**Certificate of Deposit** - A certificate of deposit (CD) is a savings certificate with a fixed maturity date, specified fixed interest rate and can be issued in any denomination aside from minimum investment requirements. A CD restricts access to the funds until the maturity date of the investment. CDs are generally issued by commercial banks and are insured by the FDIC up to \$250,000 per individual.

**Collateralized Mortgage Obligation** - Collateralized mortgage obligation (CMO) refers to a type of mortgage-backed security that contains a pool of mortgages bundled together and sold as an investment. Organized by maturity and level of risk, CMOs receive cash flows as borrowers repay the mortgages that act as collateral on these securities. In turn, CMOs distribute principal and interest payments to their investors based on predetermined rules and agreements.

**Commercial Paper** - Commercial paper is an unsecured, short-term debt instrument issued by a corporation, typically for the financing of accounts receivable, inventories and meeting short-term liabilities. Maturities on commercial paper rarely range any longer than 270 days. Commercial paper is usually issued at a discount from face value and reflects prevailing market interest rates.

**Credit Spreads** - The spread between Treasury securities and non-Treasury securities that are identical in all respects except for quality rating.

**Duration** - The term duration has a special meaning in the context of bonds. It is a measurement of how long, in years, it takes for the price of a bond to be repaid by its internal cash flows. It is an important measure for investors to consider, as bonds with higher durations carry more risk and have higher price volatility than bonds with lower durations.

**Net Asset Value** - Net asset value (NAV) is value per share of a mutual fund or an exchange-traded fund (ETF) on a specific date or time. With both security types, the per-share dollar amount of the fund is based on the total value of all the securities in its portfolio, any liabilities the fund has and the number of fund shares outstanding.

**Roll-down** - A roll-down return is a form of return that arises when the value of a bond converges to par as maturity is approached. The size of the roll-down return varies greatly between long and short-dated bonds. Roll-down is smaller for long-dated bonds that are trading away from par compared to bonds that are short-dated.

Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the roll-down effect will be positive. This means the roll-down will pull the price up towards par. If the bond is trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

**Volatility** - Volatility is a statistical measure of the dispersion of returns for a given security or market index. Volatility can either be measured by using the standard deviation or variance between returns from that same security or market index. Commonly, the higher the volatility, the riskier the security.

**Yield Curve** - A yield curve is a line that plots the interest rates, at a set point in time, of bonds having equal credit quality but differing maturity dates. The most frequently reported yield curve compares the three-month, two-year, five-year and 30-year U.S. Treasury debt. This yield curve is used as a benchmark for other debt in the market, such as mortgage rates or bank lending rates, and it is also used to predict changes in economic output and growth.

**Yield to Maturity** - Yield to maturity (YTM) is the total return anticipated on a bond if the bond is held until the end of its lifetime. Yield to maturity is considered a long-term bond yield, but is expressed as an annual rate. In other words, it is the internal rate of return of an investment in a bond if the investor holds the bond until maturity and if all payments are made as scheduled.

**EXHIBIT 1**  
**SAN MATEO TRANSIT DISTRICT**  
**REPORT OF INVESTMENTS**  
**FOR QUARTER ENDING JUNE 30, 2023**

<b>CUSIP</b>	<b>Asset Backed Securities</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
02582JJZ4	AMXCA 2023-1 A	680,000.00	05/15/2028	679,939.68	675,988.00	677,551.81
02582JJZ4	AMXCA 2023-1 A	105,000.00	05/15/2028	104,990.69	104,380.50	104,621.97
05522RDG0	BACCT 2023-1 A	610,000.00	05/15/2026	609,861.90	605,608.00	606,825.46
05522RDG0	BACCT 2023-1 A	95,000.00	05/15/2026	94,978.49	94,316.00	94,505.60
05591RAD6	BMWLT 2021-1 A4	181,479.85	07/25/2024	181,472.65	180,681.34	180,692.53
05591RAD6	BMWLT 2021-1 A4	31,881.60	07/25/2024	31,880.33	31,741.32	31,743.28
09661RAD3	BMWOT 2020-A A3	16,138.99	10/25/2024	16,137.77	16,055.55	16,056.84
09661RAD3	BMWOT 2020-A A3	4,611.14	10/25/2024	4,610.79	4,587.30	4,587.67
14041NFW6	COMET 2021-1 A	1,475,000.00	07/15/2024	1,474,940.26	1,398,491.75	1,398,852.31
14041NFW6	COMET 2021-1 A	255,000.00	07/15/2024	254,989.67	241,773.15	241,835.48
14041NFY2	COMET 2021-3 A	1,145,000.00	11/16/2026	1,144,842.22	1,077,422.10	1,077,951.34
14041NFY2	COMET 2021-3 A	215,000.00	11/16/2026	214,970.37	202,310.70	202,410.08
14044CAC6	COPAR 2021-1 A3	460,000.00	09/15/2026	459,991.31	439,493.20	439,650.62
14044CAC6	COPAR 2021-1 A3	80,000.00	09/15/2026	79,998.49	76,433.60	76,460.98
14315FAD9	CARMX 2020-3 A3	67,281.66	03/17/2025	67,270.13	66,719.86	66,738.40
14315FAD9	CARMX 2020-3 A3	19,436.92	03/17/2025	19,433.59	19,274.63	19,279.98
14316HAC6	CARMX 2020-4 A3	173,028.35	08/15/2025	172,990.26	169,093.68	169,132.13
14316HAC6	CARMX 2020-4 A3	40,712.55	08/15/2025	40,703.59	39,786.75	39,795.80
14316NAC3	CARMX 2021-1 A3	125,463.87	12/15/2025	125,439.08	121,829.18	121,848.14
14316NAC3	CARMX 2021-1 A3	22,140.68	12/15/2025	22,136.31	21,499.27	21,502.61
14318MAD1	CARMX 2022-3 A3	1,230,000.00	04/15/2027	1,229,970.97	1,200,529.20	1,202,699.47
14318MAD1	CARMX 2022-3 A3	195,000.00	04/15/2027	194,995.40	190,327.80	190,671.87
254683CP8	DCENT 2021-1 A	890,000.00	09/16/2024	889,809.45	837,685.80	837,915.22
254683CP8	DCENT 2021-1 A	155,000.00	09/16/2024	154,966.81	145,889.10	145,929.06
254683CZ6	DCENT 2023-2 A	1,255,000.00	06/15/2028	1,254,830.45	1,249,879.60	1,250,395.20
254683CZ6	DCENT 2023-2 A	190,000.00	06/15/2028	189,974.33	189,224.80	189,302.86
344928AD8	FORDO 2023-A A3	470,000.00	03/15/2026	469,950.98	464,040.40	465,011.73
344928AD8	FORDO 2023-A A3	70,000.00	03/15/2026	69,992.70	69,112.40	69,257.07
362554AC1	GMCAR 2021-4 A3	385,000.00	09/16/2026	384,990.18	367,694.25	367,803.33
362554AC1	GMCAR 2021-4 A3	65,000.00	09/16/2026	64,998.34	62,078.25	62,096.67
362590AC5	GMCAR 2020-3 A3	165,694.85	04/16/2025	165,656.94	163,249.19	163,280.26
36260KAC8	GMCAR 2020-4 A3	136,708.17	08/18/2025	136,678.95	134,092.94	134,114.58
36260KAC8	GMCAR 2020-4 A3	29,050.49	08/18/2025	29,044.28	28,494.75	28,499.35
380140AC7	GMCAR 213 A3	509,355.03	06/16/2026	509,323.55	489,225.31	489,327.19
380140AC7	GMCAR 213 A3	87,675.86	06/16/2026	87,670.45	84,210.91	84,228.45
43815GAC3	HAROT 2021-4 A3	460,000.00	01/21/2026	459,903.03	441,498.80	441,611.24
43815GAC3	HAROT 2021-4 A3	85,000.00	01/21/2026	84,982.08	81,581.30	81,602.08
44891RAC4	HART 2020-C A3	438,355.77	05/15/2025	438,254.81	430,053.31	430,127.34
44891RAC4	HART 2020-C A3	96,438.27	05/15/2025	96,416.06	94,611.73	94,628.02
44933LAC7	HART 2021-A A3	198,283.49	09/15/2025	198,262.63	193,084.50	193,117.99
44933LAC7	HART 2021-A A3	38,472.92	09/15/2025	38,468.87	37,464.16	37,470.65
44935FAD6	HART 2021-C A3	355,000.00	05/15/2026	354,920.76	341,037.85	341,154.61
44935FAD6	HART 2021-C A3	60,000.00	05/15/2026	59,986.61	57,640.20	57,659.93
47787NAC3	JDOT 2020-B A3	23,089.26	11/15/2024	23,085.74	22,923.48	22,928.71
47787NAC3	JDOT 2020-B A3	5,541.42	11/15/2024	5,540.58	5,501.64	5,502.89

50117TAC5	KCOT 2021-1 A3	298,913.45	08/15/2025	298,852.30	288,744.42	288,826.78
65479CAD0	NAROT 2020-B A3	2,595.85	07/15/2024	2,595.78	2,590.89	2,591.53
65479CAD0	NAROT 2020-B A3	713.86	07/15/2024	713.84	712.50	712.67
65480BAC1	NAROT 2021-A A3	1,097,316.58	10/15/2025	1,097,298.04	1,065,099.37	1,065,260.31
89237VAB5	TAOT 2020-C A3	113,389.62	10/15/2024	113,380.89	112,611.77	112,633.94
89237VAB5	TAOT 2020-C A3	12,062.73	10/15/2024	12,061.80	11,979.98	11,982.33
89238EAD8	TLOT 2021-A A4	335,000.00	08/20/2025	334,930.02	331,609.80	331,660.98
89238EAD8	TLOT 2021-A A4	65,000.00	08/20/2025	64,986.42	64,342.20	64,352.13
92290BAA9	VZOT 2020-B A	141,900.43	02/20/2025	141,870.63	140,909.97	140,930.35
92290BAA9	VZOT 2020-B A	20,665.11	02/20/2025	20,660.77	20,520.87	20,523.84
92868AAD7	VWALT 2022-A A4	605,000.00	01/20/2027	604,887.35	588,586.35	589,261.09
92868KAC7	VALET 2021-1 A3	681,710.20	06/22/2026	681,683.48	655,893.84	656,106.31
92868KAC7	VALET 2021-1 A3	114,447.70	06/22/2026	114,443.21	110,113.56	110,149.23
98163KAC6	WOART 2021-D A3	560,000.00	10/15/2026	559,923.73	536,698.40	536,900.00
98163KAC6	WOART 2021-D A3	95,000.00	10/15/2026	94,987.06	91,047.05	91,081.25
<b>Subtotal</b>		<b>17,539,556.67</b>		<b>17,537,527.85</b>	<b>16,990,078.49</b>	<b>17,001,351.54</b>

<b>CUSIP</b>	<b>Agencies</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
3130AJHU6	FHLB	1,000,000.00	04/14/2025	995,040.00	925,200.00	926,269.44
3130AJHU6	FHLB	275,000.00	04/14/2025	273,636.00	254,430.00	254,724.10
3130AK5E2	FHLB	550,000.00	09/04/2025	548,350.00	501,028.00	501,698.31
3130AK5E2	FHLB	115,000.00	09/04/2025	114,655.00	104,760.40	104,900.56
3135G03U5	FNMA	1,000,000.00	04/22/2025	997,940.00	924,820.00	926,017.92
3135G03U5	FNMA	275,000.00	04/22/2025	274,433.50	254,325.50	254,654.93
3135G04Z3	FNMA	1,000,000.00	06/17/2025	997,930.00	918,080.00	918,274.44
3135G04Z3	FNMA	275,000.00	06/17/2025	274,430.75	252,472.00	252,525.47
3135G05X7	FNMA	1,300,000.00	08/25/2025	1,293,916.00	1,182,935.00	1,184,641.25
3135G05X7	FNMA	275,000.00	08/25/2025	273,713.00	250,236.25	250,597.19
3135G06G3	FNMA	1,200,000.00	11/07/2025	1,195,704.00	1,087,584.00	1,088,484.00
3135G06G3	FNMA	275,000.00	11/07/2025	274,015.50	249,238.00	249,444.25
3135G06H1	FNMA	1,150,000.00	11/27/2023	1,148,689.00	1,126,471.00	1,126,742.53
3135G06H1	FNMA	250,000.00	11/27/2023	249,715.00	244,885.00	244,944.03
3137EAEU9	FHLMC	1,600,000.00	07/21/2025	1,592,032.00	1,459,824.00	1,462,490.67
3137EAEU9	FHLMC	350,000.00	07/21/2025	348,257.00	319,336.50	319,919.83
3137EAEV7	FHLMC	2,500,000.00	08/24/2023	2,497,450.00	2,482,500.00	2,484,704.86
3137EAEV7	FHLMC	800,000.00	08/24/2023	799,184.00	794,400.00	795,105.56
3137EAEW5	FHLMC	1,100,000.00	09/08/2023	1,100,200.87	1,090,012.00	1,090,875.19
3137EAEW5	FHLMC	1,500,000.00	09/08/2023	1,499,505.00	1,486,380.00	1,487,557.08
3137EAEW5	FHLMC	340,000.00	09/08/2023	340,062.09	336,912.80	337,179.61
3137EAEW5	FHLMC	460,000.00	09/08/2023	459,848.20	455,823.20	456,184.17
3137EAEX3	FHLMC	1,300,000.00	09/23/2025	1,296,087.00	1,179,581.00	1,180,908.08
3137EAEX3	FHLMC	550,000.00	09/23/2025	548,344.50	499,053.50	499,614.96
3137EAEY1	FHLMC	1,200,000.00	10/16/2023	1,195,524.00	1,181,556.00	1,181,868.50
3137EAEY1	FHLMC	260,000.00	10/16/2023	259,030.20	256,003.80	256,071.51
3137EAEZ8	FHLMC	1,300,000.00	11/06/2023	1,298,830.00	1,277,523.00	1,278,019.53
3137EAEZ8	FHLMC	275,000.00	11/06/2023	274,752.50	270,245.25	270,350.28
3137EAF A2	FHLMC	8,000,000.00	12/04/2023	8,007,360.00	7,827,200.00	7,828,700.00
<b>Subtotal</b>		<b>30,475,000.00</b>		<b>30,428,635.11</b>	<b>29,192,816.20</b>	<b>29,213,468.25</b>

<b>CUSIP</b>	<b>Cash</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
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CCYUSD	Receivable	32,824.01	06/30/2023	32,824.01	32,824.01	32,824.01
CCYUSD	Receivable	3,380.65	06/30/2023	3,380.65	3,380.65	3,380.65
CCYUSD	Receivable	1,894.37	06/30/2023	1,894.37	1,894.37	1,894.37
	Bank of America holdings	118,514,575.44	06/30/2023	118,514,575.44	118,514,575.44	118,514,575.44

<b>Subtotal</b>	<b>118,552,674.47</b>			<b>118,552,674.47</b>	<b>118,552,674.47</b>	<b>118,552,674.47</b>
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<b>CUSIP</b>	<b>Money Market</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
31846V534	FIRST AMER:US TRS MM Y	8,689,043.51	06/30/2023	8,689,043.51	8,689,043.51	8,689,043.51
31846V534	FIRST AMER:US TRS MM Y	990,122.37	06/30/2023	990,122.37	990,122.37	990,122.37
31846V534	FIRST AMER:US TRS MM Y	569,247.59	06/30/2023	569,247.59	569,247.59	569,247.59
SM - LAIF	Local Agency Investment Fund	5,190,989.89	06/30/2023	5,190,989.89	5,190,989.89	5,190,989.89
CCYUSD	CAMP	177,425,845.00	06/30/2023	177,425,845.00	177,425,845.00	177,425,845.00
902656602	UBS SL ESG PRIME PFD	1,016,936.55	06/30/2023	1,017,176.83	1,017,139.93	1,017,139.93
902656404	UBS SL ESG PRIME INS	0.01	06/30/2023	0.01	0.01	0.01

<b>Subtotal</b>	<b>193,882,184.92</b>			<b>193,882,425.20</b>	<b>193,882,388.31</b>	<b>193,882,388.31</b>
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<b>CUSIP</b>	<b>Certificates of Deposit</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000.00	10/27/2025	2,500,000.00	2,509,150.00	2,602,355.48
89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/27/2025	400,000.00	401,464.00	416,376.88
65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2025	400,000.00	400,984.00	404,609.22

<b>Subtotal</b>	<b>3,300,000.00</b>			<b>3,300,000.00</b>	<b>3,311,598.00</b>	<b>3,423,341.58</b>
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<b>CUSIP</b>	<b>Corporate Bonds</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
693475AV7	PNC FINANCIAL SERVICES ABBOTT	900,000.00	01/23/2024	906,408.00	888,669.00	902,494.00
002824BE9	LABORATORIES AMAZON.COM	900,000.00	11/30/2023	983,772.00	892,017.00	894,652.00
023135BW5	INC AMAZON.COM	1,315,000.00	05/12/2024	1,313,080.10	1,260,729.95	1,261,535.39
023135BW5	INC AMAZON.COM	245,000.00	05/12/2024	244,642.30	234,888.85	235,038.91
023135CE4	INC AMAZON.COM	880,000.00	04/13/2025	878,600.80	848,936.00	854,656.00
023135CE4	INC AMAZON.COM	130,000.00	04/13/2025	129,793.30	125,411.00	126,256.00
02665WCZ2	AMERICAN HONDA FINANCE	900,000.00	06/27/2024	898,776.00	872,406.00	872,646.00
02665WCZ2	AMERICAN HONDA FINANCE	250,000.00	06/27/2024	249,660.00	242,335.00	242,401.67



037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,002,010.00	931,690.00	933,252.50
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,026,120.00	931,690.00	933,252.50
037833DT4	APPLE INC	700,000.00	05/11/2025	718,249.00	652,183.00	653,276.75
037833DT4	APPLE INC	275,000.00	05/11/2025	275,552.75	256,214.75	256,644.44
04636NAF0	ASTRAZENECA FINANCE	1,300,000.00	03/03/2028	1,297,374.00	1,299,259.00	1,320,031.92
04636NAF0	ASTRAZENECA FINANCE	200,000.00	03/03/2028	199,596.00	199,886.00	203,081.83
05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/01/2024	901,494.00	864,423.00	873,798.00
05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/01/2024	250,415.00	240,117.50	242,721.67
05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2024	324,970.75	308,363.25	309,304.40
05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2024	54,995.05	52,184.55	52,343.82
05565EBW4	BMW US CAPITAL LLC	850,000.00	08/12/2026	849,745.00	758,378.50	762,480.93
05565EBW4	BMW US CAPITAL LLC	150,000.00	08/12/2026	149,955.00	133,831.50	134,555.46
06051GFS3	BANK OF AMERICA CORP	800,000.00	08/01/2025	907,952.00	777,304.00	790,220.67
06051GJD2	BANK OF AMERICA CORP	1,100,000.00	06/19/2026	1,105,049.00	1,007,622.00	1,008,105.63
06051GJD2	BANK OF AMERICA CORP	200,000.00	06/19/2026	200,918.00	183,204.00	183,291.93
06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2025	400,000.00	383,488.00	384,236.27
06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2025	200,000.00	191,744.00	192,118.13
06406RBA4	BANK OF NEW YORK	2,700,000.00	01/26/2027	2,694,006.00	2,429,757.00	2,453,588.25
06406RBA4	BANK OF NEW YORK	425,000.00	01/26/2027	424,056.50	382,461.75	386,212.97
084664CZ2	BERKSHIRE HATHAWAY	2,700,000.00	03/15/2027	2,649,348.00	2,524,770.00	2,543,055.00
084664CZ2	BERKSHIRE HATHAWAY	400,000.00	03/15/2027	392,496.00	374,040.00	376,748.89
14913R2U0	CATERPILLAR FINANCIAL	1,350,000.00	01/08/2027	1,343,182.50	1,218,429.00	1,229,457.75
14913R2U0	CATERPILLAR FINANCIAL	200,000.00	01/08/2027	198,990.00	180,508.00	182,141.89
166764BW9	CHEVRON CORP CINTAS NO 2	900,000.00	05/11/2025	934,353.00	843,318.00	845,260.50
17252MAP5	CORP CINTAS NO 2	390,000.00	05/01/2025	389,914.20	377,403.00	379,645.50
17252MAP5	CORP JOHN DEERE	60,000.00	05/01/2025	59,986.80	58,062.00	58,407.00
24422EVU0	CAPITAL CORP JOHN DEERE	485,000.00	09/10/2024	484,684.75	458,232.85	459,167.49
24422EVU0	CAPITAL CORP JOHN DEERE	90,000.00	09/10/2024	89,941.50	85,032.90	85,206.34
24422EYV2	CAPITAL CORP JOHN DEERE	465,000.00	01/10/2025	464,781.45	438,206.70	440,967.64
24422EYV2	CAPITAL CORP JOHN DEERE	70,000.00	01/10/2025	69,967.10	65,966.60	66,382.23
254687FK7	WALT DISNEY CO	950,000.00	08/30/2024	946,124.00	910,451.50	916,131.71
254687FK7	WALT DISNEY CO EXXON MOBIL	270,000.00	08/30/2024	268,898.40	258,759.90	260,374.28
30231GBC5	CORP GOLDMAN SACHS	900,000.00	08/16/2024	945,567.00	867,600.00	874,414.13
38141EC23	GROUP	900,000.00	07/08/2024	941,922.00	882,576.00	899,227.25

38141EC23	GOLDMAN SACHS GROUP	250,000.00	07/08/2024	261,645.00	245,160.00	249,785.35
437076CM2	HOME DEPOT INC	140,000.00	04/15/2025	139,755.00	134,274.00	135,072.00
437076CM2	HOME DEPOT INC	20,000.00	04/15/2025	19,965.00	19,182.00	19,296.00
459200KS9	IBM CORP	1,300,000.00	07/27/2025	1,300,000.00	1,270,646.00	1,292,890.44
459200KS9	IBM CORP	200,000.00	07/27/2025	200,000.00	195,484.00	198,906.22
46625HMN7	JPMORGAN CHASE & CO	450,000.00	07/15/2025	509,647.50	438,669.00	446,761.50
46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2024	100,000.00	98,833.00	99,023.46
46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2025	580,000.00	551,371.20	551,769.47
46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2025	205,000.00	194,881.20	195,021.97
46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2026	750,000.00	711,180.00	718,045.94
46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2026	100,000.00	94,824.00	95,739.46
539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/15/2028	204,631.00	202,072.60	202,984.85
539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/15/2028	29,946.00	29,571.60	29,705.10
58933YBH7	MERCK & CO INC	515,000.00	05/17/2028	514,582.85	506,049.30	508,598.55
58933YBH7	MERCK & CO INC	80,000.00	05/17/2028	79,935.20	78,609.60	79,005.60
61747YET8	MORGAN STANLEY	1,300,000.00	07/17/2026	1,300,000.00	1,275,677.00	1,303,387.08
61747YET8	MORGAN STANLEY	200,000.00	07/17/2026	200,000.00	196,258.00	200,521.09
63743HFC1	NATIONAL RURAL UTIL	390,000.00	02/07/2025	389,988.30	368,199.00	371,124.00
63743HFC1	NATIONAL RURAL UTIL	60,000.00	02/07/2025	59,998.20	56,646.00	57,096.00
63743HFE7	NATIONAL RURAL UTIL	220,000.00	06/15/2025	219,940.60	211,635.60	211,972.93
63743HFE7	NATIONAL RURAL UTIL	35,000.00	06/15/2025	34,990.55	33,669.30	33,722.97
693475AV7	PNC FINANCIAL SERVICES	250,000.00	01/23/2024	251,780.00	246,852.50	250,692.78
69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2023	394,482.55	392,898.60	393,436.24
69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2024	634,657.10	601,148.15	602,400.51
69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2024	104,943.30	99,402.45	99,609.53
771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2025	2,330,000.00	2,213,546.60	2,228,863.24
771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2025	365,000.00	346,757.30	349,156.69
808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2024	494,752.50	477,551.25	478,613.44
808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2024	84,957.50	82,003.75	82,186.15
857477BR3	STATE STREET CORP	400,000.00	02/06/2026	400,000.00	374,772.00	377,585.00
857477BR3	STATE STREET CORP	60,000.00	02/06/2026	60,000.00	56,215.80	56,637.75
87612EBM7	TARGET CORP	240,000.00	01/15/2027	239,592.00	219,700.80	221,858.80
87612EBM7	TARGET CORP	35,000.00	01/15/2027	34,940.50	32,039.70	32,354.41
89236TGT6	TOYOTA MOTOR CREDIT	450,000.00	02/13/2025	454,396.50	425,794.50	428,899.50

89236TGT6	TOYOTA MOTOR CREDIT	135,000.00	02/13/2025	136,879.20	127,738.35	128,669.85
89236TGT6	TOYOTA MOTOR CREDIT	140,000.00	02/13/2025	141,367.80	132,469.40	133,435.40
89236TGT6	TOYOTA MOTOR CREDIT	125,000.00	02/13/2025	126,221.25	118,276.25	119,138.75
89236TGT6	TOYOTA MOTOR CREDIT	25,000.00	02/13/2025	25,348.00	23,655.25	23,827.75
89236TGT6	TOYOTA MOTOR CREDIT	50,000.00	02/13/2025	50,488.50	47,310.50	47,655.50
89236TJK2	TOYOTA MOTOR CREDIT	260,000.00	06/18/2026	259,422.80	232,471.20	232,576.83
90327QD89	USAA CAPITAL CORP	1,255,000.00	05/01/2025	1,250,896.15	1,205,302.00	1,212,361.38
90327QD89	USAA CAPITAL CORP	200,000.00	05/01/2025	199,346.00	192,080.00	193,205.00
904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2024	280,000.00	265,171.20	265,847.98
91159HHX1	US BANCORP	1,800,000.00	07/30/2024	1,920,420.00	1,736,190.00	1,754,310.00
91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/15/2026	1,147,999.00	1,039,956.50	1,041,646.36
91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/15/2026	199,652.00	180,862.00	181,155.89
931142FB4	WALMART INC	930,000.00	04/15/2028	928,288.80	907,642.80	914,997.55
931142FB4	WALMART INC	140,000.00	04/15/2028	139,742.40	136,634.40	137,741.57

**Subtotal**     **48,145,000.00**                             **48,622,946.30**     **45,719,886.70**     **46,068,079.39**

<b>CUSIP</b>	<b>Commerical Paper</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
62479MZ14	MUFG Bank - New York Branch	2,000,000.00	12/01/2023	1,929,766.67	1,951,940.00	1,951,940.00

**Subtotal**     **2,000,000.00**                             **1,929,766.67**     **1,951,940.00**     **1,951,940.00**

<b>CUSIP</b>	<b>Agency MBS and CMO</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
3137BGK24	FHMS K-043 A2	650,000.00	12/25/2024	682,195.31	628,472.00	630,130.58
3132CWMM3	FH SB0364	873,023.60	06/01/2035	940,682.93	830,524.81	833,071.13
3132CWMM3	FH SB0364	162,046.14	06/01/2035	174,604.72	154,157.74	154,630.37
3133L7LB1	FH RC1222	987,204.63	12/01/2034	1,061,244.97	941,082.42	943,961.77
3133L7LB1	FH RC1222	177,696.84	12/01/2034	191,024.09	169,394.84	169,913.12
3133L9AJ2	FH RC2709	1,079,578.04	09/01/2037	1,060,010.68	1,059,573.45	1,063,621.87
3133L9AJ2	FH RC2709	175,049.44	09/01/2037	171,876.67	171,805.77	172,462.21
3137BGK24	FHMS K-043 A2	175,000.00	12/25/2024	183,667.97	169,204.00	169,650.54
3137F62S5	FHMS K-J31 A1	62,577.48	05/26/2026	62,576.22	60,006.79	60,036.47
3137F62S5	FHMS K-J31 A1	14,758.84	05/26/2026	14,758.54	14,152.55	14,159.54
3137H4RZ5	FHMS K-J36 A1	123,604.74	12/25/2026	123,604.25	113,272.62	113,406.32
3137H4RZ5	FHMS K-J36 A1	19,664.39	12/25/2026	19,664.31	18,020.64	18,041.91
3137H8B42	FHMS K-J40 A1	830,865.98	06/25/2028	830,856.01	788,766.00	791,120.12
3137H8B42	FHMS K-J40 A1	138,477.66	06/25/2028	138,476.00	131,461.00	131,853.35
3137H8H79	FHMS K-J41 A1	1,792,042.70	01/25/2029	1,792,021.20	1,694,573.50	1,699,258.20
3137H8H79	FHMS K-J41 A1	298,673.78	01/25/2029	298,670.20	282,428.92	283,209.70
3137H92N8	FHMS K-J42 A1	1,096,220.55	07/25/2029	1,096,178.90	1,049,390.01	1,052,954.56
3137H92N8	FHMS K-J42 A1	183,530.14	07/25/2029	183,523.16	175,689.73	176,286.51
3137H9MM8	FHMS K-J43 A1	1,795,994.05	12/25/2028	1,795,963.51	1,751,866.47	1,753,176.65

3137H9MM8	FHMS K-J43 A1	274,387.98	12/25/2028	274,383.31	267,646.27	267,846.43
3137H9QT9	FHMS K-J44 A1	1,794,738.26	01/25/2029	1,794,682.62	1,771,388.71	1,778,205.73
3137H9QT9	FHMS K-J44 A1	274,196.12	01/25/2029	274,187.63	270,628.83	271,670.32
3137HA4K9	FHMS K-J45 A1	1,799,512.70	11/25/2028	1,799,509.11	1,765,897.81	1,772,578.50
3137HA4K9	FHMS K-J45 A1	274,925.55	11/25/2028	274,925.00	269,789.94	270,810.60
3137F7DH5	FHR 5048 B	670,509.24	05/25/2033	678,995.37	592,220.58	592,779.34
3133Q5GZ3	FHS 370 A3	1,046,237.74	09/25/2033	1,061,032.19	968,878.92	969,750.78
3137F7DH5	FHR 5048 B	141,838.49	05/25/2033	143,633.64	125,277.43	125,395.63
3140QGKN6	FN CA8400	983,216.53	12/01/2035	1,075,700.33	936,769.38	939,637.09
3140K7XA6	FN BP0672	972,521.12	03/01/2035	1,042,117.17	910,318.67	912,749.98
3140K7XA6	FN BP0672	171,621.38	03/01/2035	183,903.03	160,644.47	161,073.53
3140Q9FM0	FN CA1971	1,190,468.92	06/01/2033	1,256,130.72	1,133,754.98	1,137,227.18
3140Q9FM0	FN CA1971	178,570.34	06/01/2033	188,419.61	170,063.25	170,584.08
3140QGKN6	FN CA8400	192,444.80	12/01/2035	210,546.64	183,353.71	183,915.01
3140X92C8	FN FM6170	818,137.55	07/01/2035	886,656.57	792,963.46	795,690.58
3140X92C8	FN FM6170	153,400.79	07/01/2035	166,248.11	148,680.65	149,191.98
3140X9K46	FN FM5714	659,739.63	11/01/2035	718,703.85	639,234.92	641,434.05
3140X9K46	FN FM5714	117,810.65	11/01/2035	128,339.97	114,149.09	114,541.79
3140XALC4	FN FM6622	1,211,661.73	02/01/2036	1,274,138.04	1,105,592.86	1,108,117.16
3140XALC4	FN FM6622	227,186.57	02/01/2036	238,900.88	207,298.66	207,771.97
3140XC4K1	FN FM8925	1,167,753.62	08/01/2034	1,266,282.83	1,145,811.53	1,149,704.04
3140XC4K1	FN FM8925	218,953.80	08/01/2034	237,428.03	214,839.66	215,569.51
3140XHQQ3	FN FS2262	1,592,188.58	06/01/2037	1,612,339.71	1,536,748.57	1,542,055.87
3140XJHF3	FN FS2929	1,625,159.05	09/01/2037	1,576,658.21	1,568,668.52	1,574,085.72
3140XJHF3	FN FS2929	270,859.84	09/01/2037	262,776.37	261,444.75	262,347.62
3140XJJ87	FN FS2986	1,486,585.63	10/01/2032	1,442,452.62	1,441,527.22	1,446,482.51
3140XJJ87	FN FS2986	210,477.37	10/01/2032	204,228.82	204,097.80	204,799.39
31394CP22	FNR 2005-33 QE	1,719,679.08	04/25/2035	1,752,796.33	1,719,008.41	1,726,173.73
31394CP22	FNR 2005-33 QE	261,022.72	04/25/2035	266,049.45	260,920.92	262,008.51

<b>Subtotal</b>	<b>32,341,814.78</b>		<b>33,113,765.84</b>	<b>31,091,463.25</b>	<b>31,185,143.56</b>
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<b>CUSIP</b>	<b>Municipal Bonds</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
157411TK5	CHAFFEY CALIF JT UHSD	230,000.00	45505	230,000.00	221,398.00	223,411.46
13017HAK2	CALIFORNIA EARTHQUAKE	255,000.00	45108	255,000.00	255,000.00	256,883.18
13017HAK2	CALIFORNIA EARTHQUAKE	55,000.00	45108	55,000.00	55,000.00	55,406.18
13077DQD7	CALIFORNIA ST UNIV REV	430,000.00		430,000.00	390,513.10	391,130.87
13077DQD7	CHAFFEY CALIF JT UHSD	75,000.00		75,000.00	68,112.75	68,220.50
157411TK5	CHAFFEY CALIF JT UHSD	60,000.00		60,000.00	57,756.00	58,281.25
341271AD6	FLORIDA ST BRD ADMIN	350,000.00	45839	352,320.50	323,141.00	325,342.50
341271AD6	FLORIDA ST BRD ADMIN	650,000.00	45839	650,000.00	600,119.00	604,207.50
341271AD6	FLORIDA ST BRD ADMIN	250,000.00	45839	251,767.50	230,815.00	232,387.50
341271AD6	FLORIDA ST BRD ADMIN	55,000.00	45839	55,388.85	50,779.30	51,125.25
341271AD6	FLORIDA ST BRD ADMIN	75,000.00	45839	75,497.25	69,244.50	69,716.25

341271AD6	FLORIDA ST BRD ADMIN	130,000.00	45839	130,000.00	120,023.80	120,841.50
54438CYK2	LA CALIF CMNTY COLLEGE	550,000.00	45870	550,000.00	499,829.00	501,600.46
54438CYK2	LA CALIF CMNTY COLLEGE	115,000.00	45870	115,000.00	104,509.70	104,880.10
574193TQ1	MARYLAND ST NEW JERSEY ST	750,000.00	45505	749,790.00	712,035.00	713,628.75
60412AVJ9	TPK NEW JERSEY ST	405,000.00	45870	405,000.00	369,659.70	370,722.83
60412AVJ9	TPK NEW JERSEY ST	85,000.00	45870	85,000.00	77,582.90	77,806.03
646140DP5	TPK AUTH TPK REV NEW JERSEY ST	330,000.00	46023	330,000.00	298,254.00	299,981.55
646140DP5	TPK AUTH TPK REV NEW YORK ST	55,000.00	46023	55,000.00	49,709.00	49,996.93
650036DT0	URBAN DEV NEW YORK ST	1,600,000.00	45731	1,600,000.00	1,482,848.00	1,486,946.67
650036DT0	URBAN DEV SAN JUAN CALIF	275,000.00	45731	275,000.00	254,864.50	255,568.96
798306WN2	USD SAN JUAN CALIF	575,000.00	45505	575,000.00	545,249.50	546,931.38
798306WN2	USD	125,000.00	45505	125,000.00	118,532.50	118,898.13
<b>Subtotal</b>		<b>7,480,000.00</b>		<b>7,484,764.10</b>	<b>6,954,976.25</b>	<b>6,983,915.68</b>

<b>CUSIP</b>	<b>Supranationals</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
459058KJ1	INT'L BANK FOR R&D	1,800,000.00	06/15/2027	1,799,064.00	1,713,582.00	1,716,082.00
459058KJ1	INT'L BANK FOR R&D	275,000.00	06/15/2027	274,857.00	261,797.25	262,179.19
<b>Subtotal</b>		<b>2,075,000.00</b>		<b>2,073,921.00</b>	<b>1,975,379.25</b>	<b>1,978,261.19</b>

<b>CUSIP</b>	<b>US Treasuries</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
912828T91	US TREASURY	300,000.00	10/31/2023	297,398.44	296,460.00	297,281.33
912828R6	US TREASURY	4,000,000.00	04/30/2024	4,185,312.50	3,896,720.00	3,911,883.04
912828T91	US TREASURY	2,300,000.00	10/31/2023	2,313,207.03	2,272,860.00	2,279,156.88
912828T91	US TREASURY	850,000.00	10/31/2023	842,628.91	839,970.00	842,297.11
912828T91	US TREASURY	625,000.00	10/31/2023	628,588.87	617,625.00	619,336.11
912828U24	US TREASURY	500,000.00	11/15/2026	460,820.31	462,480.00	463,757.17
912828U24	US TREASURY	2,000,000.00	11/15/2026	1,861,015.63	1,849,920.00	1,855,028.70
912828U24	US TREASURY	1,550,000.00	11/15/2026	1,442,044.92	1,433,688.00	1,437,647.24
912828U24	US TREASURY	150,000.00	11/15/2026	138,246.09	138,744.00	139,127.15
912828U24	US TREASURY	100,000.00	11/15/2026	93,035.16	92,496.00	92,751.43
912828XX3	US TREASURY	5,000,000.00	06/30/2024	5,101,171.88	4,835,150.00	4,835,421.74
912828XX3	US TREASURY	1,475,000.00	06/30/2024	1,497,125.00	1,426,369.25	1,426,449.41
912828XX3	US TREASURY	650,000.00	06/30/2024	659,572.27	628,569.50	628,604.83
912828XX3	US TREASURY	450,000.00	06/30/2024	462,216.80	435,163.50	435,187.96
912828XX3	US TREASURY	1,350,000.00	06/30/2024	1,415,759.77	1,305,490.50	1,305,563.87
912828XX3	US TREASURY	1,050,000.00	06/30/2024	1,071,246.10	1,015,381.50	1,015,438.57
912828XX3	US TREASURY	425,000.00	06/30/2024	431,375.00	410,987.75	411,010.85
912828XX3	US TREASURY	125,000.00	06/30/2024	126,840.82	120,878.75	120,885.54

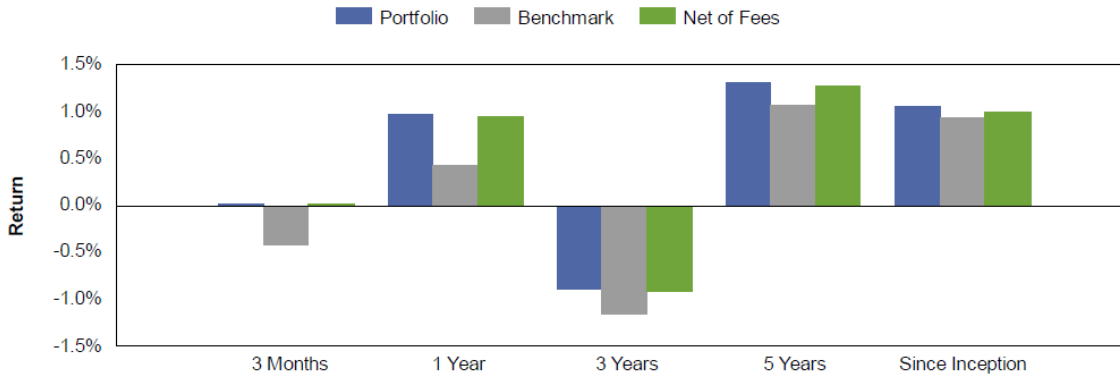
912828XX3	US TREASURY	175,000.00	06/30/2024	179,750.98	169,230.25	169,239.76
912828XX3	US TREASURY	450,000.00	06/30/2024	471,919.92	435,163.50	435,187.96
912828YY0	US TREASURY	850,000.00	12/31/2024	908,503.91	808,095.00	808,135.42
912828YY0	US TREASURY	250,000.00	12/31/2024	267,207.03	237,675.00	237,686.89
912828ZW3	US TREASURY	2,500,000.00	06/30/2025	2,490,820.31	2,283,200.00	2,283,216.98
91282CBA8	US TREASURY	1,500,000.00	12/15/2023	1,498,066.41	1,465,905.00	1,465,986.97
91282CBC4	US TREASURY	350,000.00	12/31/2025	344,859.38	315,479.50	315,483.07
91282CBC4	US TREASURY	1,200,000.00	12/31/2025	1,167,234.38	1,081,644.00	1,081,656.23
91282CBC4	US TREASURY	7,200,000.00	12/31/2025	6,983,437.50	6,489,864.00	6,489,937.37
91282CBC4	US TREASURY	150,000.00	12/31/2025	147,304.69	135,205.50	135,207.03
91282CBC4	US TREASURY	525,000.00	12/31/2025	510,665.04	473,219.25	473,224.60
91282CBV2	US TREASURY	14,000,000.00	04/15/2024	13,877,500.00	13,459,180.00	13,470,225.08
91282CBW0	US TREASURY	350,000.00	04/30/2026	341,468.75	315,164.50	315,606.76
91282CCP4	US TREASURY	450,000.00	07/31/2026	411,943.36	400,905.00	402,078.17
91282CCP4	US TREASURY	150,000.00	07/31/2026	136,593.75	133,635.00	134,026.06
91282CEN7	US TREASURY	4,400,000.00	04/30/2027	4,236,546.88	4,156,460.00	4,176,845.87
91282CEN7	US TREASURY	650,000.00	04/30/2027	625,853.52	614,022.50	617,034.05
91282CFB2	US TREASURY	5,950,000.00	07/31/2027	5,748,955.08	5,609,481.50	5,677,733.92
91282CFB2	US TREASURY	1,900,000.00	07/31/2027	1,811,976.56	1,791,263.00	1,813,057.89
91282CFB2	US TREASURY	875,000.00	07/31/2027	845,434.57	824,923.75	834,960.87
91282CFB2	US TREASURY	300,000.00	07/31/2027	286,101.56	282,831.00	286,272.30
<b>Subtotal</b>		<b>67,075,000.00</b>		<b>66,319,749.08</b>	<b>63,561,501.00</b>	<b>63,739,632.15</b>

<b>CUSIP</b>	<b>Description</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
63254ABD9	NATIONAL AUSTRALIA BANK	1,395,000.00	06/09/2025	1,395,000.00	1,348,128.00	1,351,111.75
63254ABE7	NATIONAL AUSTRALIA BANK	1,250,000.00	06/09/2027	1,238,825.00	1,197,450.00	1,200,432.99
63254ABD9	NATIONAL AUSTRALIA BANK	250,000.00	06/09/2025	250,000.00	241,600.00	242,134.72
<hr/>						
<b>Subtotal</b>		<b>2,895,000.00</b>		<b>2,883,825.00</b>	<b>2,787,178.00</b>	<b>2,793,679.46</b>

<b>CUSIP</b>	<b>Description</b>	<b>Current Units</b>	<b>Final Maturity</b>	<b>Original Cost</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
<hr/>						
<b>Grand Total</b>				<b>526,130,000.61</b>	<b>515,971,879.92</b>	<b>516,773,875.58</b>



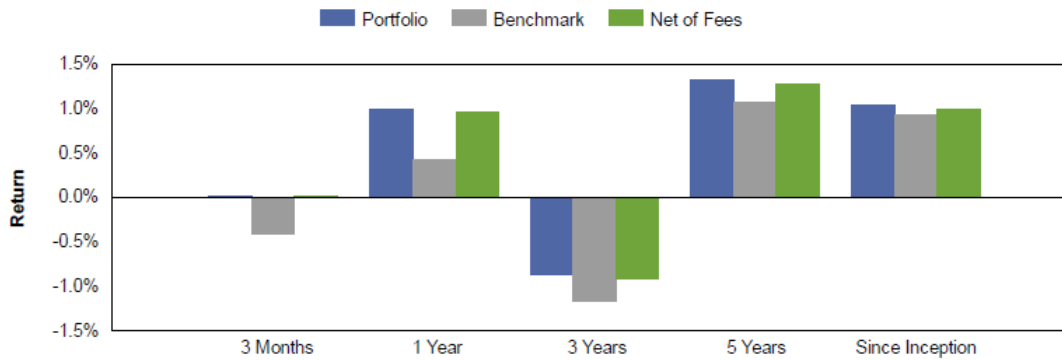
Portfolio Performance - SAN MATEO COUNTY TRANS DIST RESERVE



Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	Since Inception <sup>1</sup>
Interest Earned <sup>2</sup>	\$871,686	\$2,997,862	\$7,102,032	\$10,872,164	\$14,548,486
Change in Market Value	(\$836,949)	(\$1,267,859)	(\$12,041,972)	(\$7,195,642)	(\$9,012,148)
<b>Total Dollar Return</b>	<b>\$34,737</b>	<b>\$1,730,003</b>	<b>(\$4,939,940)</b>	<b>\$3,676,522</b>	<b>\$5,536,338</b>
<b>Total Return<sup>3</sup></b>					
Portfolio	0.02%	0.98%	-0.88%	1.31%	1.05%
Benchmark <sup>4</sup>	-0.42%	0.42%	-1.16%	1.06%	0.94%
<b>Basis Point Fee</b>	<b>0.01%</b>	<b>0.04%</b>	<b>0.04%</b>	<b>0.05%</b>	<b>0.05%</b>
<b>Net of Fee Return</b>	<b>0.01%</b>	<b>0.94%</b>	<b>-0.92%</b>	<b>1.26%</b>	<b>1.00%</b>

1. The lesser of 10 years or since inception is shown. Since inception returns for periods one year or less are not shown. Performance inception date is March 31, 2015.  
 2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.  
 3. Returns for periods one year or less are presented on a periodic basis. Returns for periods greater than one year are presented on an annualized basis.  
 4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S. Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg.

Portfolio Performance - SAN MATEO COUNTY TRANS DIST PARATRANSIT



Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	Since Inception <sup>1</sup>
Interest Earned <sup>2</sup>	\$138,415	\$487,500	\$1,323,390	\$2,399,057	\$3,429,838
Change in Market Value	(\$132,680)	(\$219,204)	(\$2,039,497)	(\$679,380)	(\$1,222,507)
<b>Total Dollar Return</b>	<b>\$5,735</b>	<b>\$268,296</b>	<b>(\$716,107)</b>	<b>\$1,719,677</b>	<b>\$2,207,331</b>
<b>Total Return<sup>3</sup></b>					
Portfolio	0.02%	1.00%	-0.86%	1.32%	1.04%
Benchmark <sup>4</sup>	-0.42%	0.42%	-1.16%	1.06%	0.94%
<b>Basis Point Fee</b>	<b>0.01%</b>	<b>0.04%</b>	<b>0.04%</b>	<b>0.05%</b>	<b>0.05%</b>
<b>Net of Fee Return</b>	<b>0.01%</b>	<b>0.96%</b>	<b>-0.90%</b>	<b>1.27%</b>	<b>0.98%</b>

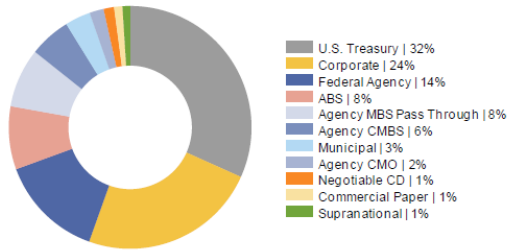
1. The lesser of 10 years or since inception is shown. Since inception returns for periods one year or less are not shown. Performance inception date is March 31, 2015.  
 2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.  
 3. Returns for periods one year or less are presented on a periodic basis. Returns for periods greater than one year are presented on an annualized basis.  
 4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S. Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg.

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST RESERVE<sup>1</sup>

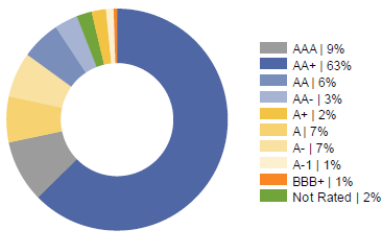
Portfolio Statistics

<b>Total Market Value</b>	\$178,752,821.77
Securities Sub-Total	\$177,065,024.77
Accrued Interest	\$697,674.63
Cash	\$990,122.37
<b>Portfolio Effective Duration</b>	1.97 years
<b>Benchmark Effective Duration</b>	1.98 years
<b>Yield At Cost</b>	1.99%
<b>Yield At Market</b>	4.78%
<b>Portfolio Credit Quality</b>	AA

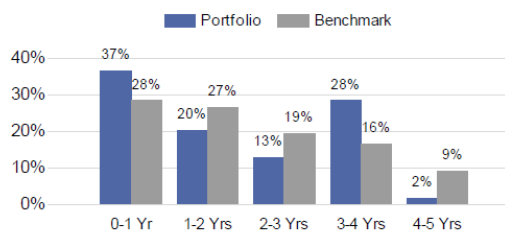
Sector Allocation



Credit Quality - S&P



Duration Distribution



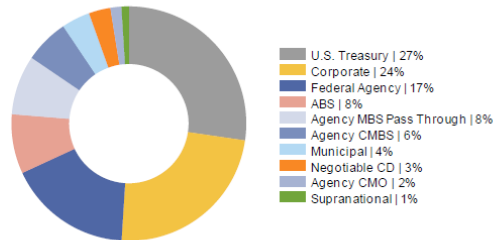
1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S. Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg. An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST PARATRANSIT<sup>1</sup>

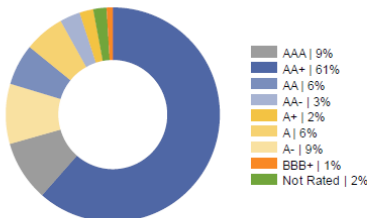
Portfolio Statistics

<b>Total Market Value</b>	\$27,218,247.40
Securities Sub-Total	\$26,537,315.62
Accrued Interest	\$111,684.19
Cash	\$569,247.59
<b>Portfolio Effective Duration</b>	2.01 years
<b>Benchmark Effective Duration</b>	1.98 years
<b>Yield At Cost</b>	2.13%
<b>Yield At Market</b>	4.73%
<b>Portfolio Credit Quality</b>	AA

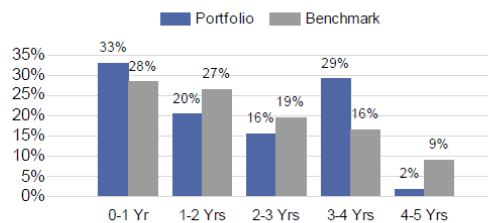
Sector Allocation



Credit Quality - S&P



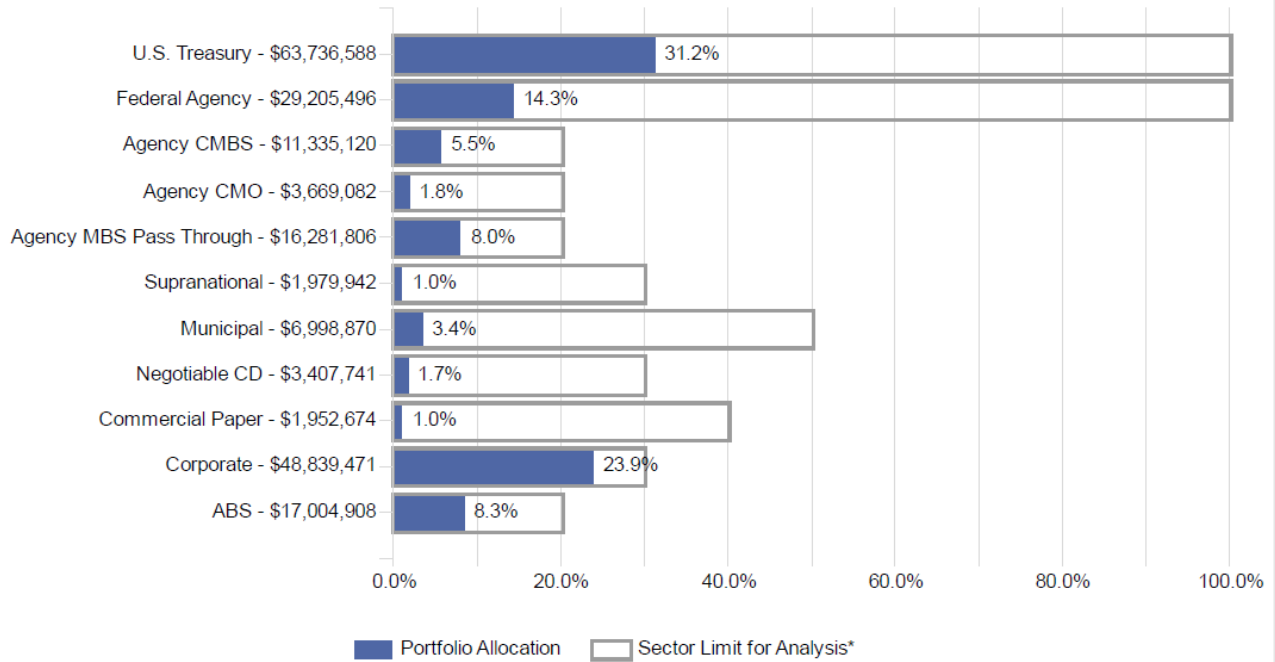
Duration Distribution



1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S. Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg. An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.



Sector Allocation Analytics



For informational/analytical purposes only and is not provided for compliance assurance. Includes accrued interest.  
\*Sector Limit for Analysis is as derived from our interpretation of your most recent Investment Policy as provided.

Account Summary

SAN MATEO COUNTY TRANS DIST RESERVE			
Portfolio Values	June 30, 2023	Analytics <sup>1</sup>	June 30, 2023
PFMAM Managed Account	\$177,065,025	Yield at Market	4.78%
Amortized Cost	\$185,345,131	Yield on Cost	1.99%
Market Value	\$177,065,025	Portfolio Duration	1.97
Accrued Interest	\$697,675		
Cash	\$990,122		

SAN MATEO COUNTY TRANS DIST PARATRANSIT			
Portfolio Values	June 30, 2023	Analytics <sup>1</sup>	June 30, 2023
PFMAM Managed Account	\$26,537,316	Yield at Market	4.73%
Amortized Cost	\$27,780,466	Yield on Cost	2.13%
Market Value	\$26,537,316	Portfolio Duration	2.01
Accrued Interest	\$111,684		
Cash	\$569,248		

## Certificate of Compliance

During the reporting period for the quarter ended June 30, 2023, the account(s) managed by PFM Asset Management ("PFMAM") were in compliance with the applicable investment policy and guidelines as furnished to PFMAM.

Acknowledged : *PFM Asset Management LLC*

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: David Olmeda, Chief Operating Officer, Bus  
Subject: **Acceptance of Capital Projects Quarterly Status Report for 4th 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: Nasser Haghtalab      Project Controls Manager      650-622-7828



# San Mateo County Transit District

## Capital Program

### Quarterly Status Report and DBE Status Report

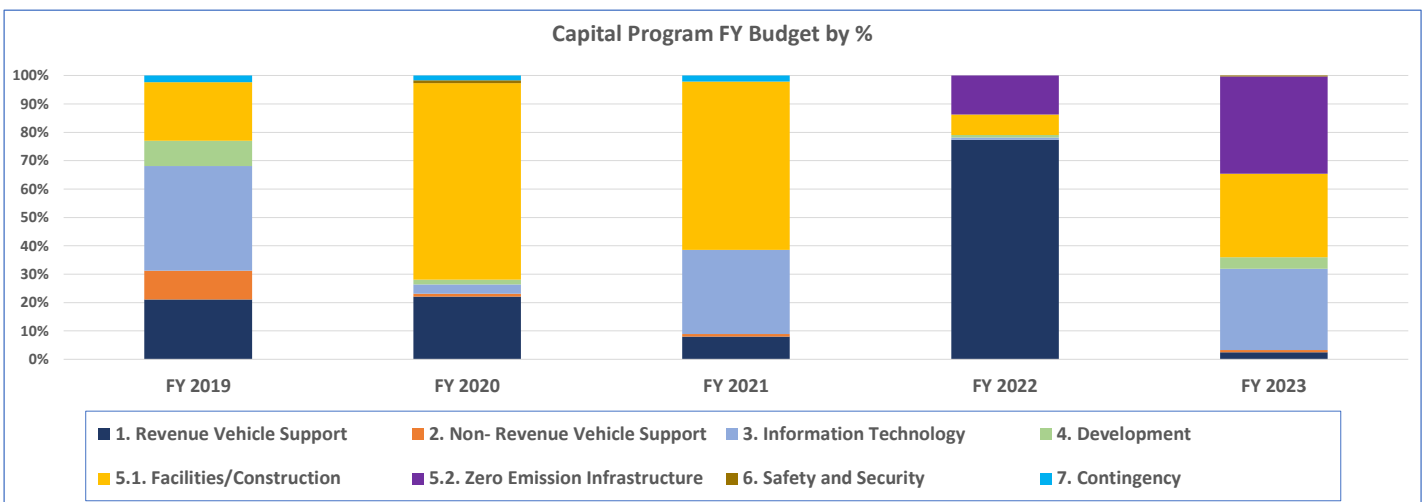
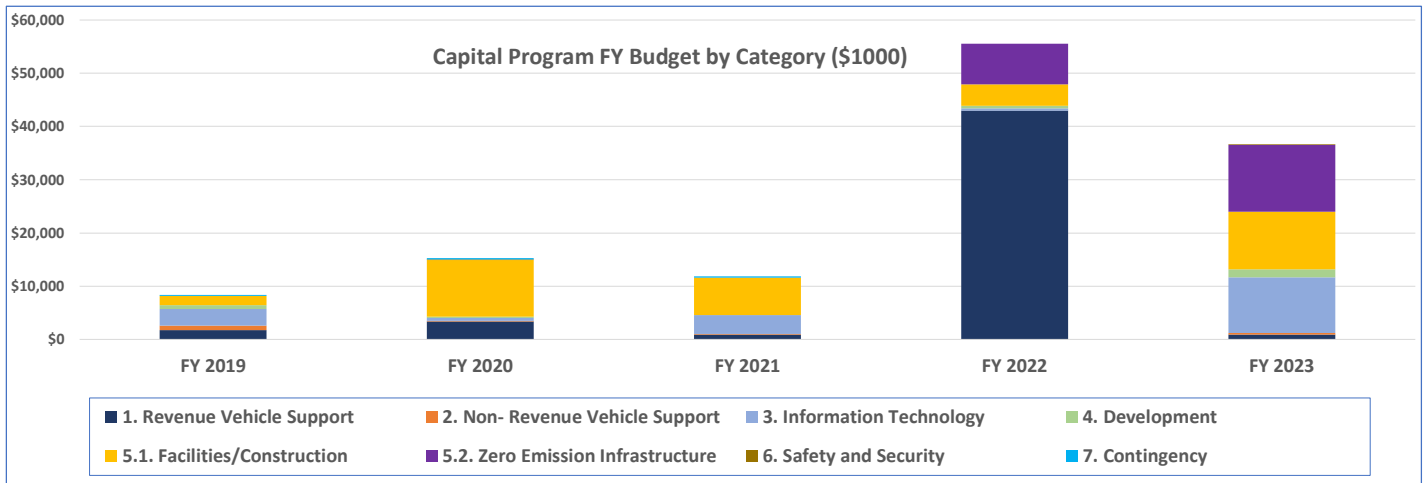


### 4th Quarter Fiscal Year 2023 (April to June 2023)

**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	\$921
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
<b>Total Board Approved Budget by FY*</b>	<b>\$8,405</b>	<b>\$15,308</b>	<b>\$11,899</b>	<b>\$55,520</b>	<b>\$36,647</b>

**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.



**samTrans Capital Programs Quarterly Progress Report Project Controls**

**Projects Completed Within FY20 - FY23**

Prj. ID	Project Name	Budget
021207	Facilities Smaller Projects - FY2012	\$ 562,000
020112	North & South Base IW Line to Brake Pit Replacement	\$ 21,432
100511	South Base Natural Gas Line Replacement	\$ 466,832
100354	Purchase a New Bus Simulator	\$ 515,216
100461	Replace 13 Paratransit Cutaway	\$ 1,991,203
100176	SamTrans Visioning	\$ 988,000
100350	Central Office Sanitary Sewer Pump Replacement	\$ 139,388
100247	FY18 Tech Refresh Project	\$ 887,586
021201	Major Bus Components - FY2012	\$ 985,004
021501	Replacement of 55 - 2002 NABI Buses Project	\$ 48,983,433
100113	Procurement of 10 Electric Buses Project	\$ 2,403,353
100348	Upgrade District Website	\$ 950,000
100058	FY16 Facilities Smaller Projects	\$ 2,924,125
100477	Intranet Solution Replacement	\$ 131,000
100630	TAM Maturity and Develop Assess	\$ 67,343
100631-01	North Base Interim Charger Installation	\$ 606,000

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 This 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 This 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 This 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 This 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 This 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 Report - FY23 Q4									
Project ID	Project Name	Project Manager	Schedule		Budget		Funding		Page
			FY23 Q3	FY23 Q4	FY23 Q3	FY23 Q4	FY23 Q3	FY23 Q4	
<b>Revenue Vehicle Support Projects</b>									
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
<b>Non-Revenue Vehicle Support</b>									
100462	Replacement Non-Rev Toyota Priuses	Steve Prieto	●	●	●	●	●	●	20
100549	Replacement Non-Rev Vehicles	Steve Prieto	●	●	●	●	●	●	22
<b>Information Technology Projects</b>									
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
100534	Onboard Wi-Fi	Karambir Cheema	●	●	●	●	●	●	32
100546	Automating Daily Dispatch	Jonathan Steketee	●	●	●	●	●	●	34
100628	APC Validation	Jonathan Steketee	●	●	●	●	●	●	36
100706	Intelligent Transportation System (ITS)	Karambir Cheema	●	●	●	●	●	●	38
100707	Cybersecurity Program	Michael Salazar	●	●	●	●	●	●	40
100708	Paratransit Scheduling Software	Tina Dubost	●	●	●	●	●	●	42
100715	Multi Platform Upgrades	Michael Salazar	●	●	●	●	●	●	44
<b>Facilities/Construction Projects</b>									
021507	Facilities Smaller Projects	Ron Robertson	●	●	●	●	●	●	46
100018	Lighting Upgrade at North Base	Jeffrey Thomas	●	●	●	●	●	●	48
100252	FY18 Ctrl Bldg. Roof Replace	Jeffrey Thomas	●	●	●	●	●	●	51
100352	ADA Self Eval Plan	Jeffrey Thomas	●	●	●	●	●	●	53
100466	Remodel NB - SB	Jeffrey Thomas	●	●	●	●	●	●	55
100468	NB SB Bus Vacuum Replacement	Jeffrey Thomas	●	●	●	●	●	●	57
100469	NB Washer Replacement	Jeffrey Thomas	●	●	●	●	●	●	60
100472	Central Building Development Options	Xiaomei Tan	●	●	●	●	●	●	63
100473	Central Building Various Site Improvements	Jeffrey Thomas	●	●	●	●	●	●	65
100474	SB Bus Washer Walls	Jeffrey Thomas	●	●	●	●	●	●	67
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	●	●	●	●	●	●	79
100710	South Base Water Utility Lines Replacement	Jeffrey Thomas	●	●	●	●	●	●	81
100711	Bus Shelter Upgrades and Replacements	Jeffrey Thomas	●	●	●	●	●	●	83
<b>Zero Emission Infrastructure Projects</b>									
100547	SB Switchgear Replacement and Charger Installation	Jeffrey Shu	●	●	●	●	●	●	85
100631	ZEB Implementation and Deployment	Liria Larano	●	●	●	●	●	●	87
100631-01	NB Interim Chargers Installation Implementation and Deployment	Jeff Shu	●	●	●	●	●	●	89
100712	North Base Sea Level Rise and Erosion Mitigation	Liria Larano	N/A	●	N/A	●	N/A	●	92
100723-01	North Base Maintenance Modifications for FCEBs	Yoko Watanabe	●	●	●	●	●	●	94
100723-02	North Base H2 Fueling Station for FCEBs (Interim Solution)	Liria Larano	●	●	●	●	●	●	96



SamTrans Capital Projects Master Schedule - FY23 Q4

Prj. ID	Project Name	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
<b>North Base Projects</b>																																			
021502	Major Bus Components (Maintenance)	[Gantt bars for 2022-2024]																																	
100018	Lighting Upgrade at North Base	[Gantt bars for 2022-2023]																																	
100353	FY19 Maintenance Support Equipment (Maintenance)	[Gantt bars for 2022-2023]																																	
100469	NB Washer Replacement	[Gantt bars for 2022-2023]																																	
100548	North Base 200 Transportation Building	[Gantt bars for 2022-2025]																																	
100631-01	North Base Interim Charger Installation	[Gantt bars for 2022-2023]																																	
100712	North Base Sea Level Rise and Erosion Mitigation	[Gantt bars for 2023-2026]																																	
100723-02	North Base Hydrogen Fueling Station for 10 FCEBs	[Gantt bars for 2022-2024]																																	
100723-01	North Base Modifications for FCEBs	[Gantt bars for 2022-2024]																																	
<b>South Base Projects</b>																																			
100474	SB Bus Washer Walls	[Gantt bars for 2022-2024]																																	
100547	South Base Switchgear Replacement and Charger Installation	[Gantt bars for 2022-2025]																																	
100631	SB 37 BEB Charger Infrastructure	[Gantt bars for 2022-2025]																																	
100710	South Base Water Utility Lines Replacement	[Gantt bars for 2022-2025]																																	
<b>North Base and South Base Projects</b>																																			
021507	Facilities Smaller Projects	[Gantt bars for 2022-2024]																																	
100016	Mobile View (Wi-Fi) Enhancement	[Gantt bars for 2022-2023]																																	
100466	Remodel North and South Base Employee Areas	[Gantt bars for 2022-2024]																																	
100468	NB & SB Bus Vacuum Replacement	[Gantt bars for 2022-2023]																																	
100476	North and South Base Exterior Painting	[Gantt bars for 2022-2024]																																	
100538	NB / SB Front Entrance Modifications	[Gantt bars for 2022-2023]																																	
100546	Automating Daily Dispatch	[Gantt bars for 2022-2024]																																	
<b>Central Building Projects</b>																																			
100252	FY18 Central Bldg. Roof Replacement	[Gantt bars for 2022-2024]																																	
100472	Central Building Development Options	[Gantt bars for 2022-2025]																																	
100473	Central Building Various Site Improvements	[Gantt bars for 2022-2024]																																	
100629	EV Chargers Non-Rev Vehicles at Central Garage	[Gantt bars for 2022-2023]																																	
<b>System Wide Information Technology Projects</b>																																			
021505	Technology Refresh Project	[Gantt bars for 2022-2024]																																	
100248	FY18 Enterprise Performance Management Replacement	[Gantt bars for 2022-2024]																																	
100707	Cybersecurity Program	[Gantt bars for 2022-2024]																																	
100708	Paratransit Scheduling Software	[Gantt bars for 2022-2023]																																	
100715	Multi Platform Upgrades	[Gantt bars for 2022-2024]																																	
<b>System Wide Development and Study</b>																																			
100628	APC Validation	[Gantt bars for 2022-2024]																																	
<b>Vehicle Procurement Projects</b>																																			
100462	Replace Non-Rev Toyota Priuses	[Gantt bars for 2022-2023]																																	
100549	Replacement Non-Rev Vehicles	[Gantt bars for 2022-2023]																																	
100585	Purchase 17 Battery Electric Bus	[Gantt bars for 2022-2024]																																	
100633	Purchase (21) Paratransit Cutaway	[Gantt bars for 2022-2024]																																	
100634	Replace (10) 2017 RW Minivans	[Gantt bars for 2022-2023]																																	
100635	Replace (135) 2009 Gillig Buses	[Gantt bars for 2022-2025]																																	
<b>Vehicle Support Projects</b>																																			
100463	SPEAR System Improvement	[Gantt bars for 2022-2024]																																	
100534	Onboard Wi-Fi	[Gantt bars for 2022-2023]																																	
100706	Intelligent Transportation System (ITS)	[Gantt bars for 2022-2025]																																	
<b>Location Projects within Cities of San Mateo County</b>																																			
100352	ADA Self Evaluation Plan	[Gantt bars for 2022-2024]																																	
100475	ADA Study & Phase 1 Retrofits	[Gantt bars for 2022-2024]																																	
100711	Bus Shelter Upgrades and Replacements	[Gantt bars for 2022-2024]																																	

**Major Bus Components**

FY23 Q4 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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 7,562,517	89%	92.0%	\$ 7,562,517

**Schedule**

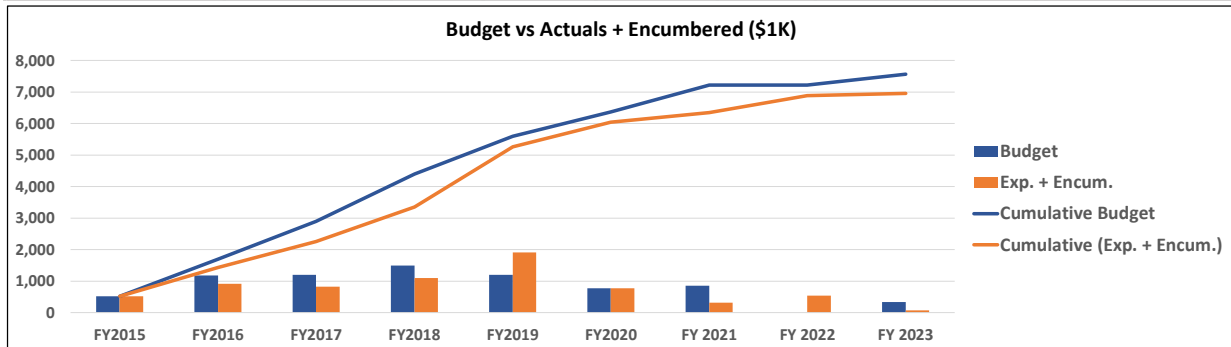
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	07/01/15	07/01/15			0	0	
Project Finish			06/30/24	06/30/24	0	0	Duration is expanded to the end of FY24

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	7,563		7,563	0	7,563	0	23	6,958	6,958	605
<b>Totals</b>	<b>7,563</b>	<b>0</b>	<b>7,563</b>	<b>0</b>	<b>7,563</b>	<b>0</b>	<b>23</b>	<b>6,958</b>	<b>6,958</b>	<b>605</b>

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
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	341		341	-6			23	74	68	605
<b>Totals</b>	<b>7,563</b>	<b>0</b>	<b>7,563</b>	<b>0</b>	<b>7,563</b>	<b>0</b>	<b>23</b>	<b>6,958</b>	<b>6,958</b>	<b>605</b>



Major Bus Components

FY23 Q4 Project ID: 021502

**FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original (A)	Changes (B)					
Undefined		-2	0		-2	-2	0	
General Capital Fund (01050)	Local	6,334	0		6,334	6,334	0	
FY19 STA-State of Good Repair (03122)	State	1,230	0		1,230	1,230	0	
<b>Totals</b>		<b>7,563</b>	<b>0</b>	<b>0</b>	<b>7,563</b>	<b>7,563</b>	<b>0</b>	

Major Bus Components

FY23 Q4 Project ID: 021502

**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 Q4

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
\$ 1,326,246	88.8%	51.6%	\$ 1,326,246

**Schedule**

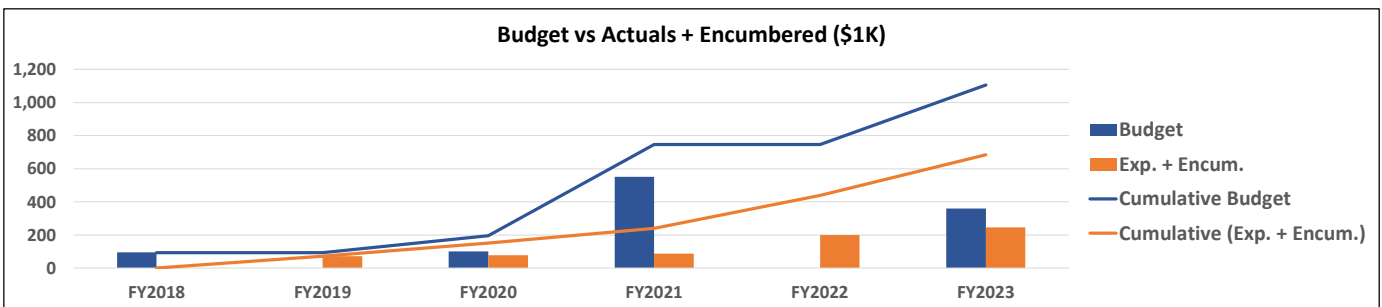
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/19	07/01/19			0	0	
Finish			12/31/23	12/31/23	0	0	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,326		1,326	85	1,326	0	163	599	684	642
<b>Totals</b>	1,326	0	1,326	85	1,326	0	163	599	684	642

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2018	94		94					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		580	-66			163	312	246	642
<b>Totals</b>	1,105	0	1,326	85	1,326	0	163	599	684	642



Maintenance Support Equipment

FY23 Q4

Prj. ID: 100353

**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	1,105	0		1,105	1,105	0	
<b>Totals</b>		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**

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Express Bus - BEB (Purchase 17 Battery Electr Bus)

FY23 Q4

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%	95.1%	\$ 21,233,918

Project Manager: David Harbour

Schedule

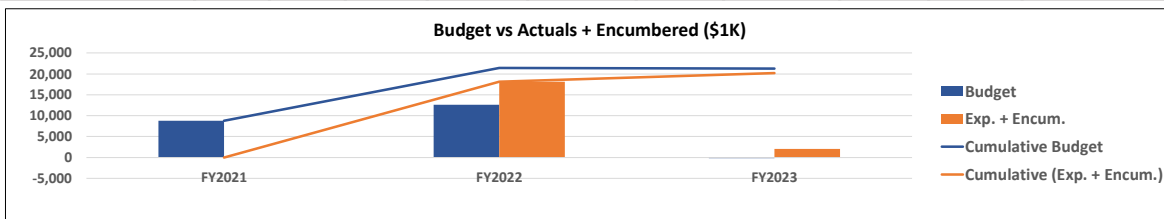
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
	(A)	(B)	(C)	(D)			
Research bus type and COOP purchasing	01/01/21	01/01/21	03/05/21	03/05/21	0	0	Initial 7 BEB as Expansion; Add 10 BEB 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.
<b>NB 2 ABB Temporary Chargers:</b> 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.
<b>1 Pilot Bus:</b> 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; conditional acceptance 1/13/23
<b>NB 8 ABB Chargers:</b> Delivery to North Base; Payment; Commissioning	11/28/22	12/23/22	12/28/22	06/30/23	-25	-184	8 NB chargers delivered 12/21/22; ancillary parts received and ready for installation; 2 NB chargers de-energized for installation at permanent location with the other 8 chargers. 9 chargers fully commissioned in May. #6 charger is defective, needs part replacement; pending service.
<b>16 Serial Buses:</b> Delivery, Acceptance, In-Service, Payments	02/10/23	08/21/23	06/09/23	12/30/23	-192	-204	Serial Buses; expecting delay to production schedule with door controller/annunciator shortages; ESS recall retrofit
<b>SB 10 ABB Chargers:</b> 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 (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
15 -Procurement	21,234		21,234	17,519	21,234		20	2,666	20,185	1,049
<b>Totals</b>	<b>21,234</b>	<b>0</b>	<b>21,234</b>	<b>17,519</b>	<b>21,234</b>	<b>0</b>	<b>20</b>	<b>2,666</b>	<b>20,185</b>	<b>1,049</b>

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)			This Period	To Date		
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	1,088			20	972	2,060	1,049
<b>Totals</b>	<b>21,234</b>	<b>0</b>	<b>21,234</b>	<b>17,519</b>	<b>21,234</b>	<b>0</b>	<b>20</b>	<b>2,666</b>	<b>20,185</b>	<b>1,049</b>



Express Bus - BEB (Purchase 17 Battery Electr Bus)

FY23 Q4

Prj. ID: 100585

**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	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	
<b>Totals</b>		<b>21,234</b>	<b>0</b>	<b>0</b>	<b>21,234</b>	<b>21,234</b>	<b>0</b>	

**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 5/19/23

**KEY ACTIVITIES - Current Reporting Month (top 5)**

Pilot Bus used for training and familiarization; Estimated In-Service Date Aug 7
Serial buses entered production line started week of 3/27/23 and will go through week of 10/2/23; Buses are scheduled for delivery starting Aug 21
North Base - 10 chargers will be ready for use
South Base - 10 ABB chargers delivery in Q3 2023; purchased extended warranty; Pending Amendment 3

**KEY ACTIVITIES - Next Reporting Month (top 5)**

Pilot Bus will be In-Service Date Aug 7
Serial buses entered production line started week of 3/27/23 and will go through week of 10/2/23; Buses are scheduled for delivery starting Aug 21
North Base - 10 chargers will be ready for use
South Base - 10 ABB chargers delivery in Q3 2023; purchased extended warranty; Pending Amendment 3

**Project Notes**

1 Pilot Bus received and accepted 1/13/23; Use for training; Estimated in-service of pilot bus in July 2023
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Purch (21) Paratransit Cutaway

FY23 Q4

Prj. ID: 100633

Project Manager: David Harbour

SCOPE Summary

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.

STATUS Summary

Phase: Procurement

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

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

Schedule

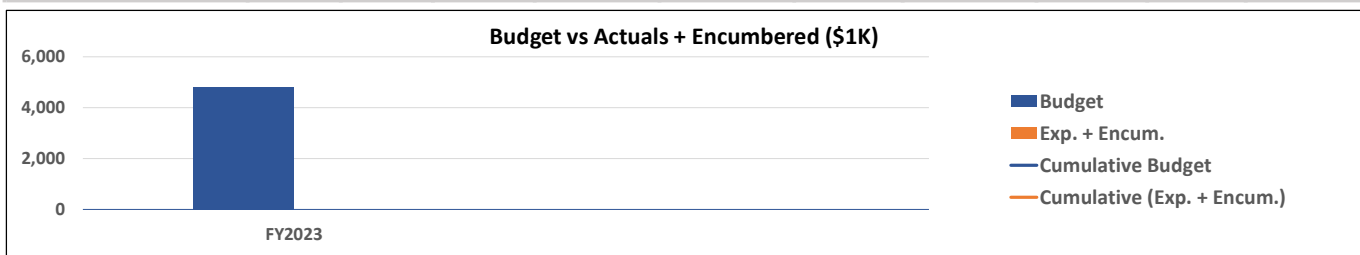
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	10/31/22	01/30/23	0	-91	El Dorado Aerotechs are no longer available for purchase; Supply chain delays
Procurement: Staff Report/Reso, BOD, Agreement, PO	11/01/22	02/01/23	05/17/23	10/30/23	-92	-166	Supply Chain and increased chassis costs delaying procurement process; start date unknown
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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	4,807		4,807		4,807	0			0	4,807
<b>Totals</b>	<b>4,807</b>	<b>0</b>	<b>4,807</b>	<b>0</b>	<b>4,807</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,807</b>

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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2023	4,807		4,807		4,807				0	4,807
<b>Totals</b>	<b>4,807</b>	<b>0</b>	<b>4,807</b>	<b>0</b>	<b>4,807</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,807</b>





Purch (21) Paratransit Cutaway

FY23 Q4

Prj. ID: 100633

**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	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	
<b>Totals</b>		<b>4,807</b>	<b>0</b>	<b>0</b>	<b>4,807</b>	<b>4,807</b>	<b>0</b>	

**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)**

Pending final quote; informal notice of increased pricing by dealer
Grants obtained FTA approval for transition to Transit

**KEY ACTIVITIES - Next Reporting Month (top 5)**

Review new pricing for Transit Vans
Draft Staff Report/Resolution for Agenda Review in June and Board authorization in July

**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 Q4

Prj. ID: 100634

Project Manager: David Harbour

**SCOPE Summary**

The purpose of this project is to replace (10) 2017 model year El Dorado American 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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,093,876	44.5%	84.8%	\$ 1,093,876

**Schedule**

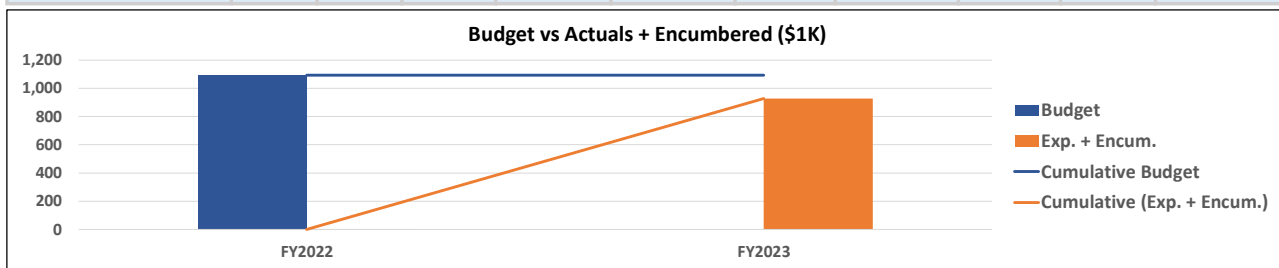
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	04/01/22	04/01/22	0	0	
Procurement: Staff Report/Reso, 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	02/12/23	0	-121	
Production, Inspection, Quality Control	10/17/22	02/20/23	12/05/22	05/15/23	-126	-161	Production started 2/20/23
Post-Delivery: Acceptance, In-Service, Payments	12/05/22	05/01/23	01/13/23	08/15/23	-147	-214	Received 10 vans 7/11/23
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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,094		1,094	276	1,094	0	645	652	928	166
<b>Totals</b>	1,094	0	1,094	276	1,094	0	645	652	928	166

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2022	1,094		1,094					1	1	1,093
FY2023			0	276			645	651	927	166
<b>Totals</b>	1,094	0	1,094	276	0	0	645	652	928	166



Repl (10) 2017 RW Minivans

FY23 Q4

Prj. ID: 100634

**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	526	0		526	526	0	
Sec5307 Grant -CA-2021-082 (02904)	Federal	568	0		568	568	0	
<b>Totals</b>		<b>1,094</b>	<b>0</b>	<b>0</b>	<b>1,094</b>	<b>1,094</b>	<b>0</b>	

**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)**

Received 9 out of 10 vans for acceptance and paint
Coordinated with internal team for acceptance
Coordinated paint with dealer and contractor
Paid invoices on 2 vans
Correspond with Dealer on defects

**KEY ACTIVITIES - Next Reporting Month (top 5)**

10 Vans received for acceptance and paint
Coordinate with internal team for acceptance/in-service
Pay Dealer for in-service vans
Correspond with Dealer on defects and credits

**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 Q4

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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 42,584,078	17.1%	86.4%	\$ 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)	
<b>PHASE 1: 30 ZERO EMISSION BUSES</b>							
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	05/06/24	10/02/23	06/10/24	-279	-252	Schedule changed; supply chain delay; 60 day testing of Pilot Bus
Gillig (19 BEB): Delivery, Acceptance, In-Service, Payments	09/01/23	08/26/24	02/05/24	12/02/24	-360	-301	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	04/17/23	09/01/23	01/15/24	-7	-136	
New Flyer (1 Pilot FCEB): Delivery, Acceptance, In-Service, Payments	06/12/23	07/24/23	08/14/23	10/09/23	-42	-56	60 day testing of Pilot Bus
New Flyer (9 FCEB): Delivery, Acceptance, In-Service, Payments	07/14/23	12/29/23	11/03/23	02/02/24	-168	-91	30 day testing of Serial Buses
<b>PHASE 2: 105 ZERO EMISSION BUSES</b>							
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	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	42,584		42,584	36,688	42,584	0	53	107	36,796	5,788
<b>Totals</b>	42,584	0	42,584	36,688	42,584	0	53	107	36,796	5,788

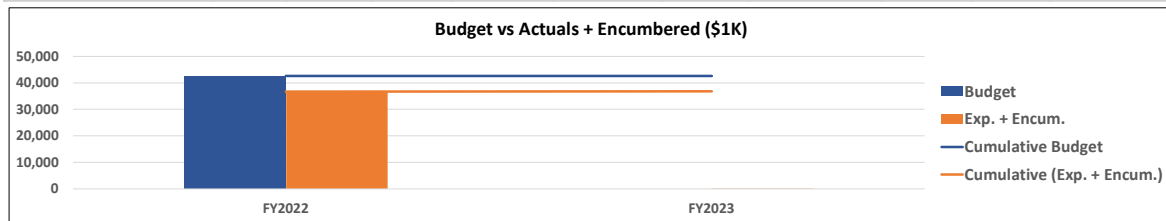
Replace (135) 2009 Gillig Buses

FY23 Q4

Prj. ID: 100635

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2022	42,659		42,659	36,699				1	36,701	5,958
FY2023	-75		-75	-11			53	106	95	5,788
<b>Totals</b>	<b>42,584</b>	<b>0</b>	<b>42,584</b>	<b>36,688</b>	<b>42,584</b>	<b>0</b>	<b>53</b>	<b>107</b>	<b>36,796</b>	<b>5,788</b>



**FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original (A)	Changes (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	
<b>Totals</b>		<b>42,584</b>	<b>0</b>	<b>0</b>	<b>42,584</b>	<b>42,584</b>	<b>0</b>	

**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 5/29/23
Delayed production of buses	Received revised schedule from Gillig regarding BEB on 3/3/23

**KEY ACTIVITIES - Current Reporting Month (top 5)**

- Phase 1: Gradeability issue identified for New Flyer FCEB; solution found; retrofit 1 pilot; swap 9 on production line; add to Amendment
- Phase 1: Gillig BEB project on HOLD until closer to production date in 2024
- Phase 1: Work in Progress Amendment 1 for New Flyer; Amendment 1 signed 5/11/23 for Gillig
- 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: Gradeability issue identified for New Flyer FCEB; solution found; retrofit 1 pilot; swap 9 on production line; add to Amendment
- Phase 1: Gillig BEB project on HOLD until closer to production date in 2024
- Phase 1: Pending Amendment 1 for New Flyer; Amendment 1 signed 5/11/23 for Gillig
- 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 Q4

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 744,455	75%	87%	\$ 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	12/31/23			-244	0	
Acceptance	FY20 Class 10020	05/15/23	01/15/24			-245	0	
Close-out	FY20 Class 10020	05/31/23	01/31/24			-245	0	

Replace Non-Rev Toyota Priuses

FY23 Q4

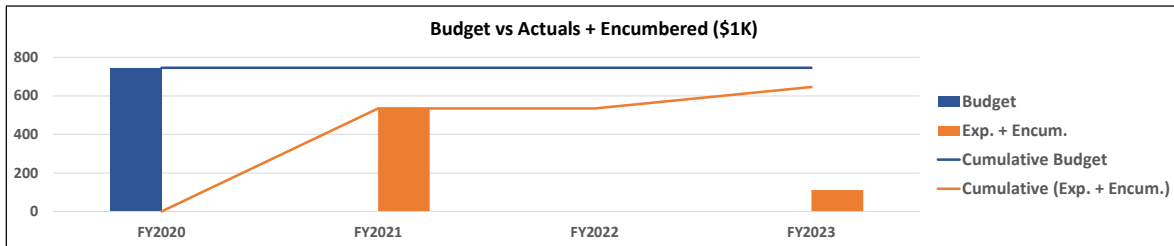
Prj. ID: 100462

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	744		744	72	744	0	41	574	646	98
<b>Totals</b>	<b>744</b>	<b>0</b>	<b>744</b>	<b>72</b>	<b>744</b>	<b>0</b>	<b>41</b>	<b>574</b>	<b>646</b>	<b>98</b>

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	744		744	0				0	744	
FY2021	0		0	2				533	210	
FY2022	0		0					0	210	
FY2023	0		0	70			41	41	98	
<b>Totals</b>	<b>744</b>	<b>0</b>	<b>744</b>	<b>72</b>	<b>744</b>	<b>0</b>	<b>41</b>	<b>574</b>	<b>98</b>	



**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	
<b>Totals</b>		<b>744</b>	<b>0</b>	<b>0</b>	<b>744</b>	<b>744</b>	<b>0</b>	

**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 Q4

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 587,006	33.3%	13.9%	\$ 587,006

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	587		587	82	587	0			82	505
<b>Totals</b>	587	0	587	82	587	0	0	0	82	505



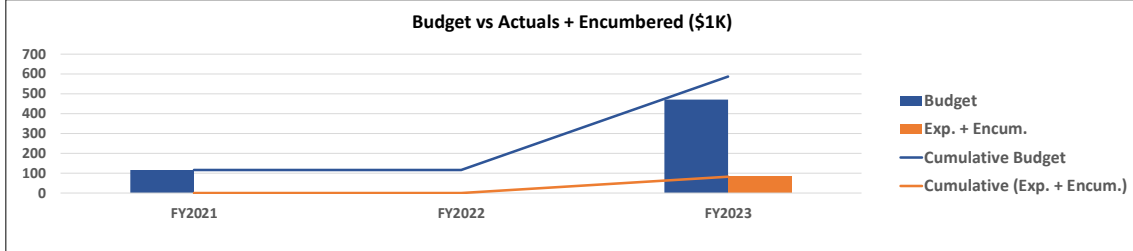
Replacement Non-Rev Vehicles

FY23 Q4

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	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	117		117					0	117	
FY2023	471		471	82				82	505	
<b>Totals</b>	<b>587</b>	<b>0</b>	<b>587</b>	<b>82</b>	<b>587</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>505</b>	



**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	587	0		587	587	0	
<b>Totals</b>		<b>587</b>	<b>0</b>	<b>0</b>	<b>587</b>	<b>587</b>	<b>0</b>	

**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 This 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 Q4**

**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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 7,485,420	90.0%	79.7%	\$ 7,485,420

**Schedule**

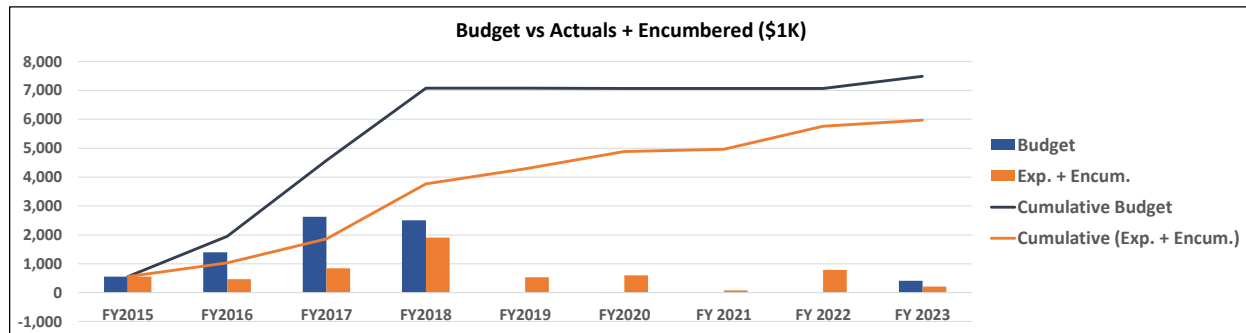
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/14	07/01/14			0	0	This project will span multiple years. The project will very likely be extended beyond the end of FY23.
Finish			06/30/23	06/30/24	0	-366	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	7,485		7,485	345	7,485	0	63	5,620	5,965	1,520
<b>Totals</b>	<b>7,485</b>	<b>0</b>	<b>7,485</b>	<b>345</b>	<b>7,485</b>	<b>0</b>	<b>63</b>	<b>5,620</b>	<b>5,965</b>	<b>1,520</b>

**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			This 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	-31			63	242	212	1,520
<b>Totals</b>	<b>7,485</b>	<b>0</b>	<b>7,485</b>	<b>345</b>	<b>7,485</b>	<b>0</b>	<b>63</b>	<b>5,620</b>	<b>5,965</b>	<b>1,520</b>



Replace & Upgrade Servers & Out of Warranty Equipment

FY23 Q4

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	
<b>Totals</b>		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.
- End date adjusted to end of FY 24 as need will continue in the current fiscal year.

**KEY ACTIVITIES - Next Reporting Month** (top 5)

- Continued replacement of District's IT equipment on an as needed basis.
- Continue programming replacement 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 This Period.

Wi-Fi Bases for Video Review

FY23 Q4

Prj. ID: 100016

Project Manager: Karambir Cheema

**SCOPE Summary**

STATUS Summary

Phase: Procurement

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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 690,499	83%	94.4%	\$ 690,499

**Schedule**

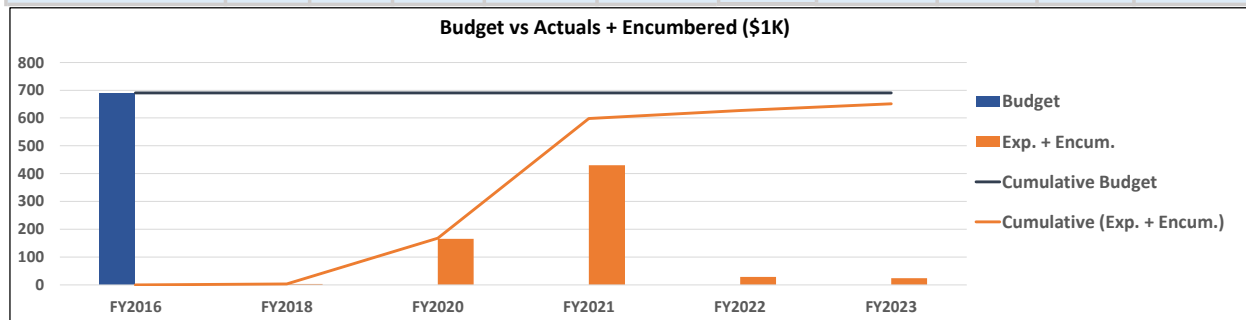
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Funding Released			03/26/17	03/26/18	0	-365	
Procurement of hardware and Base infrastructure installation	03/01/19	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	12/31/23	0	-365	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	19		19	0	19	0	0	0	19	
16 - Construction	671		671	5	671	0	646	652	19	
<b>Totals</b>	<b>690</b>	<b>0</b>	<b>690</b>	<b>5</b>	<b>690</b>	<b>0</b>	<b>0</b>	<b>646</b>	<b>39</b>	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2016	690		690	0				0	690	
FY2018	0		0	0			3	3	688	
FY2020	0		0	153			12	165	522	
FY2021	0		0	-148			579	430	92	
FY2022	0		0	2			27	29	63	
FY2023	0		0	-2			0	26	39	
<b>Totals</b>	<b>690</b>	<b>0</b>	<b>690</b>	<b>5</b>	<b>690</b>	<b>0</b>	<b>0</b>	<b>646</b>	<b>39</b>	



Wi-Fi Bases for Video Review

FY23 Q4

Prj. ID: 100016

**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	690	0		690	690	0	
<b>Totals</b>		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. PM is extending the forecasted finish date to fund any procurements required to complete this project. Project completion is now estimated at December 31, 2023.

FY18 EPM Replacement

FY23 Q4

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,300,000	30.0%	3.4%	\$ 2,300,000

Schedule

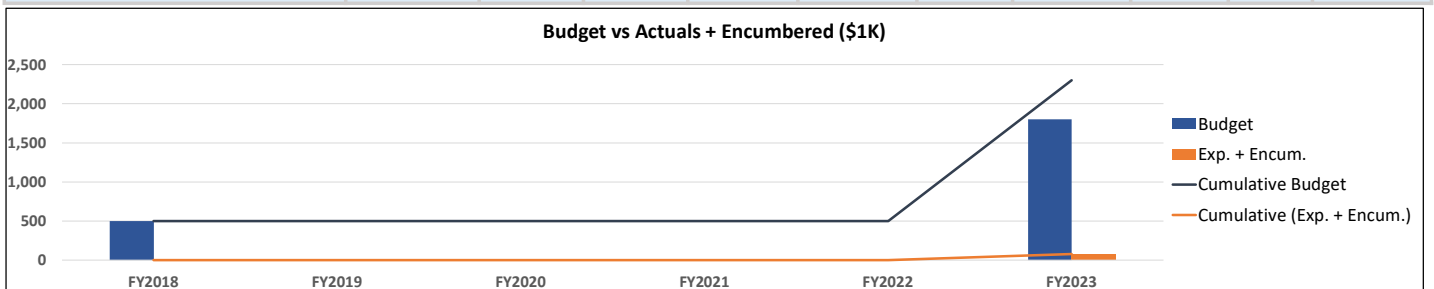
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Phase 0: Project Planning and Management	7/1/2019	7/25/2022	12/9/2022	12/9/2022	-1120	0	
Phase 1: Needs Assessment	8/29/2022	8/29/2022	8/29/2022	11/4/2022	0	-67	
Phase 2: Business Process Analysis	9/26/2022	9/26/2022	9/26/2022	1/13/2023	0	-109	
Phase 3: Development of RFP	11/1/2022	11/1/2022	11/1/2022	3/9/2023	0	-118	
Phase 4: High Level Recommendations	12/15/2022	12/15/2022	2/10/2023	2/22/2023	0	-12	
Phase 5: Issue RFP , Select Vendor			02/28/24	02/28/24	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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	2,300		2,300		2,300	0	21	78	78	2,222
<b>Totals</b>	<b>2,300</b>	<b>0</b>	<b>2,300</b>	<b>0</b>	<b>2,300</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>78</b>	<b>2,222</b>

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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2018	500		500						0	500
FY2019			0						0	500
FY2020			0						0	500
FY2021			0						0	500
FY2022			0						0	500
FY2023	1,800		1,800				21	78	78	2,222
<b>Totals</b>	<b>2,300</b>	<b>0</b>	<b>2,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>78</b>	<b>2,222</b>



FY18 EPM Replacement

FY23 Q4

Prj. ID: 100248

**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	2,300	0		2,300	2,300	0	
<b>Totals</b>		2,300	0	0	2,300	2,300	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)**


**Project Notes**

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

**FY23 Q4**

**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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 5,644,352	18%	4.8%	\$ 5,644,352

**Schedule**

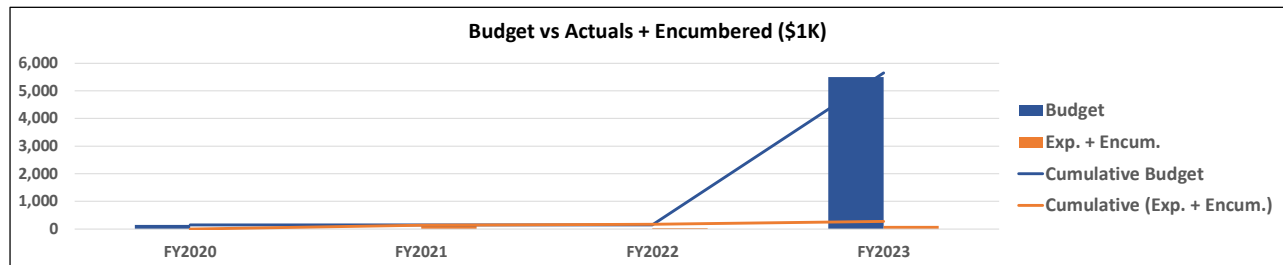
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Procurement	09/01/21	09/01/21	06/01/23	12/06/23	0	-188	Dec'23 BOD; negotiations delay award
Kick-off Implementation	06/02/23	01/18/24	06/02/23	01/18/24	-230	-230	This could be moved up if no delay in awarding
Complete System Implementation; Go Live	06/02/23	01/18/24	06/02/25	01/18/26	-230	-230	Est. 2 year implementation
Complete Training	06/02/25	01/18/24	06/01/26	01/18/26	501	134	Estimate only
Transition to IT - First Year Maintenance	06/02/25	01/18/24	06/02/26	01/18/26	501	135	
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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	5,644		5,644	23	5,644	0	57	250	273	5,371
<b>Totals</b>	5,644	0	5,644	23	5,644	0	57	250	273	5,371

**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			This 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	-27			57	137	110	5,371
<b>Totals</b>	5,644	0	5,644	23	0	0	57	250	273	5,371





SPEAR System Improvement

FY23 Q4

Prj. ID: 100463

**FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	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	
<b>Totals</b>		<b>5,644</b>	<b>0</b>	<b>0</b>	<b>5,644</b>	<b>5,644</b>	<b>0</b>	

**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)**

Kickoff negotiations meeting with Vendor
Internal team review of Scope, SLA, proposal, agreement, etc.

**KEY ACTIVITIES - Next Reporting Month (top 5)**

Continue negotiations with Vendor
Internal team review of Scope, SLA, proposal, agreement, etc.

**Project Notes**

Currently in Procurement process
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Onboard Wi-Fi Equipment Retrofit for 225 buses

FY23 Q4

Prj. ID: 100534

Project Manager: Cheema Karambir

STATUS Summary

Phase: Implementation

**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.

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

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

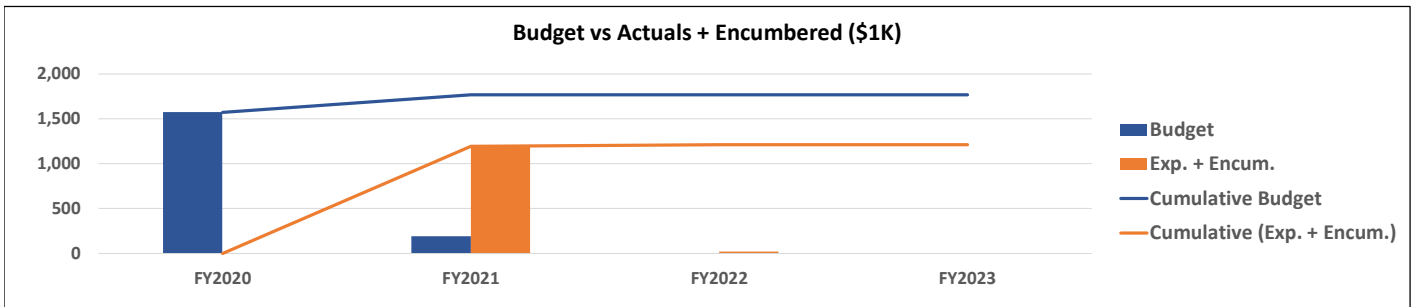
**Schedule**

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	12/31/23	-172	-488	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,766		1,766	3	1,766	0		1,209	1,212	554
<b>Totals</b>	1,766	0	1,766	3	1,766	0	0	1,209	1,212	554

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This 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	
FY2022	0		0	-149				169	20	
FY2023	0		0					0	554	
<b>Totals</b>	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 Q4

Prj. ID: 100534

**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	267	0		267	267	0	
FY21 STA -SOGR (03130)	State	1,499			1,499	1,499		
<b>Totals</b>		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 Q4

Prj. ID: 100546

Project Manager: Jonathan Steketee

**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

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

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

**Schedule**

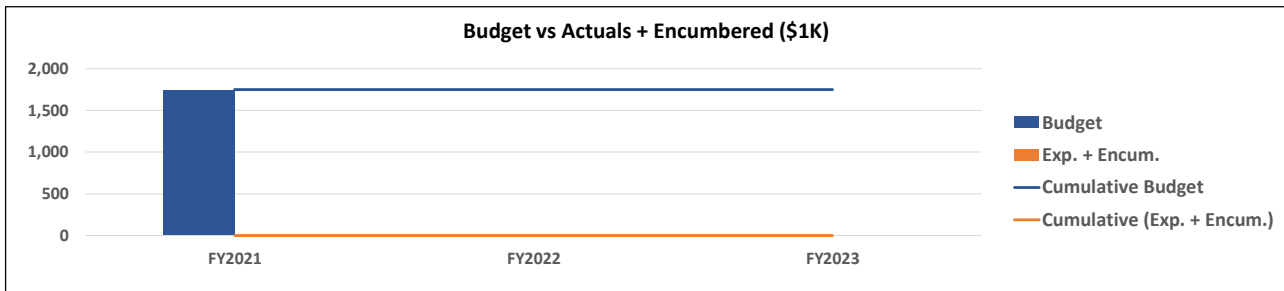
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Scope operational needs for software	06/01/20	06/01/20	01/30/21	12/15/20	0	46	
Determine Cloud best location	10/01/20	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	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This 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
<b>Totals</b>	<b>1,750</b>	<b>0</b>	<b>1,750</b>	<b>0</b>	<b>1,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,750</b>

**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			This 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
<b>Totals</b>	<b>1,750</b>	<b>0</b>	<b>1,750</b>	<b>0</b>	<b>1,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,750</b>



Automating Daily Dispatch

FY23 Q4

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	
<b>Totals</b>		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 Q4

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

**STATUS Summary**

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 431,250	33.3%	0.0%	\$ 431,250

**Schedule**

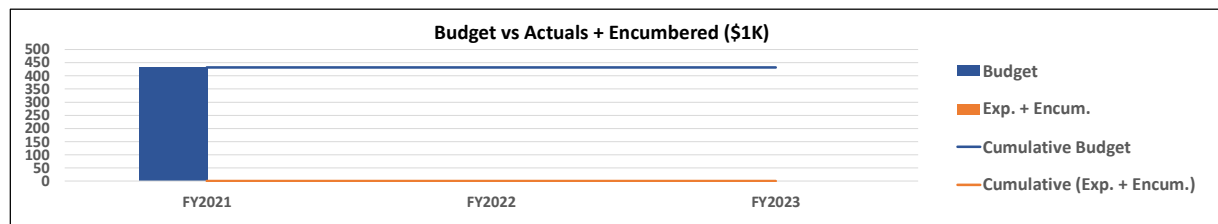
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Conduct Initial Ride Checks	04/01/22	04/01/22	06/30/22	05/28/22	0	33	
Analysis Initial Ride Checks	07/01/22	07/01/22	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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	431		431		431	0			0	431
<b>Totals</b>	<b>431</b>	<b>0</b>	<b>431</b>	<b>0</b>	<b>431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>431</b>

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	431		431						0	431
<b>Totals</b>	<b>431</b>	<b>0</b>	<b>431</b>	<b>0</b>	<b>431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>431</b>



APC Validation

FY23 Q4

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	
<b>Totals</b>		<b>431</b>	<b>0</b>	<b>0</b>	<b>431</b>	<b>431</b>	<b>0</b>	

**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**

--

**Intelligent Transportation System (ITS)**

FY23 Q4

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

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

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

**Schedule**

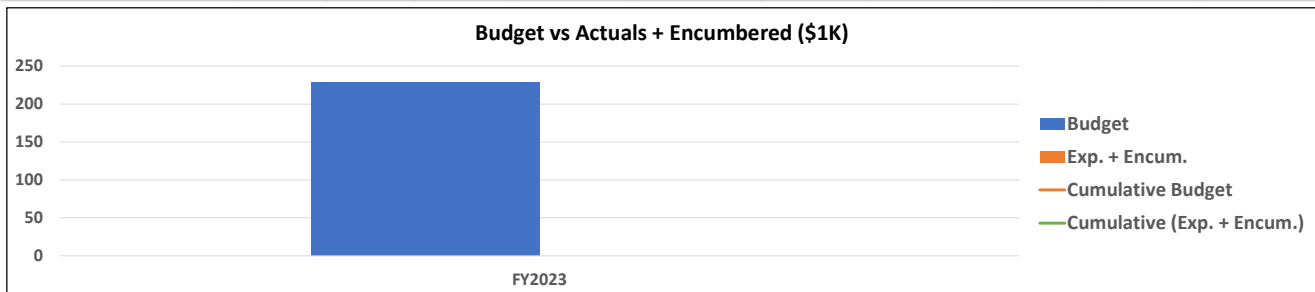
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Internal discussion to evaluate the current system and identify areas of improvement	12/01/22	12/01/22	12/31/23	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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15- Procurement	228		228		228	0	0	0	0	228
<b>Totals</b>	<b>228</b>	<b>0</b>	<b>228</b>	<b>0</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>228</b>

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2023	228		228						0	228
<b>Totals</b>	<b>228</b>	<b>0</b>	<b>228</b>	<b>0</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>228</b>





Intelligent Transportation System (ITS)

FY23 Q4

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	
<b>Totals</b>		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**

--

Cybersecurity Program

FY23 Q4

Prj. ID: 100707

**Project Manager:** Michael Salazar

**SCOPE Summary**

**STATUS Summary**

**Phase:** Planning

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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,311,500	33.2%	10.1%	\$ 2,311,500

**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

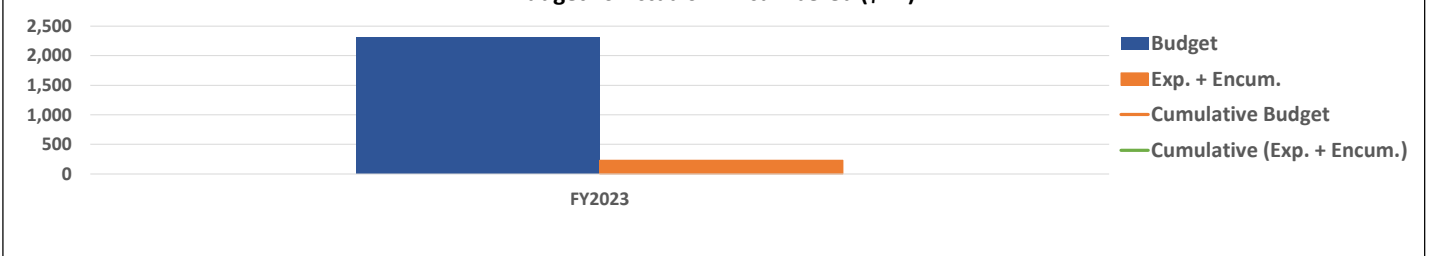
**PROJECT BUDGET vs Actuals & Encumbrance**

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	2,312		2,312		2,312	0	47	234	234	2,078
<b>Totals</b>	<b>2,312</b>	<b>0</b>	<b>2,312</b>	<b>0</b>	<b>2,312</b>	<b>0</b>	<b>47</b>	<b>234</b>	<b>234</b>	<b>2,078</b>

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2023	2,312		2,312				47	234	234	2,078
<b>Totals</b>	<b>2,312</b>	<b>0</b>	<b>2,312</b>	<b>0</b>	<b>2,312</b>	<b>0</b>	<b>47</b>	<b>234</b>	<b>234</b>	<b>2,078</b>

**Budget vs Actuals + Encumbered (\$1K)**



Cybersecurity Program

FY23 Q4

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	
General Capital Fund (01050)	Local	1,200	0		1,200	1,200	0	
<b>Totals</b>		<b>2,312</b>	<b>0</b>	<b>0</b>	<b>2,312</b>	<b>2,312</b>	<b>0</b>	

**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 planning of remediation work. (no change this period)
2. Continue work on finalizing the spending plan for the year.

**KEY ACTIVITIES - Next Reporting Month (top 5)**

1. Continue planning of remediation work.
2. Continue work on finalizing 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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 570,000	17.9%	0.0%	\$ 570,000

Schedule

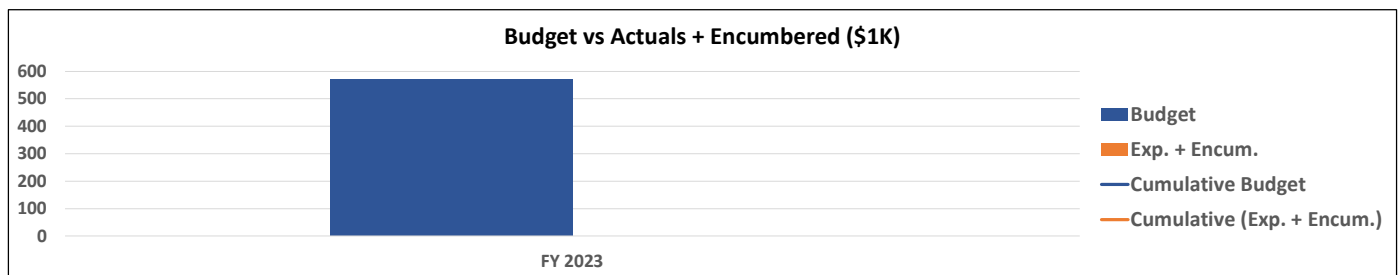
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Design/customize software	09/28/22	09/28/22	04/01/23	04/01/23	0	0	
User acceptance testing	04/02/23	04/02/23	08/30/23	08/30/23	0	0	
Phase 1 Install & implement	01/09/23	01/09/23	07/01/23	07/01/23	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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	570		570		570	0			0	570
<b>Totals</b>	<b>570</b>	<b>0</b>	<b>570</b>	<b>0</b>	<b>570</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>570</b>

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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023	570		570		570	0			0	570
<b>Totals</b>	<b>570</b>	<b>0</b>	<b>570</b>	<b>0</b>	<b>570</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>570</b>



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		570	570	0	
<b>Totals</b>		<b>570</b>	<b>0</b>	<b>0</b>	<b>570</b>	<b>570</b>	<b>0</b>	

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
Difficulty getting software to interface with other products	In process

**KEY ACTIVITIES - Current Reporting Month** (top 5)

Review design details and customization
Vendor works to set up cloud environment and test database

**KEY ACTIVITIES - Next Reporting Month** (top 5)

Vendor to set up Cloud environment and test database
Reviewing and testing in test database

**Project Notes**

None
------

Multi-Platform Upgrades

FY23 Q4

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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,083,700	48.8%	21.3%	\$ 3,083,700

**Schedule**

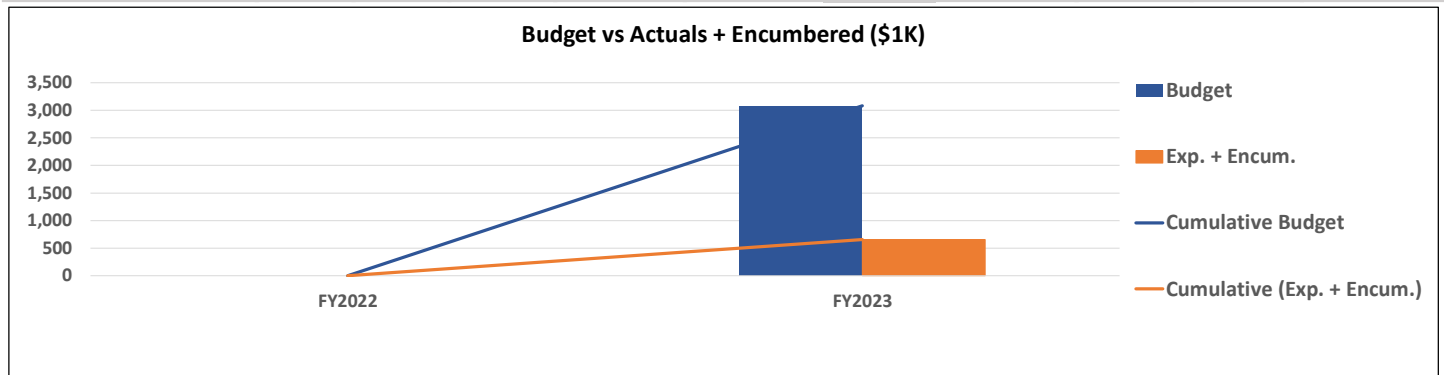
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
ITSM	07/01/22	07/01/22	12/30/22	08/30/23	0	-243	Several delays due to resource
SharePoint	07/01/22	07/01/22	06/30/23	06/30/23	0	0	
Others	07/01/22	07/01/22	06/30/24	06/30/24	0	0	

**PROJECT BUDGET vs Actuals & Encumbrance**

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	3,084		3,084	109	3,084	0	135	548	657	2,427
<b>Totals</b>	<b>3,084</b>	<b>0</b>	<b>3,084</b>	<b>0</b>	<b>3,084</b>	<b>0</b>	<b>135</b>	<b>548</b>	<b>657</b>	<b>2,427</b>

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2022	0		0	0					0	0
FY2023	3,084		3,084	109			135	548	657	2,427
<b>Totals</b>	<b>3,084</b>	<b>0</b>	<b>3,084</b>	<b>109</b>	<b>3,084</b>	<b>0</b>	<b>135</b>	<b>548</b>	<b>657</b>	<b>2,427</b>



Multi-Platform Upgrades

FY23 Q4

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	
<b>Totals</b>		3,084	0	0	3,084	3,084	0	
<b>Risk</b>								<b>Mitigation</b>
None								

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

Issue	Status
None	

**KEY ACTIVITIES - Current Reporting Month (top 5)**

- Continue prioritizing other project tasks. (no change this period)

**KEY ACTIVITIES - Next Reporting Month (top 5)**

- Continue prioritizing remaining project tasks.
- 

**Project Notes**

Facility Smaller Projects

FY23 Q4

Prj. ID: 021507

Project Manager: Ron Robertson

**SCOPE Summary**

STATUS Summary

Phase: Procurement

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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,879,317	89%	86.1%	\$ 3,879,317

**Schedule**

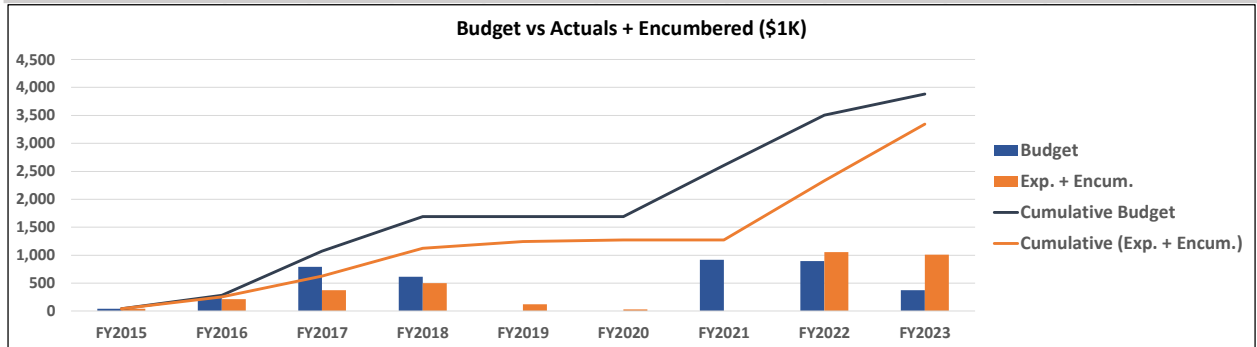
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/15	07/01/15			0	0	
Finish			06/30/24	06/30/24	0	0	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	1,687		1,687	22	1,687	0	1	1,252	1,274	413
16 - Construction	2,192		2,192	199	2,192	0	321	1,869	2,068	124
<b>Totals</b>	<b>3,879</b>	<b>0</b>	<b>3,879</b>	<b>221</b>	<b>3,879</b>	<b>0</b>	<b>323</b>	<b>3,121</b>	<b>3,342</b>	<b>537</b>

**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			This 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	67				432	499	562
FY2019			0	-117				236	119	443
FY2020			0	-25				55	30	413
FY2021	920		920	0				2	2	1,331
FY2022	898		898	88				966	1,055	1,174
FY2023	374		374	100			323	911	1,011	537
<b>Totals</b>	<b>3,879</b>	<b>0</b>	<b>3,879</b>	<b>221</b>	<b>3,879</b>	<b>0</b>	<b>323</b>	<b>3,121</b>	<b>3,342</b>	<b>537</b>





Facility Smaller Projects

FY23 Q4

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	3,879	0		3,879	3,879	0	
<b>Totals</b>		<b>3,879</b>	<b>0</b>	<b>0</b>	<b>3,879</b>	<b>3,879</b>	<b>0</b>	

**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 Q4

Prj. ID: 100018

Project Manager: Jeffrey Thomas

**SCOPE Summary**

**STATUS Summary**

Phase: Procurement

Phased project to replace mixed lighting fixtures in favor of more energy-efficient and environmentally-friendly LED lights. Phase One (FY16-18) completed interior shops and exterior buildings and bus parking areas. Phase Two (FY20-23) will upgrade lighting and controls for interior offices and common area at District's North Base and South Base facilities. Design work-cost estimates for Phase Two fully completed. Phase 1 completed in 2016-18; Phase II construction in 2021-23.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,209,701	97.70%	57.2%	\$ 3,209,701

**Schedule**

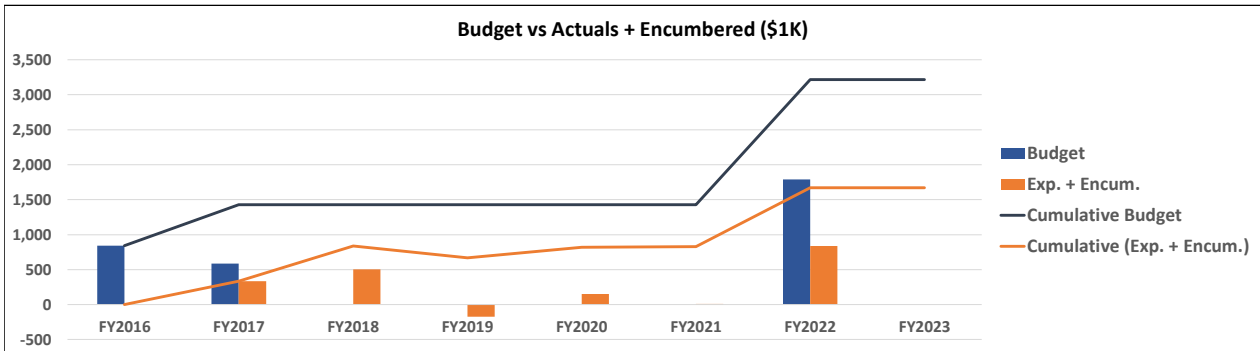
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/15	07/01/15			0	0	
Procurement	06/28/21	06/28/21	03/03/22	03/03/22	0	0	
Construction	03/04/22	03/04/22	08/31/22	04/30/23	0	-242	Extended per CO #4
Close out	11/01/22	05/01/23	05/01/23	08/31/23	-181	-122	Extended per CO #4

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	84		84		84	0		82	82	2
16 - Construction	3,126		3,126	255	3,126	0	14	1,497	1,753	1,373
<b>Totals</b>	<b>3,210</b>	<b>0</b>	<b>3,210</b>	<b>255</b>	<b>3,210</b>	<b>0</b>	<b>14</b>	<b>1,579</b>	<b>1,835</b>	<b>1,375</b>

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
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	-543			14	708	1,375	
<b>Totals</b>	<b>3,210</b>	<b>0</b>	<b>3,210</b>	<b>255</b>	<b>3,210</b>	<b>0</b>	<b>14</b>	<b>1,579</b>	<b>1,835</b>	<b>1,375</b>



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

FY23 Q4

Prj. ID: 100018

**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	1,463	0		1,463	1,463	0	
SOGR FY20 (03126)	State	258			258	258		
SOGR FY20 (03134)	State	1,488			1,488	1,488		
<b>Totals</b>		<b>3,210</b>	<b>0</b>	<b>0</b>	<b>3,210</b>	<b>3,210</b>	<b>0</b>	

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

Risk	Mitigation
Mfg. delays by OEM for lighting components	Delays are not critical to functional use of workspace; Delay is acceptable to Project Team

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

Issue	Status
OEM delays for revised materials	Acceptable to Project Team; CO #4 extends completion time to 8/31/2023
Differing site conditions which require new materials	Acceptable to Project Team per CO #3

**KEY ACTIVITIES - Current Reporting Month** (top 5)

Construction at North Base and South Base facilities are 99% complete
Preliminary inspections were completed in March'23; Punchlist compiled in April'23 and furnished to Contractor
Contractor is currently in process with punchlist items

**KEY ACTIVITIES - Next Reporting Month** (top 5)

Final inspection tentative for late August'23

**Project Notes**

--



**Central Roof Replacement**

FY23 Q4

Prj. ID: 100252

Project Manager: Jeff Thomas

**SCOPE Summary**

The Central roof (West side only) was assessed in 2019 for repair and/or replacement. The Project will now assess Central roofing as a whole for repair and/or replacement; scope includes restoration of existing recreational areas. Design of new Central roofing is forthcoming in early 2024. Subsequent construction work will be phased over 2024-25.

**STATUS Summary**

Phase: Design

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

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

**Schedule**

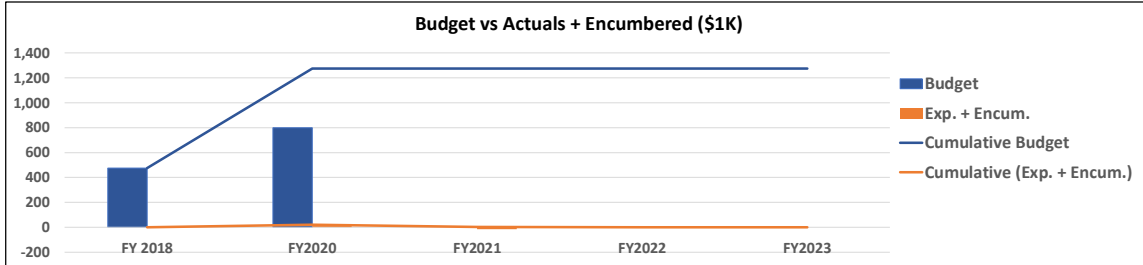
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	09/01/19	08/30/22			-1094	0	
Design	09/30/22	03/30/23	01/31/23	08/31/23	-181	-212	
Procurement	02/01/23	09/01/23	09/30/23	04/30/24	-212	-213	
Construction	10/01/23	05/01/24	10/30/24	03/30/25	-213	-151	
Closing	11/01/24	04/01/25	12/31/24	05/30/25	-151	-150	

**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)			This Period	To Date		
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
<b>Totals</b>	<b>1,275</b>	<b>0</b>	<b>1,275</b>	<b>0</b>	<b>1,275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,275</b>

**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)			This Period	To Date		
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	
<b>Totals</b>	<b>1,275</b>	<b>0</b>	<b>1,275</b>	<b>0</b>	<b>1,275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,275</b>	



Central Roof Replacement

FY23 Q4

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 (A)	Changes (B)					
General Capital Fund (01050)	Local	1,275	0		1,275	1,275	0	
<b>Totals</b>		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
Existing roof is mixed types of construction	New construction will be multi-phased for respective sections/types

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

Issue	Status
Phase construction will be a protracted scheduled	Project team will factor for phases and weather delays

**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**

A new baseline for schedule and budget are forthcoming
--

ADA Self Eval Plan

FY23 Q4

Prj. ID: 100352

Project Manager: Jeff Thomas

SCOPE Summary

STATUS Summary

Phase: Planning

This project is policy-formation pursuant to Title II of the Americans with Disabilities Act (ADA). Staff to complete a draft ADA Transition Plan, seek public comments and then seek Board approval of such plan. The ADA Transition Plan, once adopted, will authorize/direct plan implementation over the long term. Goal is to have the ADA Transition Plan completed by the end of 2023; interim planning and construction are shown as a separate project.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 200,000	25.0%	0.0%	\$ 200,000

Schedule

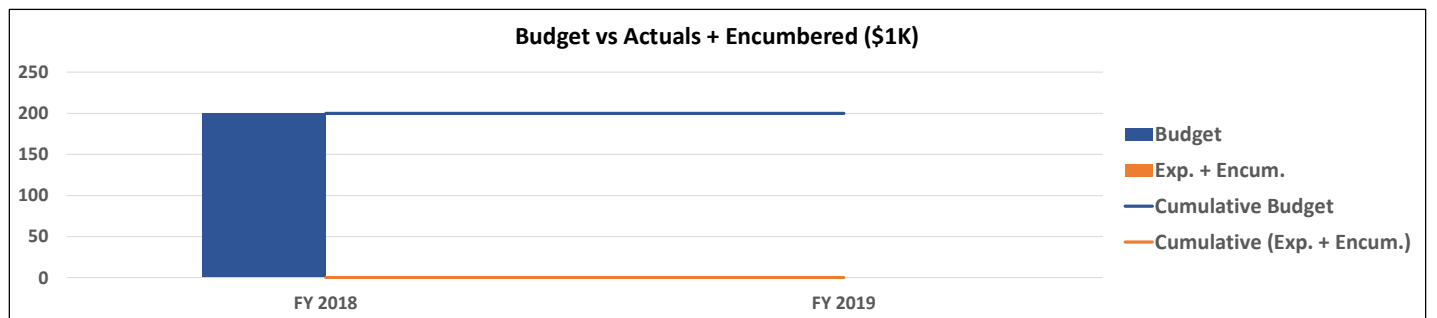
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning & Development	07/01/18	07/01/22	06/30/24	06/30/24	-1461	0	Was initially planned as consultant work, but District hired internal staff (ADA Coordinator) for completion of this work
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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	200		200	0	200	0		0	200	
<b>Totals</b>	200	0	200	0	200	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			This 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	
<b>Totals</b>	200	0	200	0	200	0	0	0	200	



ADA Self Eval Plan

FY23 Q4

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	
<b>Totals</b>		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
Goal is a comprehensive and long-term plan for District buildings and 1800+ bus stops	Planning & assessment work in progress
Work is highly 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 Q4

Prj. ID: 100466

Project Manager: Jeffrey Thomas

SCOPE Summary

STATUS Summary

Phase: Planning

This project will reconfigure and modernize four (4) existing employee breakrooms at North/South Bases. The project will remove worn cabinets/carpeting and fixtures after 30+ years usage. Improvements will include staff/users participating in new room layout and equipment selection; increased seating capacity and greater comfort to users.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 520,000	11.9%	40.8%	\$ 520,000

Schedule

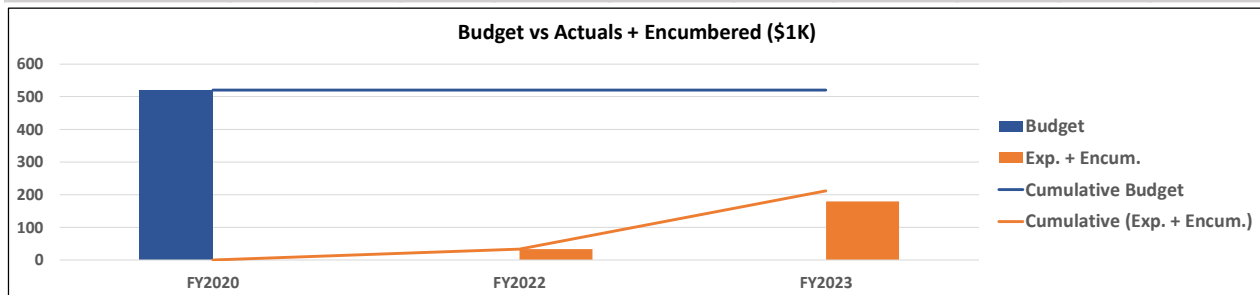
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	06/01/22	10/31/22	10/31/22	-700	0	
PE/Env/PSE (Preliminary Design)	08/01/22	08/01/22	01/31/23	01/31/23	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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	35		35	19	35	0	7	16	35	0
12- PE/Env/PSE	45		45	28	45	0	9	16	45	0
13 - Final Design	35		35	19	35	0	7	15	35	0
15 - Procurement	20		20	0	20	0		1	1	19
16 - Construction	375		375	14	375	0	5	83	96	279
19 - Closeout	10		10	0	10	0			0	10
<b>Totals</b>	<b>520</b>	<b>0</b>	<b>520</b>	<b>80</b>	<b>520</b>	<b>0</b>	<b>28</b>	<b>132</b>	<b>212</b>	<b>308</b>

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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	520		520	0				0	520	
FY2022	0		0	0				33	487	
FY2023	0		0	80			28	98	308	
<b>Totals</b>	<b>520</b>	<b>0</b>	<b>520</b>	<b>80</b>	<b>520</b>	<b>0</b>	<b>28</b>	<b>132</b>	<b>308</b>	



**samTrans**

**Capital Programs Monthly Progress Report**

**Project Controls**

Remodel North and South Base Employee Areas

FY23 Q4

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	
<b>Totals</b>		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. Facilities will propose an FY24 Capital Project to address these larger issues.
Cost forecast exceeds current project budget	Project Team is seeking potential savings and additional funds

**KEY ACTIVITIES - Current Reporting Month (top 5)**

Conceptual plans, layouts and probable costs are reviewed by stakeholders and accepted

**KEY ACTIVITIES - Next Reporting Month (top 5)**

Project Team reviewed cost forecast and itemized lines for potential savings
All design elements seem fair and reasonable for construction design
Construction includes four (4) subject areas with two (2) options contingent on funding availability

**Project Notes**

A new baseline for schedule and budget are forthcoming
--

NB SB Bus Vacuum Replacement

FY23 Q4

Prj. ID: 100468

Project Manager: Jeffrey Thomas

**SCOPE Summary**

STATUS Summary

Phase: Planning

This project is focused to assess/design viable methods of bus interior vacuuming/cleaning. The existing North Base cyclonic vacuum is 35-yrs worn and non-functional. South Base uses mixed cleaning methods. Initially cyclonic vacuums were assessed but found lacking in performance; Backpack vacuums were tested by staff/users in late 2022 and also found insufficient. The project will refocus on compressed air technology as the best and most viable cleaning method. Plans will now include both a technical design and a safety assessment for users.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 150,000	35%	3.9%	\$ 150,000

**Schedule**

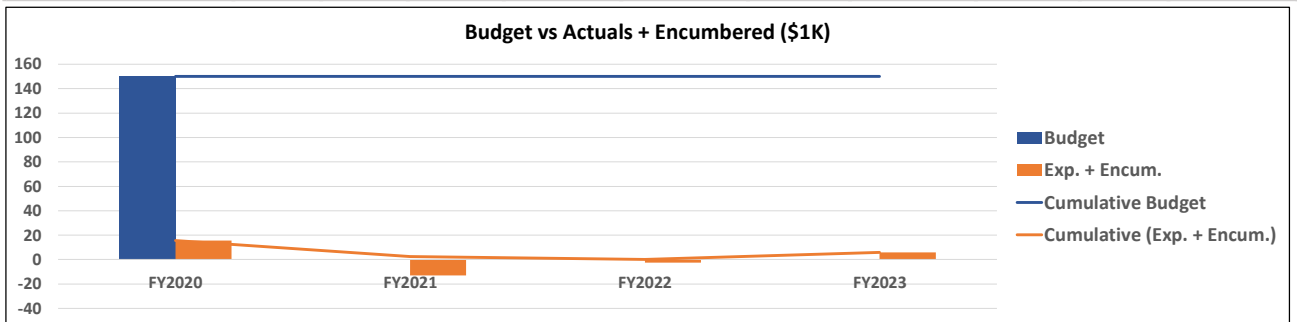
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Preliminary Design	07/01/21	05/01/22	05/01/23	05/01/23	-304	0	
					0	0	
					0	0	
					0	0	

**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)			This Period	To Date		
12 - PE/Env/PSE	150		150		150	0	0	6	6	144
<b>Totals</b>	150	0	150	0	150	0	0	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)			This 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	144
<b>Totals</b>	150	0	150	0	150	0	0	6	6	144



NB SB Bus Vacuum Replacement

FY23 Q4

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					
<b>Totals</b>		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 cleaning technology	Consultants advise that heavy vacuum system infrastructure is no longer practical
Evolving cleaning technology	Staff tested backpack vacuums for 60 days but found performance lacking.

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

Issue	Status
New alternative -- compressed air lines	Bases have used compress air lines for cleaning and report favorably
Safety issues for compress air line usage	Design will proceed with parallel input by a Safety Engineer or Industrial Hygienist

**KEY ACTIVITIES - Current Reporting Month (top 5)**

Project team is reviewing compressed air as a third approach for interior cleaning in conjunction with safety analysis/review

**KEY ACTIVITIES - Next Reporting Month (top 5)**

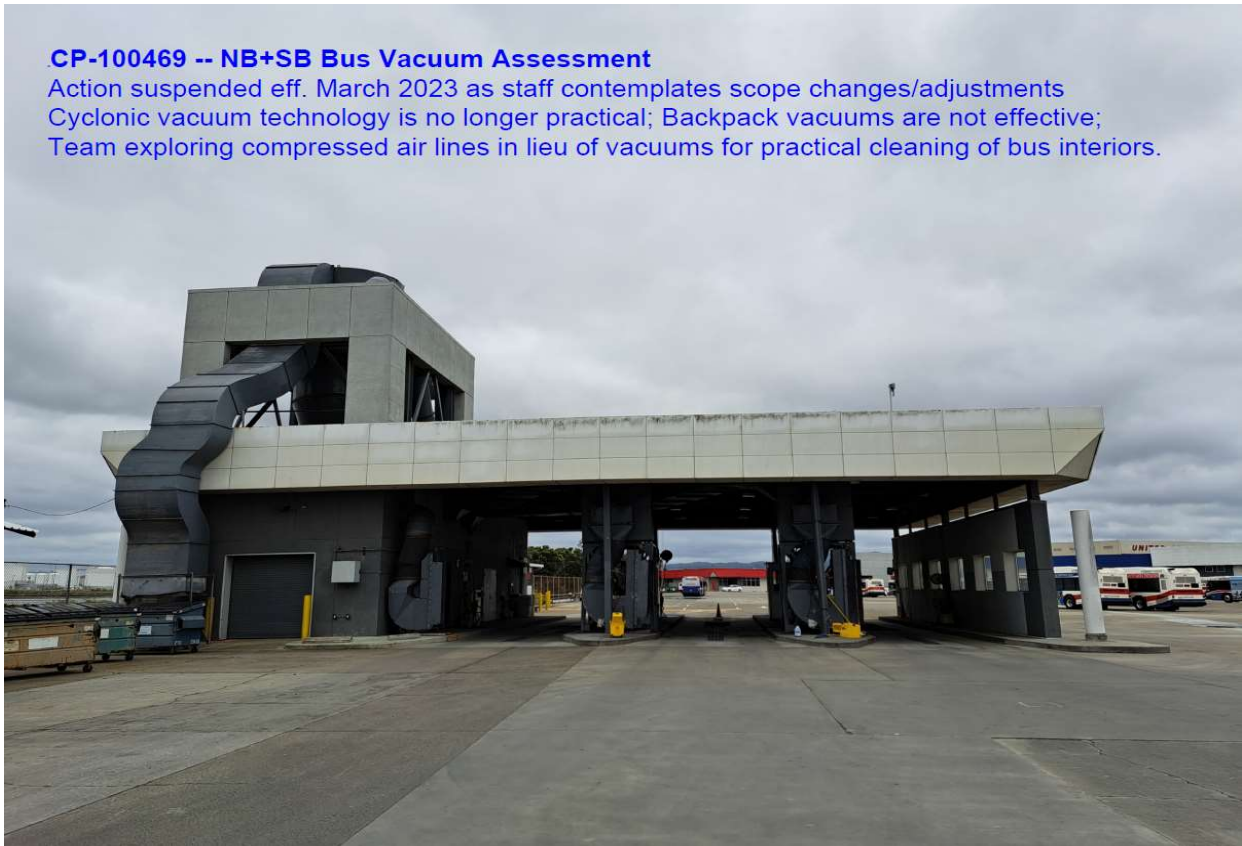
Project Team will engage a design team for compressed air methods along with safety analysis.

**Project Notes**

A new baseline for schedule and budget are forthcoming
--

**CP-100469 -- NB+SB Bus Vacuum Assessment**

Action suspended eff. March 2023 as staff contemplates scope changes/adjustments  
Cyclonic vacuum technology is no longer practical; Backpack vacuums are not effective;  
Team exploring compressed air lines in lieu of vacuums for practical cleaning of bus interiors.



**North Base Bus Washer Replacement**

FY23 Q4

Prj. ID: 100469

Project Manager: Jeffrey Thomas

**SCOPE Summary**

The scope of this project is to replace the existing North Base bus washer (installed in 1995) which 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, recover more gray water and better accommodate District's height/width requirements, 3-bike rack capacity and extended mirror assemblies.

**STATUS Summary**

Phase: Construction

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 934,999	93.1%	88.7%	\$ 934,999

**Schedule**

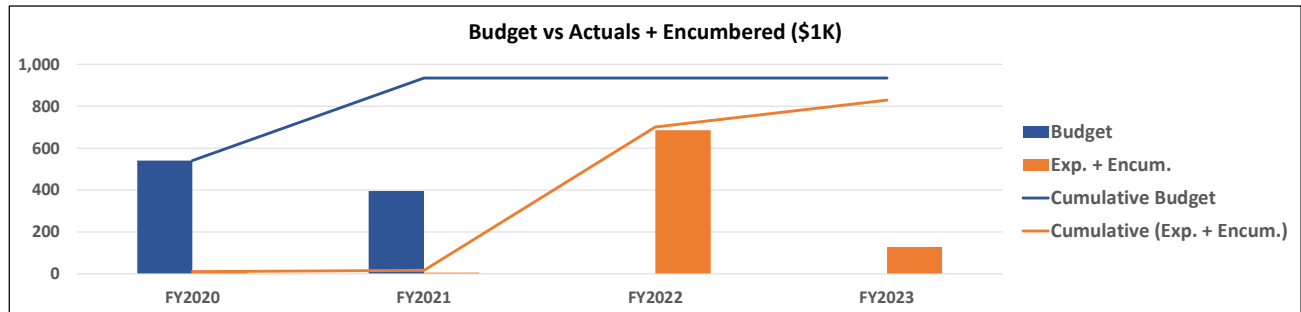
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	08/01/20	08/01/20	06/23/21	06/23/21	0	0	
Procurement	06/24/21	06/24/21	03/18/22	03/18/22	0	0	
Construction	03/25/22	03/25/22	09/25/22	04/30/23	0	-217	
Close out	01/01/23	03/01/23	02/28/23	07/30/23	-59	-152	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
12- PE/Env/PSE	17		17		17			17	17	0
15 - Procurement	11		11		11			11	11	0
16 - Construction	842		842	69	842		22	686	755	88
19 - Closeout	65		65	4	65			42	47	18
<b>Totals</b>	<b>935</b>	<b>0</b>	<b>935</b>	<b>73</b>	<b>935</b>	<b>0</b>	<b>22</b>	<b>756</b>	<b>829</b>	<b>106</b>

**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			This 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	-551			22	679	128	106
<b>Totals</b>	<b>935</b>	<b>0</b>	<b>935</b>	<b>73</b>	<b>935</b>	<b>0</b>	<b>22</b>	<b>756</b>	<b>829</b>	<b>106</b>



North Base Bus Washer Replacement

FY23 Q4

Prj. ID: 100469

**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	395	0		395	395	0	
SOGR FY20 (03126)	State	540	0		540	540	0	
<b>Totals</b>		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
Punch-list items upon preliminary inspection	GC/District have resolved most items and replacement parts are in process for others

**KEY ACTIVITIES - Current Reporting Month (top 5)**

Work has reached Substantial and Final Completion
Facilities and Contractor are yet in process with administrative closeout.

**KEY ACTIVITIES - Next Reporting Month (top 5)**

District anticipates closeout in Aug-Sept'23

**Project Notes**

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Central Building Development Options

FY23 Q4

Prj. ID: 100472

Project Manager: Xiaomie Tan

SCOPE Summary

STATUS Summary

Phase: Planning

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,630,000	24%	62.2%	\$ 1,630,000

Schedule

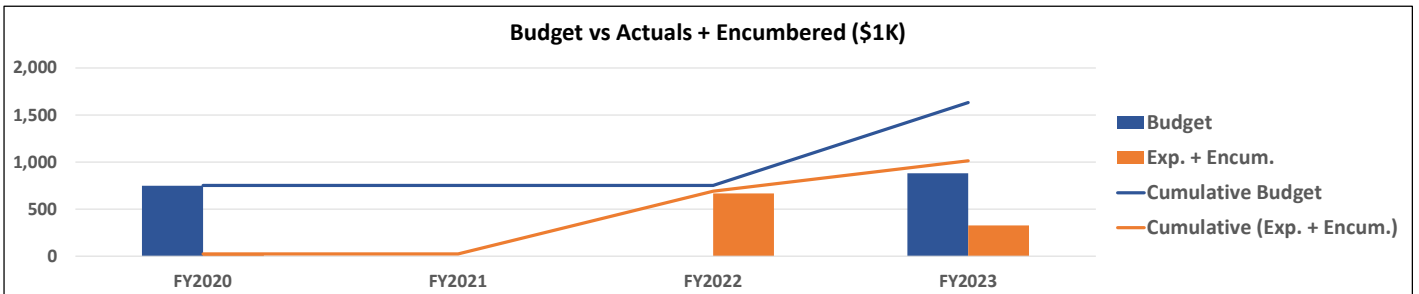
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	01/01/21	01/01/21			0	0	
Development of project scope	01/01/21	01/01/21	09/30/23	09/30/23	0	0	
Development 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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11- Planning/CD/Env	1,630		1,630	436	1630		98	578	1,014	616
<b>Totals</b>	<b>1,630</b>	<b>0</b>	<b>1,630</b>	<b>436</b>	<b>1,630</b>	<b>0</b>	<b>98</b>	<b>578</b>	<b>1,014</b>	<b>616</b>

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			This 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	70			98	255	325	616
<b>Totals</b>	<b>1,630</b>	<b>0</b>	<b>1,630</b>	<b>436</b>	<b>1,630</b>	<b>0</b>	<b>98</b>	<b>578</b>	<b>1,014</b>	<b>616</b>



Central Building

FY23 Q4

Prj. ID: 100472

**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	750	0		750	750	0	
TBD		880	0		880		880	
<b>Totals</b>		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 Various Site Improvements

FY23 Q4

Prj. ID: 100473

Project Manager: Jeffrey Thomas

**SCOPE Summary**

**STATUS Summary**

Phase: Design

This project includes 20+ building improvements of various size/nature for the Central Office and Garage. Work in 2020-22 focused on office painting, carpeting, window blinds and water fountains. Effective in 2022, project work was directed toward refurbishing 4 elevators that are worn beyond their expected life -- 3 lobby elevators and 1 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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,849,200	7%	26%	\$ 1,849,200

**Schedule**

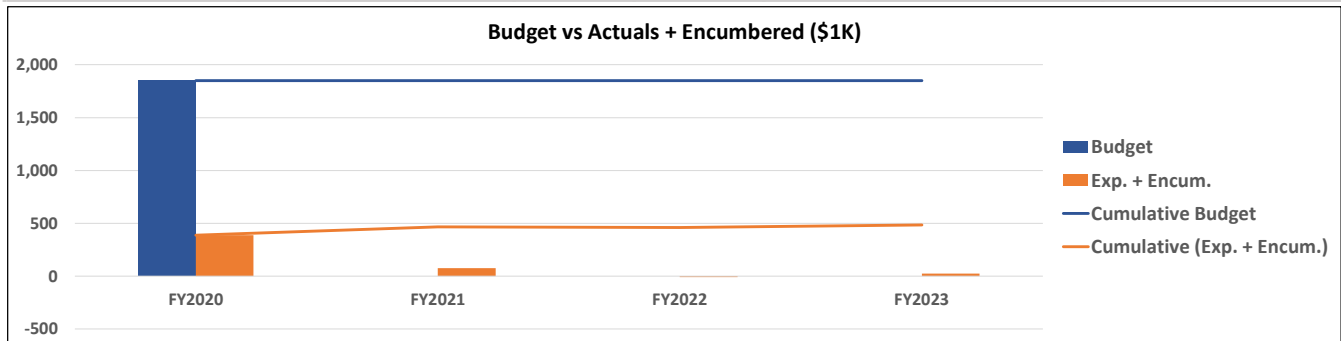
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	07/01/20			0	0	Initial work for carpets, blinds, ceiling tile, modular furniture
Design	10/01/20	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 (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
16 - Construction	1,849		1,849	17	1,849		1	468	485	1,364
<b>Totals</b>	<b>1,849</b>	<b>0</b>	<b>1,849</b>	<b>17</b>	<b>1,849</b>	<b>0</b>	<b>1</b>	<b>468</b>	<b>485</b>	<b>1,364</b>

**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	Changes	Current	Committed			This 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	16			1	9	26	1,364
<b>Totals</b>	<b>1,849</b>	<b>0</b>	<b>1,849</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>468</b>	<b>485</b>	<b>1,364</b>



Central Building Various Site Improvements

FY23 Q4

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	
<b>Totals</b>		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
Project may encounter delay for specialized OEM parts/services	Project planning will provide for lead time and adjustment over the project lifecycle

**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)**

Project team has engaged the Designer and specialty subcontractor for this project

**KEY ACTIVITIES - Next Reporting Month (top 5)**


**Project Notes**

A new baseline for schedule and budget are forthcoming
--

South Base Bus Washer Walls Rehab

FY23 Q4

Prj. ID: 100474

Project Manager: Jeffrey Thomas

**SCOPE Summary**

The project will replace the structural walls of the South Base bus washer. Extensive water damage has caused the walls to become unstable and require replacement. Significant section of the walls will be reconstructed and the new design will include waterproofing and/or drainage features. The new wall structure will include 'load capacity' to allow for a future rain canopy (NIC).

**STATUS Summary**

Phase: Final Design

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 358,613	30.0%	31.5%	\$ 358,613

**Schedule**

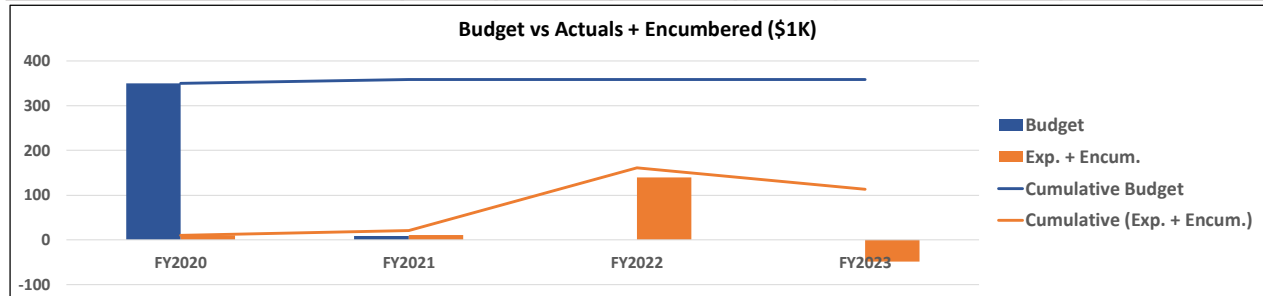
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/20	11/01/20	03/31/21	03/31/21	0	0	Initial engineering assessment/report
Final Design	12/01/21	12/01/21	10/31/22	07/30/23	0	-272	Design is 95% complete
Procurement	11/01/22	05/01/23	07/31/23	01/31/24	-181	-184	
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	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11- Planning	20		20		20			10	10	10
12- PE/Env/PSE	50		50		50			28	28	22
13 - Final Design	48		48		48		22	53	53	-5
15 -Procurement	20		20		20			0	0	20
16 - Construction	201		201		201		4	11	11	189
19 - Closeout	20		20		20			10	10	10
<b>Totals</b>	<b>359</b>	<b>0</b>	<b>359</b>	<b>0</b>	<b>359</b>	<b>0</b>	<b>26</b>	<b>113</b>	<b>113</b>	<b>246</b>

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	350		350	10				0	10	340
FY2021	9		9	0				11	11	337
FY2022	0		0	79				61	140	197
FY2023	0		0	-89			26	41	-48	246
<b>Totals</b>	<b>359</b>	<b>0</b>	<b>359</b>	<b>0</b>	<b>359</b>	<b>0</b>	<b>26</b>	<b>113</b>	<b>113</b>	<b>246</b>



**samTrans**

**Capital Programs Monthly Progress Report**

**Project Controls**

South Base Bus Washer Walls Rehab

FY23 Q4

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	
SOGR FY20 (03126)	State	309	0		309	309	0	
<b>Totals</b>		<b>359</b>	<b>0</b>	<b>0</b>	<b>359</b>	<b>359</b>	<b>0</b>	

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

Risk	Mitigation
Unforeseen damage	Project Team has inspected work area to the extent feasible for assessment of damages
Hidden damage upon subsequent discovery	District will identify add/alternate bid items to address events upon demolition

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

Issue	Status

**KEY ACTIVITIES - Current Reporting Month (top 5)**

Facilities staff has completed review for the 95% plans and specifications.
Facilities comments/feedback were returned to Design team for rework.

**KEY ACTIVITIES - Next Reporting Month (top 5)**

Design team to complete 100% design plans and include add/alternate items into final documents

**Project Notes**

A new baseline for schedule and budget are forthcoming
--



ADA Study & Phase 1 Retrofits

FY23 Q4

Prj. ID: 100475

Project Manager: Jeff Thomas

SCOPE Summary

STATUS Summary

Phase: Planning

This project is 'interim' ADA site improvements while the Title II ADA self-evaluation and Transition plan/policy are developed and formally adopted by the Board. This project facilitates interim planning and construction work to remove/improve access to/around District facilities and bus stops as prioritized by staff/Counsel.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,225,000	22.0%	8.2%	\$ 1,225,000

Schedule

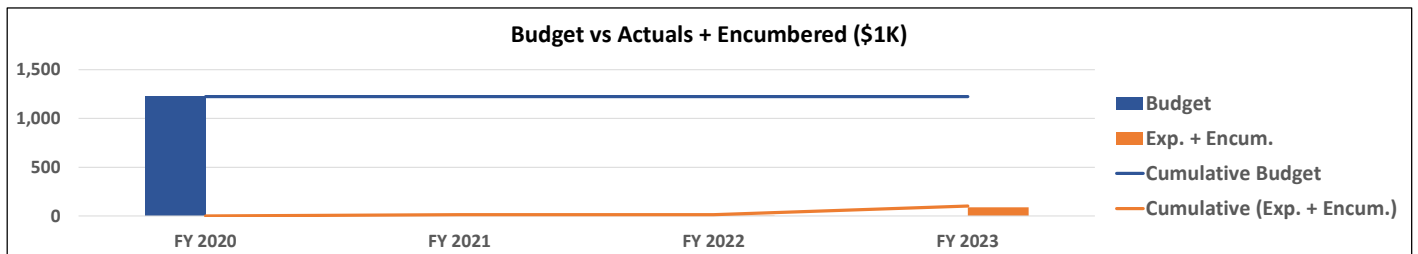
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning & Development	07/01/20	10/01/22	06/30/24	06/30/24	-822	0	
Final Design							
Procurement							
Construction							
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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	100		100	4	100	0		50	55	45
13 - Final Design	100		100	24	100	0	17	20	44	56
15 - Procurement	25		25	0	25	0		0	0	25
16 - Construction	1,000		1,000	0	1,000	0	1	2	2	998
<b>Totals</b>	<b>1,225</b>	<b>0</b>	<b>1,225</b>	<b>28</b>	<b>1,225</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>101</b>	<b>1,124</b>

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			This 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	28			19	60	88	1,124
<b>Totals</b>	<b>1,225</b>	<b>0</b>	<b>1,225</b>	<b>28</b>	<b>1,225</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>101</b>	<b>1,124</b>





ADA Self Eval Plan

FY23 Q4

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	200	0		200	200	0	
<b>Totals</b>		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
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	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
Bidding & construction of select bus stop improvements is work in progress at various sites

**KEY ACTIVITIES - Next Reporting Month (top 5)**

Building permits received for one construction site in late April; construction planned for mid-late May
Project Team to request quotes on 2-4 additional sites in May-June 2023.

**Project Notes**

Note that ADA improvements may occur by separate action for site-specific work; see also CP-100711
This is summary data only; specific job sites are not identified herein as they pertain to potential/pending/active litigation.

North and South Base Exterior Painting

FY23 Q4

Prj. ID: 100476

Project Manager: Jeff Thomas

**SCOPE Summary**

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

**STATUS Summary**

Phase: Planning

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

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

**Schedule**

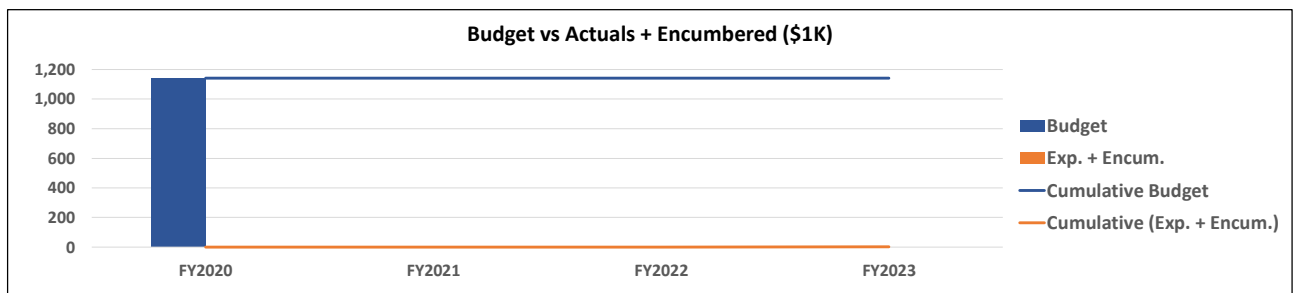
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	03/01/21	03/31/22			-395	0	
Preliminary Plans	04/01/22	02/01/23	07/31/22	04/01/23	-306	-244	
Final Plans	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)			This Period	To Date		
11- Planning	10		10	0	10			3	3	7
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	1,100
<b>Totals</b>	<b>1,140</b>	<b>0</b>	<b>1,140</b>	<b>0</b>	<b>1,140</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1,137</b>

**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)			This Period	To Date		
FY2020	1,140		1,140					0	0	1,140
FY2021								1	1	1,139
FY2022								0	0	1,139
FY2023							0	1	1	1,137
<b>Totals</b>	<b>1,140</b>	<b>0</b>	<b>1,140</b>	<b>0</b>	<b>1,140</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1,137</b>



North and South Base Exterior Painting

FY23 Q4

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	
<b>Totals</b>		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**

A new baseline for schedule and budget are forthcoming
--

NB / SB Front Entrance Modification

FY23 Q4

Prj. ID: 100538

Project Manager: Jeffrey Thomas

**SCOPE Summary**

**STATUS Summary**

Phase: Planning

This project is 'design only' to modify the front entrances to North Base and South Base facilities. Both designs will feature new/larger guard shelters of modular, all-weather construction. The South Base guard shelter will relocate onto newly acquired Pico property. Design elements include controlled gate arms for vehicle entry/exit, the main gates becomes motor-driven and concrete/fencing work will improve vehicle/pedestrian traffic flow. Guard shelters will accommodate CCTV equipment which is authorized by a separate project fund. Upon design completion such plans will return for separate action to fund construction.

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

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

**Schedule**

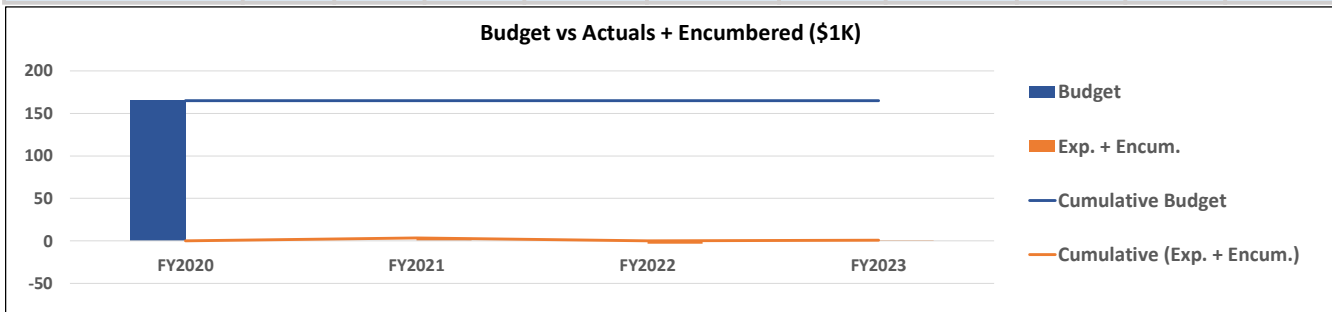
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/21	07/01/22	01/31/23	01/31/23	-365	0	
Final Design	02/01/23	02/01/23	08/30/23	08/30/23	0	0	

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

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

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	165		165	0				0	165	
FY2021	0		0	3				0	162	
FY2022	0		0	-3				0	165	
FY2023	0		0					0	164	
<b>Totals</b>	<b>165</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>164</b>	



NB / SB Front Entrance Mod

FY23 Q4

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	
<b>Totals</b>		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
Impact to other projects within the construction zone	This project is 'design only' at present

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

Issue	Status

**KEY ACTIVITIES - Current Reporting Month (top 5)**

Key stakeholders in other department have reviewed and accepted conceptual plans
Project team has begun discussion with a design firm for further plan development

**KEY ACTIVITIES - Next Reporting Month (top 5)**

Project team will kickoff the final design process with all stakeholders.

**Project Notes**

A new baseline for schedule and budget are forthcoming
--

North Base Building 200 Replacement

FY23 Q4

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 6,513,926	28.7%	14.4%	\$ 6,513,926

**Schedule**

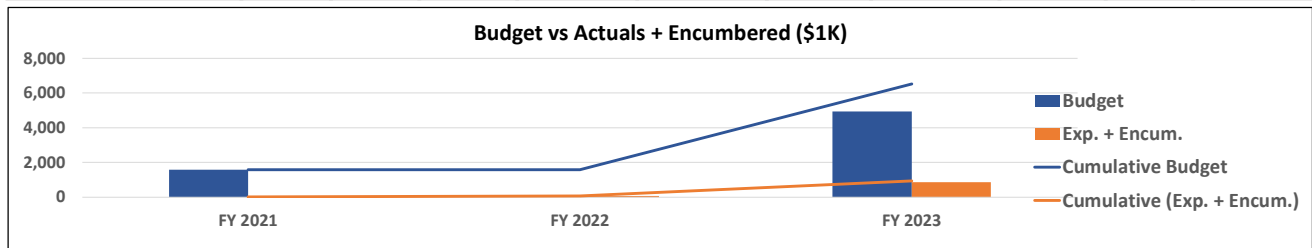
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	07/01/20	07/01/20			0	0	Initial part of the planning work was done prior to the starting date of 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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	946		946	332	946	0	121	334	666	280
12 - PE/Env/PSE	2,739		2,739	52	2,739	0	14	33	84	2,655
13 - Final Design	575		575	80	575	0	12	106	186	389
15 - Procurement	1,254		1,254		1,254	0			0	1,254
16 - Construction	1,000		1,000		1,000	0			0	1,000
<b>Totals</b>	<b>6,514</b>	<b>0</b>	<b>6,514</b>	<b>463</b>	<b>6,514</b>	<b>0</b>	<b>148</b>	<b>472</b>	<b>936</b>	<b>5,578</b>

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2021	1,575		1,575	7				7	1,568	
FY 2022			0	-7				71	1,504	
FY 2023	4,939		4,939	463			148	402	865	
<b>Totals</b>	<b>6,514</b>	<b>0</b>	<b>6,514</b>	<b>463</b>	<b>6,514</b>	<b>0</b>	<b>148</b>	<b>472</b>	<b>936</b>	



North Base Building 200 Replacement

FY23 Q4

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	3,371			3,371	3,371	0
<b>Totals</b>		<b>6,514</b>	<b>0</b>	<b>0</b>	<b>6,514</b>	<b>6,514</b>	<b>0</b>

**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)**

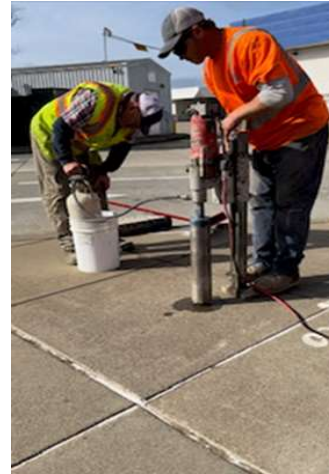
1. Finalizing the North Base Building 200 Replacement - Final Study Report (remain unchanged)
2. Finalizing presentaton material.

**KEY ACTIVITIES - Next Reporting Month (top 5)**

1. Approval of Final Study Report:
a. Geotechcical Engineering Technical Report,
b. Hydrological Analysis Report,
c. Civil Survey Report,
d. North Base Building 200 Replacement - Final Study Report, and
e. North Base Building 200 Replacement - Building Space Program Report.
2. Presentation of the sub-projects' findings to the executive team.
3. Close Sub-Projects to move on to the Design of the Project.

**Project Notes**

--



North Base Building 200 Replacement -Final Study - Geotechnical Investigations – Boring Test



EV Chargers Non-Rev Vehicles at Central Garage

FY23 Q4

Prj. ID: 100629

Project Manager: Jeffrey Thomas

**SCOPE Summary**

**STATUS Summary**

Phase: Planning

This project follows on the District's move toward a fully zero-emission electric vehicle fleet. The project will allow for design and installatin of EV type-2 charging stations at North Base, South Base and the Central Garage. These Type-2 chargers will connect to existing electrical infrastructure and provide charging service to battery-electric and/or plug-in non-revenue vehicles.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 575,000	12.7%	12%	\$ 575,000

**Schedule**

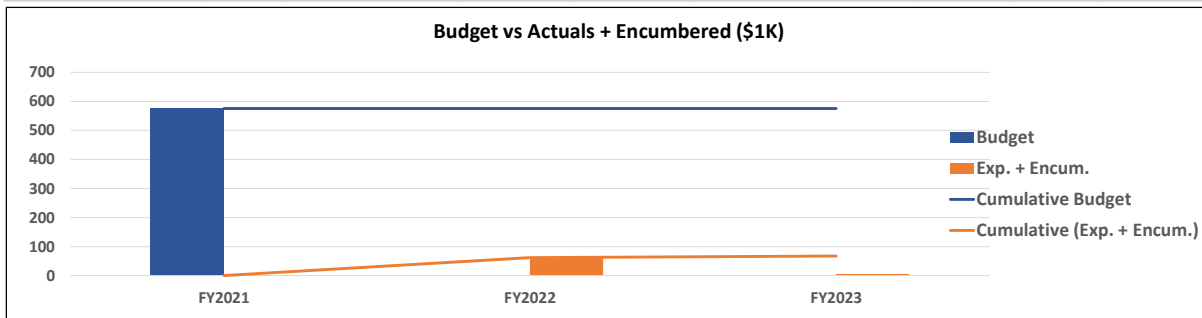
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/21	11/01/21			0	0	
Final Design	05/01/22	05/01/22	10/31/22	10/31/22	0	0	
Procurement	11/01/22	11/01/22	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 (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
12- PE/Env/PSE	81		81	45	81	0		23	68	12
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
<b>Totals</b>	<b>575</b>	<b>0</b>	<b>575</b>	<b>45</b>	<b>575</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>507</b>

**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)			This Period	To Date		
FY2021	575		575					0	575	
FY2022	0		0	60				2	512	
FY2023	0		0	-16			0	21	507	
<b>Totals</b>	<b>575</b>	<b>0</b>	<b>575</b>	<b>45</b>	<b>575</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>507</b>	



EV Chargers Non-Rev Vehicles

FY23 Q4

Prj. ID: 100629

**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	575	0		575	575	0	
<b>Totals</b>		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
A proposal request was issued to District's On-call Architectural firm for applicable consulting services/costs.

**KEY ACTIVITIES - Next Reporting Month (top 5)**

Design architect to furnish a cost proposal for work at Central, North Base and South Base

**Project Notes**

A new baseline for schedule and budget are forthcoming
--

South Base Water Utility Lines Replacement

FY23 Q4

Prj. ID: 100710

Project Manager: Jeffrey Thomas

**SCOPE Summary**

District staff have determined that existing water utility/distribution lines at the South Base 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

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

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

**Schedule**

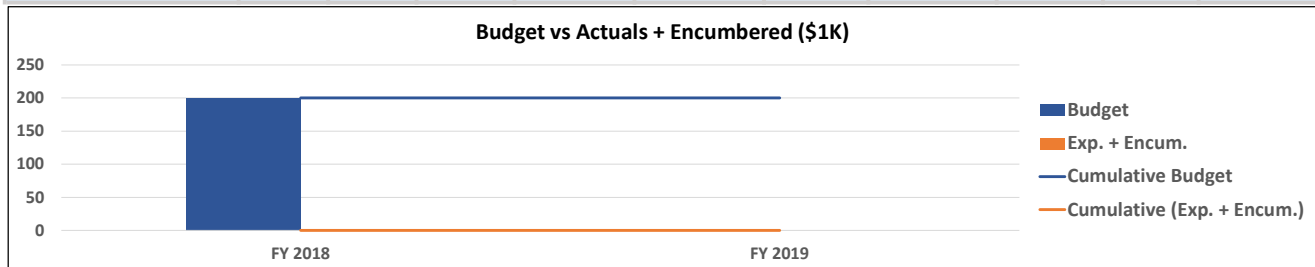
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	09/01/22	03/01/23	11/30/22	06/30/23	-181	-212	
12- Preliminary Design	12/01/22	05/01/23	03/31/23	09/30/23	-151	-183	
13- Final Design	04/01/23	09/01/23	07/31/23	03/28/24	-153	-241	
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			This 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	
<b>Totals</b>	<b>2,964</b>	<b>0</b>	<b>2,964</b>	<b>0</b>	<b>2,964</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,964</b>	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2023	2,964		2,964		2,964			0	2,964	
<b>Totals</b>	<b>2,964</b>	<b>0</b>	<b>2,964</b>	<b>0</b>	<b>2,964</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,964</b>	



South Base Water Utility Lines Replacement

FY23 Q4

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	
<b>Totals</b>		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)**

Project plans are yet preliminary

**KEY ACTIVITIES - Next Reporting Month (top 5)**


**Project Notes**

A new baseline for schedule and budget are forthcoming
--

Bus Shelter Upgrades and Replacements

FY23 Q4

Prj. ID: 100711

Project Manager: TBD

**SCOPE Summary**

This is a State of Good Repair project where District will systematically remove and replace 52 bus stop shelters that are worn and beyond their useful life. This project will also provide site improvements to applicable standards of the Americans with Disabilities Act (ADA). Such improvements will be identified to and coordinated with specific City/County agencies for

**STATUS Summary**

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,946,900	2.1%	0.0%	\$ 2,946,900

**Schedule**

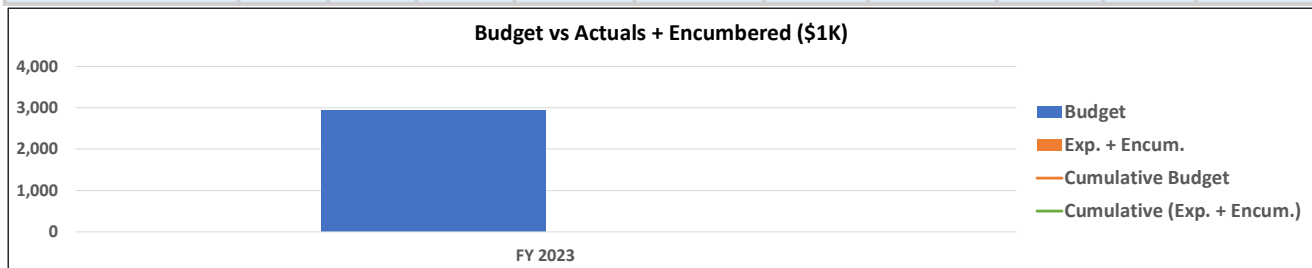
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	10/01/22	10/01/22	12/30/22	12/30/22	0	0	
12- Preliminary Design	01/01/23	01/01/23	05/30/23	05/30/23	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			This 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	
<b>Totals</b>	<b>2,947</b>	<b>0</b>	<b>2,947</b>	<b>0</b>	<b>2,947</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,947</b>	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2023	2,947		2,947		2,947			0	2,947	
<b>Totals</b>	<b>2,947</b>	<b>0</b>	<b>2,947</b>	<b>0</b>	<b>2,947</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,947</b>	



Bus Shelter Upgrades and Replacements

FY23 Q4

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 (A)	Changes (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	
<b>Totals</b>		<b>2,947</b>	<b>0</b>	<b>0</b>	<b>2,947</b>	<b>2,947</b>	<b>0</b>	

**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**

A new baseline for schedule and budget are forthcoming
--

South Base Switchgear Replacement & BEB Chargers Installation

FY23 Q4

Prj. ID: 100547

Project Manager: Jeffrey Shu

**SCOPE Summary**

STATUS Summary

Phase: Construction

**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,

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 6,700,000	20.7%	62.7%	\$ 6,700,000

**Schedule**

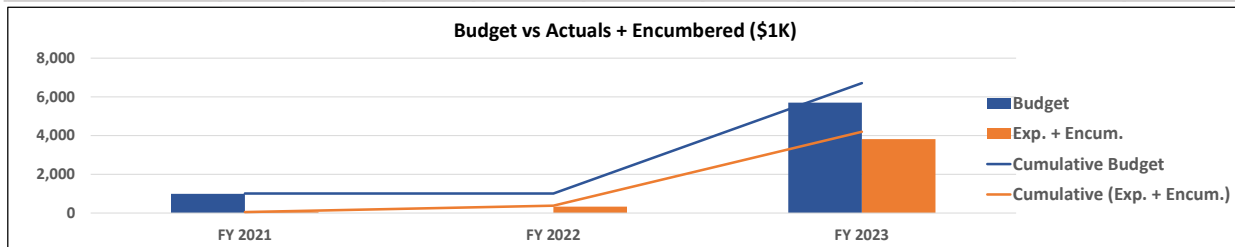
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	10/01/19	10/01/19	10/01/19	10/01/19	0	0	
13 - Final Design	04/01/22	04/01/22	08/30/22	10/20/22	0	-51	completed
15 - Procurement	09/01/22	10/20/22	12/31/22	03/20/23	-49	-79	completed
16 - Construction	01/02/23	01/23/23	03/31/24	01/31/25	-21	-306	-Construction is in progress -received the "production" engineering drawing for the owner-furnished MDPO-1 switchgear. In review. -issue with procurement of contractor-furnished "MDPO2" switchboard
19 - Closeout	04/01/24	02/01/25	10/30/24	05/02/25	-306	-184	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
12 - PE/Env, PSE Preliminary Design	131		131		131	0		120	120	11
13- Final Design	268		268	22	268	0	11	231	253	15
15 - Procurement	120		120		120	0	13	107	107	13
16 - Construction	5,981		5,981	3,448	5,981	0	148	274	3,721	2,260
19 - Closeout	200		200		200	0			0	200
<b>Totals</b>	<b>6,700</b>	<b>0</b>	<b>6,700</b>	<b>3,470</b>	<b>6,700</b>	<b>0</b>	<b>173</b>	<b>731</b>	<b>4,200</b>	<b>2,500</b>

**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			This 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	3,305			173	513	3,819	2,500
<b>Totals</b>	<b>6,700</b>	<b>0</b>	<b>6,700</b>	<b>3,470</b>	<b>6,700</b>	<b>0</b>	<b>173</b>	<b>731</b>	<b>4,200</b>	<b>2,500</b>



South Base Switchgear Replacement & BEB Chargers Installation FY23 Q4 Prj. ID: 100547

**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	6,700	0		6,700	6,700	0	
<b>Totals</b>		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 Contractor-furnished electrical equipment may be delayed another time, thereby delaying the critical path again	-SamTrans PM to include Engineer of Record on technical issues that impact the procurement of contractor-furnished "MDPO-2" switchboard, "EBD" switchboard, and the "bus duct". Prioritize these issues for quick resolution. -SamTrans PM to prioritize communications regarding these critical path items. -prioritize quick responses and resolutions to these critical path items -SamTrans PM to gather additional information as to why additional delays are occurring
Electrical equipment, such as the switchboards or the chargers, may be damaged, vandalized, or stolen, or otherwise compromised, or the warranties be voided, after they're installed	-SamTrans may defer installation of this equipment to a date closer to the energization of all of the new equipment (i.e., late 2024). -Contractor shall provide the Protection and Mitigations Plan that secures the equipment. -Contractor shall provide mitigations against condensation to keep the warranty valid.
The 3000A Switchgear will arrive at the site noncompliant with the Contract Documents	Manufacturer and Technology international will provide quarterly manufacturing updates. The Project Manager and Infrastructure team will QC the manufacturing process, through photographs, to ensure product quality. SamTrans PM and Inspector will then inspect the final product upon delivery.
The delivery date of the Owner-furnished 3000A Switchgear will be delayed a second time.	-Samtrans PM to follow up with the Vendor (Technology International) routinely for status updates. -SamTrans PM to ask about an option for expedited delivery -SamTrans PM to quickly respond to items that impact the critical path. -SamTrans PM to get commitment from Vendor regarding delivery date. -SamTrans PM to gather explanations for why additional delays are occurring
Defective components within the ABB chargers may cause delay of substantial completion	-SamTrans to have Contractor address known issues, in-advance of ABB commissioning -SamTrans PM to prioritize communications and quickly respond to ABB-related troubleshooting

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

Issue	Status
Contractor-furnished MDPO-2 switchboard was taken out of the manufacturing queue by the manufacturer (Siemens). Potential impact to the Critical Path.	-Project Manager is consolidating history and additional information from Contractor -Project Manager is scrutinizing the alternatives for procurement. Project Manager is mitigating the impact to the project. -Project Manager's response to the Contractor's Contractor's Letter, dated June 20 2023, is in progress.

**KEY ACTIVITIES - Current Reporting Month (top 5)**

South Base Construction: Project Manager is gathering information regarding the contractor-furnished "MDPO-2" being taken out of the queue.
3000A Switchgear: Technology International submitted the "production" engineering drawing for Owner-furnished MDPO-1 on June 23, 2023. Engineer's review is in progress.
South Base Construction: Contractor has completed mobilization to the project site
South Base Construction: Contractor has completed potholing
South Base Construction: Contractor is making progress on layout of improvements in "deadline", soil sampling and testing

**KEY ACTIVITIES - Next Reporting Month (top 5)**

South Base Construction: Project Manager to apply pressure for Contractor to resolve the issue with the contractor-furnished "MDPO-2" switchboard with the least-impactful alternative.
3000A Switchgear: SamTrans' Engineer of Record to review the "production" engineering drawing for the Owner-furnished MDPO-1 switchgear. Acceptance of this drawing will release the switchgear for manufacturing.
South Base Construction: Project Manager to apply pressure for the Contractor's other outstanding deliverables: Time Extension Request submission, Protection and Mitigation Plan submission, & PGE Pre-construction meeting date
South Base Construction: Infrastructure group to manage the Contractor's procurement of their other long lead item, i.e. the bus duct.
South Base Construction: Infrastructure group to manage the delivery and installation of the ABB Chargers

**Project Notes**

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ZEB Implementation and Deployment

FY23 Q4

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

**STATUS Summary**

Phase: Design

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 14,612,092	5.3%	24.7%	\$ 14,612,092

**Schedule**

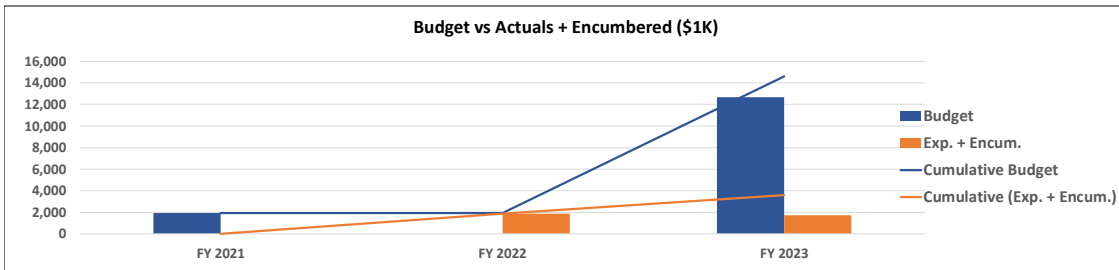
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	7/1/2021	07/01/21			0	0	
30% Design	07/01/21	07/01/21	04/30/22	04/30/22	0	0	Completed
End Environmental Phase			01/31/23	07/31/23	0	-181	CEQA obtained in Dec 2022- still waiting for NEPA
Final Design for Permanent Charging Infrastructure in SB	02/01/23	02/01/23	03/31/24	03/31/24	0	0	
Solicitation of CMGC for Charging Infrastructure in SB	03/01/23	03/01/23	08/15/23	08/15/23	0	0	
Pre Construction Phase for Charging Infrastructure in SB	09/01/23	09/01/23	06/30/24	06/30/24	0	0	
Long Lead Equipment Procurement for Charging Infrastructure in SB	01/01/24	01/01/24	04/01/25	04/01/25	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)			This Period	To Date		
11 - Planning/CD/Env	1,072		1,072	7	1,072	0	9	815	822	250
12 - PE/Env/PSE	3,687		3,687		3,687	0	57	332	332	3,355
13 - Final Design	4,037		4,037	532	4,037	0	64	983	1,515	2,522
15 - Procurement	96		96	0	96	0	27	77	77	19
16 - Construction	5,686		5,686	225	5,686	0	232	635	860	4,827
19 - Closeout	34		34	0	34	0		0	0	34
<b>Totals</b>	<b>14,612</b>	<b>0</b>	<b>14,612</b>	<b>764</b>	<b>14,612</b>	<b>0</b>	<b>390</b>	<b>2,842</b>	<b>3,606</b>	<b>11,006</b>

**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)			This Period	To Date		
FY 2021	1,926		1,926		1,926			0	1,926	
FY 2022			0	869	0			1,009	1,878	
FY 2023	12,686		12,686	-105	12,686		390	1,832	1,727	
<b>Totals</b>	<b>14,612</b>	<b>0</b>	<b>14,612</b>	<b>764</b>	<b>14,612</b>	<b>0</b>	<b>390</b>	<b>2,842</b>	<b>3,606</b>	



ZEB Implementation and Deployment

FY23 Q4

Prj. ID: 100631

**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	10,012	0		10,012	10,012	0	
FY22-71 ROW Repayment LCTOP (03958)	Fed.	4,600			4,600	4,600	0	
<b>Totals</b>		<b>14,612</b>	<b>0</b>	<b>0</b>	<b>14,612</b>	<b>14,612</b>	<b>0</b>	

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

Risk	Mitigation
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. The consultant has been selected and the contract will be awarded in May 2023.
The lead time for manufacturing electrical equipment has increased significantly to ongoing supply chain issues	Prioritize the design of electrical equipment with long lead delivery times to enable early procurement of the equipment. The design consultant has been selected and contract award to the consultant is scheduled in June 2023.

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

Issue	Status

**KEY ACTIVITIES - Current Reporting Month (top 5)**

Finalized independent cost estimate and schedule for the base scope (37 BEBs) CM/GC contract
Developed scope for potential options for CM/GC contract
On-Call GEC Contract was awarded to Stantec and STV

**KEY ACTIVITIES - Next Reporting Month (top 5)**

Identify long lead equipment
Present estimate and schedule for potential options for CM/GC contract to the Board for approval
On-Call GEC contract kick-off meeting

**Project Notes**

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NB Interim Charger Installation (Part of CP 100631)

FY23 Q4

Prj. ID: 100631-01

Project Manager: Jeff Shu

**SCOPE Summary**

**FY2022 The Scope of the Project includes the following:**  
 1) Remove and replace six (6) battery electric bus chargers with ten (10) universal battery electric bus chargers and pedestal dispensers.  
 2) modifications to the charger and dispenser foundations and wiring connections.

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**FY2022 - The Scope was revised to delete the removal of the six (6) bus chargers and dispensers from the project. The Scope was also expanded to reconfigure the parking lot to accommodate a temporary hydrogen fueling station without reducing available BEB parking at North Base.**

**STATUS Summary**

Phase: Construction

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 606,365	87.0%	96.3%	\$ 606,365

**Schedule**

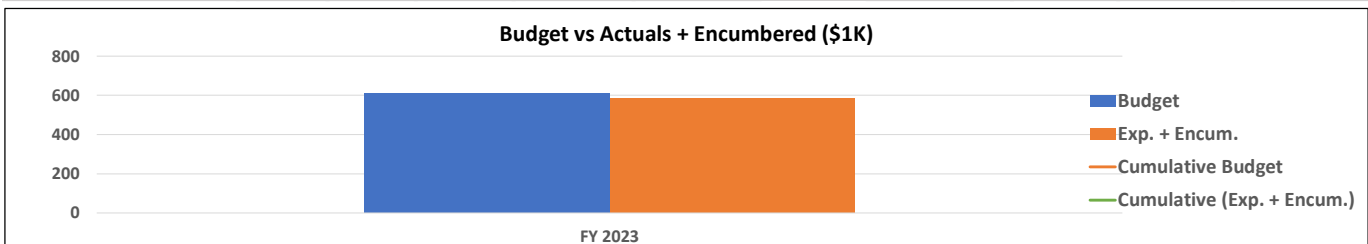
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
65% Design for NB Interim Chargers	05/01/22	03/16/22	06/30/22	06/17/22	46	13	Completed
13-Final Design	07/01/22	06/18/22	07/15/22	07/22/22	13	-7	Completed
15-Procurement for Construction Contract for NB Interim Chargers in NB	08/01/22	07/29/22	09/30/22	10/28/22	3	-28	Completed
16-Construction NB Interim Chargers Installation	10/01/22	10/31/22	02/28/23	06/30/23	-30	-122	Completed. Final Acceptance was established as 6/30/2023.
19-Close out	03/01/23	07/01/23	08/28/23	10/30/23	-122	-63	In Progress

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env			0		0	0		0	0	
12 - PE/Env/PSE			0		0	0		0	0	
13 - Final Design	29		29		29	0		29	29	
15 - Procurement			0		0	0		0	0	
16 - Construction	577		577	24	577	0	154	531	555	
19 - Closeout			0		0	0		0	0	
<b>Totals</b>	<b>606</b>	<b>0</b>	<b>606</b>	<b>24</b>	<b>606</b>	<b>0</b>	<b>154</b>	<b>560</b>	<b>584</b>	

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2023	606	0	606	24	606	0	154	560	584	22
<b>Totals</b>	<b>606</b>	<b>0</b>	<b>606</b>	<b>24</b>	<b>606</b>	<b>0</b>	<b>154</b>	<b>560</b>	<b>584</b>	<b>22</b>



NB Interim Charger Installation (Part of CP 100631)

FY23 Q4

Prj. ID: 100631-01

**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	606	0		606	606	0	
<b>Totals</b>		606	0	0	606	606	0	

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

Risk	Mitigation
Chargers or Dispensers could stop working	SamTrans to communicate any issues to Project Manager -Project Manager to verify if issues are covered under the Contractor's Warranty period

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

Issue	Status
Substantial Completion date was delayed	-Substantial Completion was delayed due to an issue with ABB (Charger #6 has an OEM defect)
Final Acceptance date was delayed	Final Acceptance was delayed due to a delayed Substantial Completion date.

**KEY ACTIVITIES - Current Reporting Month (top 5)**

ABB replaced a defective component on Charger #6 and fixed the issue.
Substantial Completion date was established as June 16, 2023.
Punchlist was completed as of June 28, 2023
Final Acceptance date was established as June 30, 2023
Progress on Final Payment and the required deliverables

**KEY ACTIVITIES - Next Reporting Month (top 5)**

Consolidate all deliverables required for the Final Payment and issue the Final Payment
Construction Contract Closeout
Final Document Turnover

**Project Notes**

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North Base BEB Interim Chargers

North Base - Sea Level Rise and Erosion Mitigation

FY23 Q4

Project ID: 100712

Project Manager: Liria Larano

**SCOPE Summary**

The project will implement recommendations from the SamTrans Adaptation and Resilience Plan and the North Base Erosion Control Plan. Early implementation involves evaluation of the action alternatives identified in the plans and selection of a preferred alternative for mitigation of the impacts of sea level rise and erosion at North Base. Evaluation of

**STATUS Summary**

Phase: Planning

Month	Schedule	Budget	Funding
Current	●	●	●
Previous	N/A	N/A	N/A

Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 1,482,000	0.0%	0.4%	\$ 1,482,000

**Schedule**

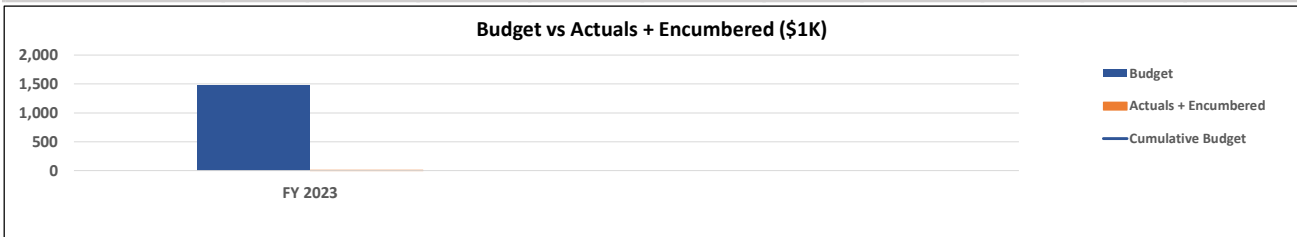
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Expert Review of Alternatives	7/1/2023	7/1/2023	12/31/2023	12/31/2023	0	0	
Collaborate with Int. and Ext. Stakeholders to find the best alternative	1/1/2024	1/1/2024	6/30/2024	6/30/2024	0	0	
Conceptual Design and Env. Clearance	7/1/2024	7/1/2024	6/30/2025	6/30/2025	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended + Accruals			Actuals + Encumbered
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date	%BDG Exp.	
11 - Planning	1,482		1,482		1,482	0	6	6	0.4%	6
<b>Totals</b>	<b>1,482</b>	<b>0</b>	<b>1,482</b>	<b>0</b>	<b>1,482</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0.4%</b>	<b>6</b>

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

FY	Budget				Estimate at Completion	Variance	Expended + Accruals			Actuals + Encumbered
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			Period	To Date	%BDG Exp.	
FY 2023	1,482		1,482				6	6		6
<b>Totals</b>	<b>1,482</b>	<b>0</b>	<b>1,482</b>	<b>0</b>	<b>1,482</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0.4%</b>	<b>6</b>



North Base - Sea Level Rise and Erosion Mitigation

FY23 Q4

Project ID: 100712

**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 (01024)	Local	1,482			1,482	1,482	0	
<b>Totals</b>		1,482	0	0	1,482	1,482	0	

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

Risk	Status

**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)**

Working on the Protect Grant application

**Project Notes**

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North Base Facility Modifications for FCEBs

FY23 Q4

Prj. ID: 100723-01

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,719,914	21.1%	8.6%	\$1,719,914

**Schedule**

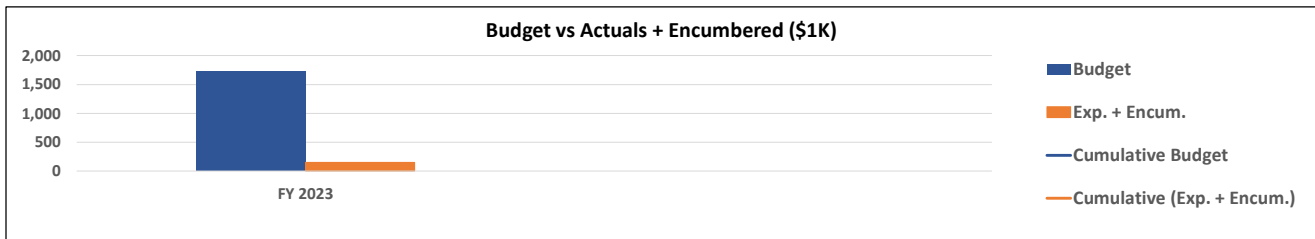
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Kick Off Meeting and Work Program	9/1/2022	9/1/2022	9/9/2022	9/9/2022	0	0	On time
On-Site Assessment & Review 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	Completed in time
Procurement	1/20/2023	2/1/2023	7/19/2023	7/31/2023	-12	-12	
Construction	07/20/23	07/20/23	07/19/24	07/19/24	0	0	
Closeout	07/19/24	07/19/24	10/17/24	10/17/24	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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	104		104		104	0	0	79	79	25
12 - PE/Env/PSE	57		57		57	0	2	4	4	53
13 - Final Design	60		60		60	0	2	37	37	23
15 - Procurement	29		29		29	0	13	23	23	6
16 - Construction	1,470		1,470		1,470	0	6	6	6	1,464
<b>Totals</b>	<b>1,720</b>	<b>0</b>	<b>1,720</b>	<b>0</b>	<b>1,720</b>	<b>0</b>	<b>23</b>	<b>148</b>	<b>148</b>	<b>1,572</b>

**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			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2023	1,720		1,720	0			23	148	148	1,572
<b>Totals</b>	<b>1,720</b>	<b>0</b>	<b>1,720</b>	<b>0</b>	<b>1,720</b>	<b>0</b>	<b>23</b>	<b>148</b>	<b>148</b>	<b>1,572</b>





North Base Facility Modifications for FCEBs

FY23 Q4

Prj. ID: 100723-01

**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					
Measure W Sales Tax (01024)	Local	1,420			1,420	1,420	0	
<b>Totals</b>		<b>1,720</b>	<b>0</b>	<b>0</b>	<b>1,720</b>	<b>1,720</b>	<b>0</b>	

**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 stage.	

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

Issue	Status
None	

**KEY ACTIVITIES - Current Reporting Month (top 5)**

Approximately, 85% of the required documents were submitted by RMS.
The documents are under review and some approved.

**KEY ACTIVITIES - Next Reporting Month (top 5)**

NTP to be issued to RMS
Field Mobilization.

**Project Notes**

--

NB H2 Fueling Station for 10 FCEBs

FY23 Q4

Prj. ID: 100723-02

Project Manager: Liria Larano

**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 provide hydrogen fuel (Services) and/or design and construction services for the Interim Hydrogen Fueling Solution.\*

\* The cost of Hydrogen Fuel will be part of Maintenance Budget

**STATUS Summary**

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,970,169	14.5%	9.3%	\$1,970,169

**Schedule**

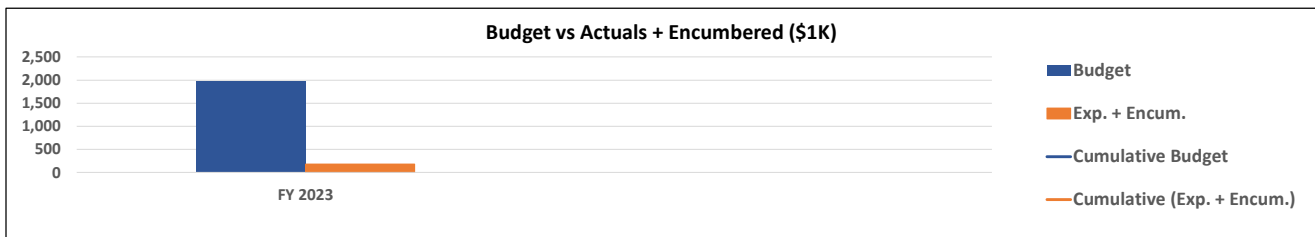
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Solicitation for H2 services contract	10/1/2022	10/1/2022	5/15/2023	5/15/2023	0	0	
Design Manufacturing H2 mobile station	5/16/2023	5/16/2023	1/31/2024	1/31/2024	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)			This Period	To Date		
11 - Planning	2		2		2	0		2	2	0
12 - PE/Env/PSE	2		2		2	0		2	2	0
13 - Final Design	178		178	133	178	0	43	44	178	0
15 - Procurement	1,789		1,789		1,789	0		1	1	1,787
16 - Construction			0		0	0			0	0
<b>Totals</b>	<b>1,970</b>	<b>0</b>	<b>1,970</b>	<b>133</b>	<b>1,970</b>	<b>0</b>	<b>43</b>	<b>49</b>	<b>183</b>	<b>1,787</b>

**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)			This Period	To Date		
FY 2023	1,970		1,970	133			43	45	179	1,791
<b>Totals</b>	<b>1,970</b>	<b>0</b>	<b>1,970</b>	<b>133</b>	<b>1,970</b>	<b>0</b>	<b>43</b>	<b>45</b>	<b>179</b>	<b>1,791</b>



NB H2 Fueling Station for 10 FCEBs

FY23 Q4

Prj. ID: 100723-02

**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)					
		Measure W Sales Tax (01024)	Local					
<b>Totals</b>		1,970	0	0	1,970	0	1970	

**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)

Countinue with the design

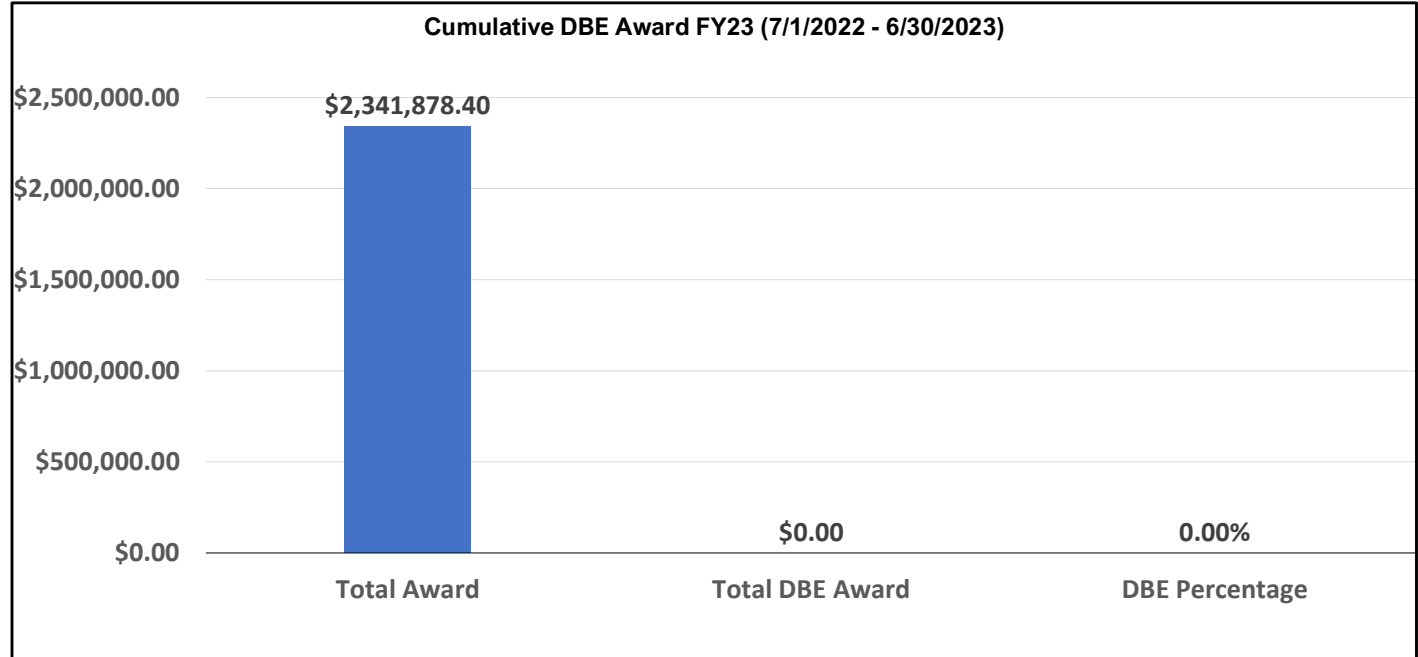
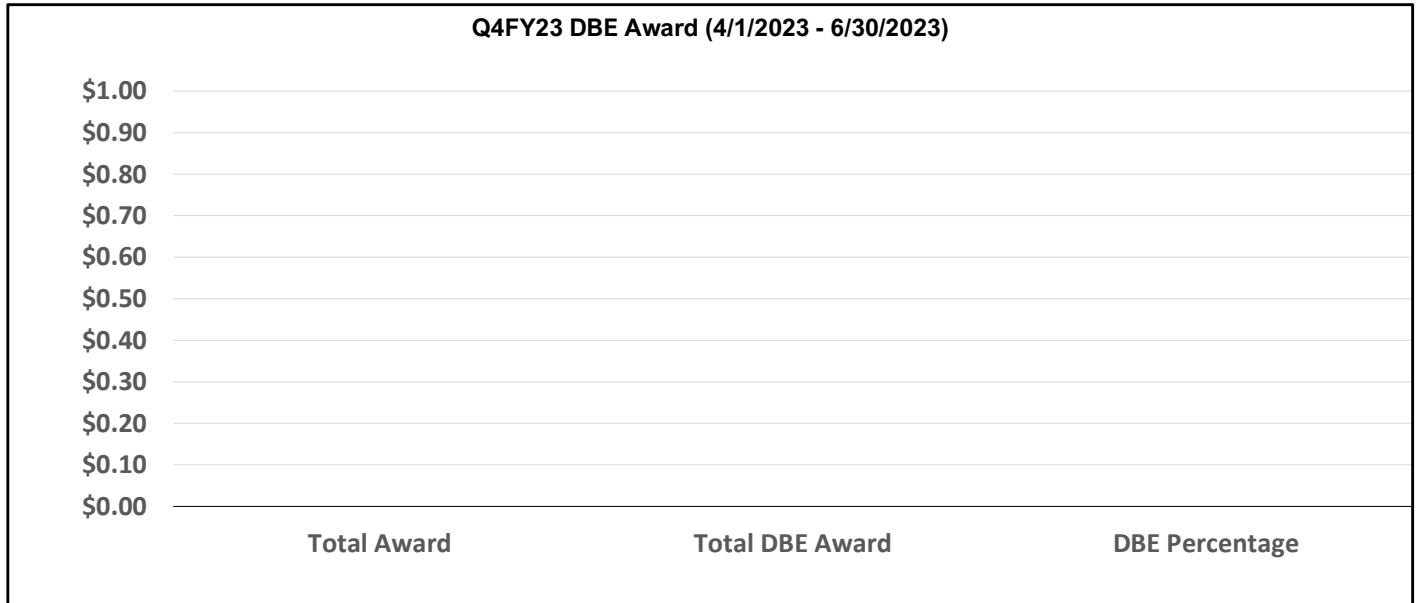
**KEY ACTIVITIES - Next Reporting Month** (top 5)

Countinue with the design

**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 Q4FY2023

## 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.

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Information on Statement of Revenues and Expenses for the Period Ending  
June 30, 2023**

**Action**

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

**Significance**

The Finance Division engages in many activities following the end of the June 30 fiscal year to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 4th meeting of the Board of Directors. The auditors, Eide Bailly, LLP, expect to finish the audit in late October. We expect to have the Annual Comprehensive Financial Report finalized in early November 2023.

**Budget Impact**

There is no impact to the budget.

**Background**

No additional information.

Prepared By:	Soe Aung	Accountant III	650-622-8020
	Jeannie Chen	Acting, Director of Accounting	650-508-6259

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:** July 26, 2023  
**To:** SamTrans Board of Directors  
**From:** April Chan, General Manager/CEO  
**Subject:** General Manager/CEO Report

---

### Ridership Recovery

SamTrans fiscal year-to-date total trips for the eleven months ending May 31, 2023, was 76.7 percent of its ridership compared to the same eleven months prior to the pandemic. SamTrans ridership recovery compares favorably with the local peer agencies, out-of-state bus public transportation agencies, and nationally with a bus ridership YTD average of 69.2 percent. For May 2023, SamTrans ridership achieved 86.7 percent of the total trips compared to May 2019, while the national average recovery rate trails at 72.1 percent.

	Total Trips 11 Months pre-COVID	Total Trips 11 Months thru May 2023	YTD Recovery Rate	One-month Recovery Rate May 2023
<b>SamTrans</b>	10,167,440	7,796,753	<b>76.7%</b>	<b>86.7%</b>
<b>AC Transit</b>	50,645,987	31,899,324	63.0%	68.2%
<b>SFMTA</b>	194,437,520	119,411,045	61.4%	66.1%
<b>VTA</b>	25,365,937	17,674,601	69.7%	77.9%
<b>Dallas</b>	34,711,940	21,293,071	61.3%	67.3%
<b>Seattle - King</b>	112,291,073	63,797,073	56.8%	60.7%
<b>Chicago</b>	220,262,065	137,653,057	62.5%	66.8%
<b>Atlanta</b>	47,242,142	29,489,756	62.4%	80.9%
<b>New York MTA</b>	672,629,405	461,938,383	68.7%	67.5%
<b>National Bus</b>	4,213,217,909	2,914,529,834	69.2%	72.1%
<b>Caltrain</b>	17,146,909	5,742,973	33.5%	34.9%
<b>BART Extension</b>	12,274,836	4,950,352	40.3%	42.0%
<b>BART System</b>	116,798,775	45,998,921	39.4%	41.8%
<b>National Rail</b>	4,518,255,579	2,821,356,684	62.4%	67.9%



**Service Level**

SamTrans provided 5,365,501 total vehicle revenue miles for eleven months through May 2023, which is 82.2 percent of the 6,525,358 vehicle revenue miles for the eleven months prior to the COVID pandemic.

**Bus Operator Staffing**

	<b>Approved FTEs</b>	<b>Trainees*</b>	<b>No. Bus Operators</b>
Bus Operators	348	15	306**

\* Class 181 started June 21, and graduation is scheduled for August 31, 2023.

\*\* This number excludes the 15 trainees

**Bus Transportation Services**

- Provided Caltrain bus bridge service July 15 and July 22.

**El Camino Real Complete Streets Demonstration Project**



SamTrans is a partner agency in a complete streets demonstration project currently installed on El Camino Real in South San Francisco.

The demonstration project on El Camino Real between Country Club Drive and Spruce Avenue includes high visibility pedestrian crossings, two bus boarding platforms facilitating in-lane stops, and a Class IV protected bicycle lane in both directions. Data will be analyzed to understand the impacts of in-lane stops and the bus boarding islands on passenger boarding speeds and efficiency.

The project is part of the National Complete Streets Coalition’s Leadership Academy and is a partnership with City of South San Francisco, Caltrans, San Mateo County Transportation Authority, and other local organizations. The project will be installed through mid-October 2023.

**Clipper START**

The Metropolitan Transportation Commission (MTC) has approved extending the Clipper® START pilot program through June 30, 2025. This program offers discounts on public transit to qualifying Bay Area adults with low incomes. There are 21 Bay Area transit agencies participating in the pilot program: 7 agencies offer a 50 percent discount, while the other 14 agencies offer a 20 percent discount.

**SamTrans Mobile App Update for Q4 FY2023**

The SamTrans mobile app was launched in September 2018 and sells Paratransit and most fixed-route bus service products, except monthly passes. During the fourth quarter of FY 2023, there were 2,399 app downloads, a 9 percent decrease compared to the fourth quarter of

FY 2022. 2,666 new accounts were created during the fourth quarter of FY 2023, a 27 percent decrease compared to the fourth quarter of FY 2022. The number of tickets sold was 37,652, a 10 percent increase compared to the fourth quarter of FY2022. The ticket sales revenue in the fourth quarter of FY 2023 was \$80,466, which is about the same as the fourth quarter of FY 2022.

For FY 2023, SamTrans mobile app was downloaded 11,625 times, and 11,927 accounts were created. In FY 2023, 146,089 tickets were sold via the SamTrans mobile app, a 16 percent increase compared to FY 2022. The total tickets sale for FY 2023 was \$317,023, a 15 percent increase compared to FY 2022. For FY 2023, the SamTrans mobile app revenue was approximately 3 percent of total farebox revenue.

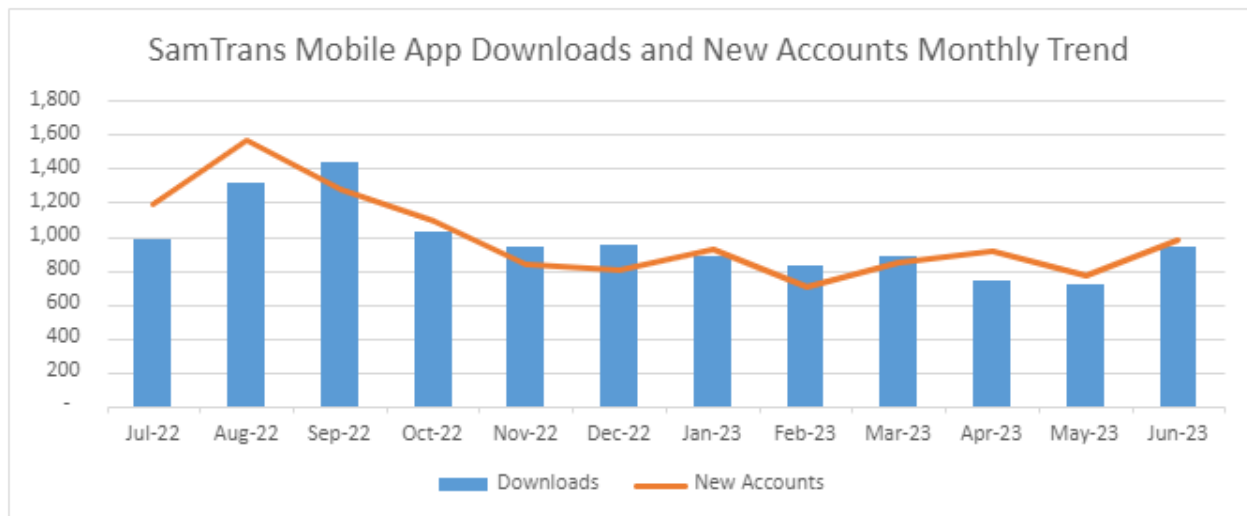
The table below highlights the app's performance for the fourth quarter of FY 2023.

	Q4 FY 2022	Q4 FY 2023	
	Actuals	Actuals	% ▲
App Downloads	2,645	2,399	-9.3%
New accounts	3,654	2,666	-27.0%
Tickets Sold	34,150	37,652	10.3%
Revenue \$'s	\$80,479	\$80,466	0.0%

Data source: Bytemark app performance report

Note: Data as of 7/17/2023 and does not contain refunds.

The chart below shows the monthly app performance trends in FY 2023.



**Bus Transportation Safety Campaign**

This month's safety campaign focuses on Operator Accident Reporting procedures.

**Bus Operator Employee of the Month (EOM) Recognitions**

**Roy Felicisimo** is the June 2023 Bus Operator of the Month at North Base. This is the first EOM award for Operator Felicisimo, who has been driving for the District for 15 months.

**Edward Gaurano** is the June 2023 Bus Operator of the Month at South Base. This is the first EOM award for Operator Gaurano, who has been driving for the District for 18 months.

**Bus Maintenance Employee of the Month (EOM) Recognitions**

**Raaj Kishan** is the June 2023 Mechanic of the Month at North Base. This is his 4th EOM during his nearly 9 months of service. **Charles Wang** is the June 2023 Mechanic of the Month at South Base. This is his 1st EOM during his nearly 1.5 years of service.



**BOARD OF DIRECTORS 2023**

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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, August 2, 2023 – 2:30 pm**

- |        |   |               |
|--------|---|---------------|
| 8.a.1. | Call to Order   |               |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of July 12, 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. | Monthly Performance Report   June 2023  | Informational |
| 8.a.7. | 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**

**July 12, 2023**

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

Committee Members Absent: R. Mueller

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

Other Board Members Absent: None

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

**8.a.1. Call to Order**

Committee Chair Marie Chuang called the meeting to order at 2:15 pm.

**8.a.2. Approval of Minutes of the Community Relations Committee Meeting of June 7, 2023**

Motion/Second: Ratto/Gee

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

Noes: None

Absent: Mueller

**8.a.3. Accessible Services Update**

Tina Dubost, Manager, Accessible Services, said they would be attending the Commission on Disabilities Inclusion Festival and noted that there would be an emphasis on the accessibility of SamTrans' services. She said the event would be at the Magical Bridge Playground, 1400 Roosevelt Avenue, Redwood City on July 27, 11:00 am to 3:00 pm, with a free lunch for the first 400 people and free entertainment.

**8.a.4. Paratransit Coordinating Council Update**

Ben McMullan, PCC Chair, said the PCC would also have representatives doing outreach at the Disabilities Inclusion Festival. He said that they are continuing to organize the PCC retreat scheduled for the second Tuesday of September and added that the public was being invited to the retreat for the first time.

#### **8.a.5. Citizens Advisory Committee Update**

John Baker, CAC Member, provided an update on the June 28 meeting, which included a comprehensive presentation on the Brown Act. He noted that there was a request from the membership for better wayfinding signage for Route 130B near the Oyster Point ferry terminal. Committee Chair Chuang asked if there was staff designated to address the request. April Chan, General Manager/CEO, replied that Ana Rivas, Director of Bus Transportation, would work with staff to address CAC comments and suggestions.

#### **8.a.6 Quarterly Report | Quarter 3 Fiscal Year 2023**

Jonathan Steketee, Manager, Operations Planning, provided the presentation on the latest performance dashboard.

Chair Josh Powell asked for a comparison of the current quarterly dashboard to pre-pandemic dashboards, and Mr. Steketee responded that they could provide that and noted that the staff report contained narrative about pre-pandemic performance.

Director David Canepa asked for the percentage of people using Clipper, and Mr. Steketee replied 44 percent. Director Canepa asked what the benefits and potential growth of the Clipper card were. Mr. Steketee said when Clipper 2.0 was launched, the availability of data became much greater and the system became more efficient. Director Canepa asked if other transit operators shared their Clipper card data. Mr. Steketee said he would share information with him offline. David Olmeda, Chief Operating Officer, Bus, pointed out the other advantages of the Clipper program.

#### **8.a.7 Monthly Performance Report | May 2023**

Ms. Rivas summarized the report from the agenda packet. She announced the employees of the month for North and South Base.

Director Jeff Gee asked if there is another level of detail to distinguish what is caused by others as opposed to what operators can do to prevent and avoid accidents. Ms. Rivas said the operators are trained to expect the unexpected in regards to other drivers. He congratulated the Department on having only 15 DNOs (Did Not Operate).

#### **8.a.8. Adjourn**

The meeting adjourned at 2:37 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](mailto:board@samtrans.com).

**San Mateo County Transit District  
Staff Report**

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

**Action**

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

**Significance**

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

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

Minutes from the June 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

**SAN MATEO COUNTY**  
**PARATRANSIT COORDINATING COUNCIL (PCC)**  
Minutes of June 13, 2023, Meeting

**ATTENDANCE:**

Members in person:

Susan Capeloto, Dept. of Rehabilitation; Dao Do, Rosener House; Sandra Lang, Community Member; Evan Milburn, Consumer, CoD; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Kathy Uhl, CoA; Lynn Spicer (representing Tina Dubost), SamTrans.  
(Member attendance = 6/10, Quorum = Yes)

Members on Zoom:

Tina Dubost, SamTrans; Mike Levinson, Consumer, PAL Chair.

Guests:

Vicky Churchill, First Transit/Redi-Wheels; Henry Silvas, SamTrans; Kelly Shanks, SamTrans; Jane Stahl, PCC Staff; David Koffman, Nelson\Nygaard; Larisa Vaserman; Ana Rivas, SamTrans; Talib Salamin, Serra Taxi; Janet Borgens, CoD; Sarah Verity, AbilityPath.

Absentees:

Benjamin McMullan, Chair, CID; Marie Violet, Dignity Health

**WELCOME/INTRODUCTIONS:**

In Ben's absence, David Koffman called the meeting to order at 1:38 pm. The meeting was held in person and via Zoom conference call.

**APPROVAL OF MAY MINUTES:**

Sandra Lang moved to approve the May meeting minutes; Kathy Uhl seconded the motion. The minutes were approved.

**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 next meeting will be at noon on June 27<sup>th</sup> at the SamTrans building. This change is due to the first Tuesday being July 4<sup>th</sup>.



On July 27<sup>th</sup>, the PCC will be tabling at the Inclusion Festival at Red Morton Park in Redwood City. Mike reported that he heard from Senator Kevin Mullin's office that there will not be a "Seniors on the Move" event this year but there would be in 2024.

### **Executive – David Koffman**

Elections: Ben McMullan was nominated as chair, and Sammi Riley was nominated as vice chair for 2023-24. The nominations were passed unanimously.

At the June 6<sup>th</sup> meeting the committee discussed:

- The PCC retreat on September 12<sup>th</sup> from 10am – 2pm. It will be held in the Auditorium and will include a keynote speaker and breakouts. An ad hoc committee has been established to work on the event. Mike asked if additional notices needed to be posted about the meeting; Tina said it was treated just like the regular PCC meetings. As this is a strategic planning meeting, it might not be of interest to members of the public.
- Nominations for chair and vice chair.
- The need to recruit new members.
- David talked about the history of PCCs; they were created to promote better service coordination. However, there's now only one paratransit service in the county (see more on this under "Other Business.") This might be a good opportunity for the PCC to think about their mission today. Sandra mentioned that the PCC acts as a clearinghouse for transit information.
- The Nelson\Nygaard contract with SamTrans that expires on June 30<sup>th</sup>. David will be reducing his involvement and will not be at every meeting. He will be available as needed.

Kathy Uhl wondered how the various neighborhood transportation systems interacted with Redi-Wheels and the PCC. Tina reported that SamTrans is recruiting a Program Coordinator for Senior and Veterans' Programs and, once hired, they could come speak to the group. Part of their responsibility will be to promote all transportation options and educate the public about them.

Sandra thought that this could be discussed at a breakout group and Tina offered to have someone talk about this at the retreat.

### **Nominations/Membership – Evan Milburn**

No report.

## **OPERATIONAL REPORTS**

### **PERFORMANCE REPORT**

Total ridership and average weekday ridership increased in April compared to last year; the average weekday ridership was 576 – 1% higher than last year. Total ridership was 15,158, about 4% higher than last year. Subscription trips are approximately 20%; agency trips were approximately 5%; trips sent to taxis remain low; same day cancellations were typical. The number of individuals riding is increasing and on time performance was better than the 90% standard.

Sandra commented on the improved ratio between total trips requested and trips served. Tina agreed that the number of total cancellations is decreasing, and the number of no-shows and late cancellations is manageable.

### **COMMENT STATISTICS REPORT**

There are still fewer total comments compared to pre-COVID levels as there are fewer rides. Most are consumer reports rather than comment cards. The complaint patterns are typical and not about specific topics. David asked about the rate; Tina responded that it's roughly the same as the long-term average.

### **SAFETY REPORT**

Vicky Churchill reported that there were five non-preventable incidents in May; there were no injuries.

## **LIAISON REPORTS**

### **Agency – Dao Do & Marie Violet**

They are planning an agency meeting for the end of August. Many non-profits are using transportation services other than Redi-Wheels. PVI clients use Uber and Lyft although not for people in wheelchairs or who have cognitive impairment. They do have special pricing - \$7/ride instead of \$14/ride.

Tina thought it might be better to delay the meeting until the new Program Coordinator for Senior and Veterans' Programs was hired so that they could give a presentation on the various transportation options.

### **ERC – Mike Levinson**

No ERC meeting is scheduled.

Tina reported that they are continuing with the vendor on technical issues on the upgraded software. The meeting to discuss the voice to use for the message should be set up soon.

Mike asked if the contract with Trapeze had any deadlines. Tina reported that the technical issues need to be resolved before implementation and that these are complicated issues. Mike asked if a detailed report could be given to the Executive Committee.

At Mike Levinson's request, Tina discussed some of the technical issues. Alternatives are being considered. Lynn mentioned that this is a different conversion that in the past and the technical work is vastly different and more complex. Trapeze and IT are in constant communication.

Ana Rivas shared that this conversion is a top priority at SamTrans. They recognize the urgency but also want to deliver a good product. There are continuous meetings about this.

Mike again asked for an official written summary or more detailed reports.

**Commission on Disabilities (CoD) – Evan Milburn**

They are working on the Inclusion Festival.

**Center for Independence (CID) – Ben McMullan**

No report.

**Commission on Aging (CoA) – Kathy Uhl**

The CoA is updating their Help at Home booklet. Kathy thanked Lynn and Tina for their work with the CoA Transportation Committee.

She commented that the new Microtransit service is a big help for seniors who live in areas that don't have access to buses. Lynn reported that the service will start on June 18<sup>th</sup>, serving two areas - East Palo Alto and Half Moon Bay. Rides can be booked through the website, via an app, or phone call. Information on SamTrans Ride Plus can be found [here](#). Rides are free from June 18-July 31. Trips must start and end in the area. The goal is for rides to be available within 25 minutes.

Kathy reported that they are recruiting two new Commission members.

**Coastside Transportation Committee (CTC) – Tina Dubost**

No report.

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

The CAC-TA met on May 30<sup>th</sup> and there were many motions concerning financial issues.

- Acceptance of the Statement of Revenues and Expenditures
- Acceptance of the Capital Projects Quarterly Status Report for 3Q2023.

- Establishing the appropriations limit for FY2024.
- Allocating \$1.292M from Measure A funds from savings for landscaping of the Broadway interchange.
- A motion to approve the adoption of the proposed budget for FY2024; this went before the Transit Authority's meeting on June 1.
- A motion for an allocation for the San Mateo County shuttle program.
- Conveyance of deeds to the State of California Department of Transportation (Caltrans) for the Broadway/101 interchange reconstruction.
- A motion for adoption of revisions to the Transit Authority accrument policy.

There will be updates on the Express Lanes project at the next Transit Authority meeting.

The next meeting will be on August 1<sup>st</sup>.

The Measure W Citizens Oversight Committee met on June 5<sup>th</sup> to review the audit prepared for the Transit District. There were a lot of questions asked at the meeting in March resulting in a very descriptive final report for FY2022. The next meeting is in October and there are three open seats on the committee. Contact Amy Linehan at SamTrans.

### **Other Business**

ADA Refresher: Tina reminded everyone that the Americans with Disabilities Act allows paratransit agencies to charge up to twice the fixed route fare. SamTrans charges less than the maximum allowed and is unusual in offering a low-income fare.

David mentioned that SamTrans was not the only provider of paratransit in the county. When PCCs were created the term "paratransit" was not limited to ADA paratransit. It meant all the services that supplement conventional public transportation, especially demand-responsive services and services that help people who are not well served by public transportation. Members might like to consider how much involvement the PCC should have in thinking about these services.

Sammi asked when the new Redi-Wheels vehicles will be available. Henry said that driver training will occur soon with the vehicles available by the end of the month. There are ten rear-loading vehicles; 20 more vehicles have been purchased and will be available in the coming months.

Lynn thanked Kathy Uhl for helping at a very busy Senior Day at the Fair.

The meeting was adjourned at 3:01pm.

The next meeting is on July 11th, in person and remotely via Zoom, and the public are encouraged to attend.

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

The minutes from the May PAL meeting were included in the meeting packet. Sammi Riley moved to approve the minutes; Mike Levinson seconded the motion. The minutes were approved.

### **Legislative**

Mike reported that SB 557 was extended to a two-year bill. He thought the committee should research any other proposed bills to amend the Brown Act rules. Sandra offered to forward to Mike the legislative report from the CAC meeting that includes bills watched and bills supported.

### **Transit Recovery Update – Tina Dubost**

Paratransit ridership is continuing to increase, although the rate is slowing, and is still approximately 55% of pre-pandemic numbers. SamTrans bus recovery rate is still at 75%. There is a lot of variation nationwide and the SamTrans rate compares favorably to peer agencies i.e., agencies that are approximately the same size and serve a suburban area.

Mike reported that he heard that the state budget will be voted on by Thursday, 6/15 and the Governor has until 6/30 to sign it. It increased the transit expenditure to \$3B over 3 years, and another \$2B that's not committed to. David thought that the amount for transit in the budget is not as much as the CTA was lobbying for, but sufficient to avoid service cuts. Sandra reported that this change was due to all the groups who contacted the Governor to review funding needed for transit in the budget. Mike heard that more funding was front-loaded for the revised budget in May to allow time to consider next year's finances and/or possible ballot measures. Tina thanked the citizens of San Mateo County who voted for Measure W which is very helpful in funding transit.

### **Policy Issues**

None.

### **Advocacy**

None.

The next PAL meeting will be on July 11<sup>th</sup>, 2023.

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: Josh Mello, Executive Officer, Planning and Development      David Olmeda, Chief Operating Officer, Bus  
Subject: **Monthly Performance Report | June 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 20.3 percent in the month of June 2023 compared to June 2022. And the total monthly ridership increased by 21.3 percent.

Since Ride Plus launched on June 18, there is an average weekday ridership of 48 trips, and a total of 550 trips during the month of June. Out of the 550 trips, 373 trips took place in East Palo Alto and 177 trips took place in Half Moon Bay.

Post-pandemic recovery is significant for the month of June 2023. SamTrans adult fare usage recovery is at 104.3 percent. There continues to be a recovery gap among youth, with a recovery rate of 66.7 percent compared to June 2019. To a lesser extent, there is also a gap for eligible discount riders at 74.4 percent.

**Caltrain:** Average weekday ridership increased by 12.5 percent in the month of June 2023 compared to June 2022. And Caltrain total monthly ridership increased by 6.2 percent.

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

- **Preventable Accidents** – In June 2023, there were 20 preventable accidents. Our goal is to have one or fewer preventable accidents per 100,000 miles; this month, SamTrans did not meet its goal with 2.83 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – SamTrans had 26 service calls in June 2023. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.92 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** - OTP systemwide for June 2023 was below SamTrans' OTP goal of 85.0 percent at 78.7 percent (a 0.5% increase compared to May).
- **Did Not Operate (DNOs)** - In June 2023, there were 8 DNOs, which is 7 less than May. In June 2022, there were 389 DNOs, demonstrating a significant decrease of 98% in DNOs from a year ago.

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

**RIDERSHIP (ALL MODES)**

SAMTRANS   Average Weekday Ridership								
Mode	Jun-21	Jun-22	Jun-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Bus	16,694	23,084	27,680	19.9%	13,620	22,216	27,221	22.5%
Paratransit	478	594	695	17.0%	393	555	658	18.6%
Shuttles	1,012	1,580	2,012	27.3%	1,098	1,370	1,813	32.3%
Demand Response	--	--	48	--	--	--	48	--
<b>Total</b>	<b>18,184</b>	<b>25,258</b>	<b>30,387</b>	<b>20.3%</b>	<b>15,111</b>	<b>24,141</b>	<b>29,692</b>	<b>23.0%</b>

SAMTRANS   Total Ridership								
Mode	Jun-21	Jun-22	Jun-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Bus	457,249	603,960	731,945	21.2%	4,503,358	6,956,853	8,528,698	22.6%
Paratransit	12,483	15,297	18,026	17.8%	121,380	171,130	202,425	18.3%
Shuttles	21,988	34,703	43,436	25.2%	278,816	350,906	456,030	30.0%
Demand Response	--	--	550	--	--	--	550	--
<b>Total</b>	<b>491,720</b>	<b>653,960</b>	<b>793,407</b>	<b>21.3%</b>	<b>4,903,554</b>	<b>7,478,889</b>	<b>9,187,153</b>	<b>22.8%</b>

CALTRAIN   Average Weekday Ridership								
Mode	Jun-21	Jun-22	Jun-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Caltrain	7,143	18,187	20,453	12.5%	4,104	12,065	17,325	43.6%

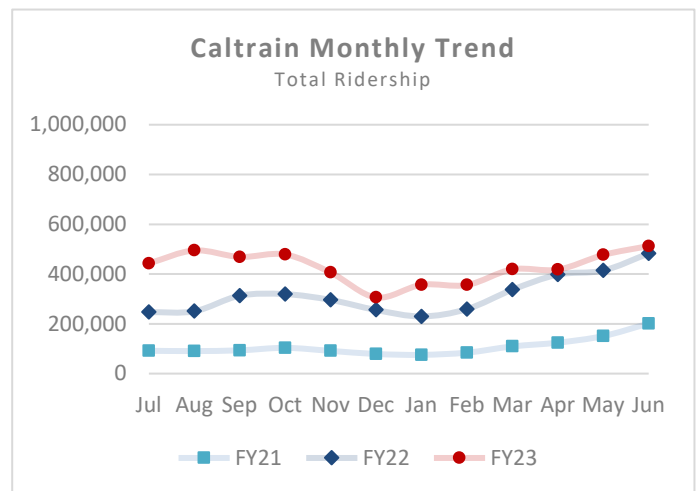
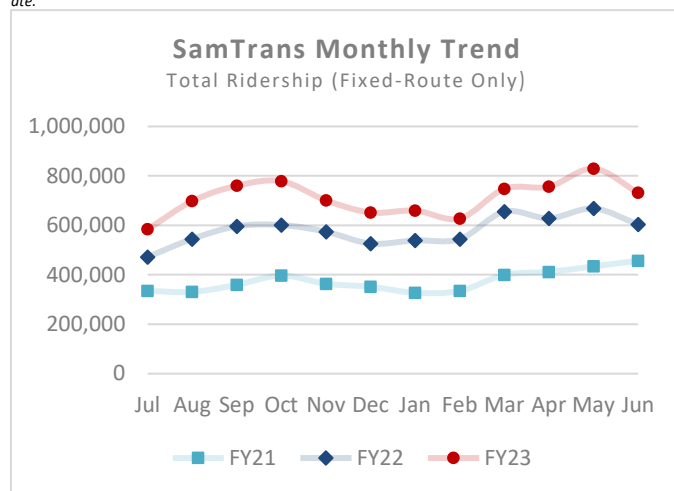
CALTRAIN   Total Ridership								
Mode	Jun-21	Jun-22	Jun-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Caltrain	201,872	482,687	512,652	6.2%	1,296,876	3,802,014	5,136,012	35.1%

OTHER MODES in San Mateo County   Average Weekday Ridership								
Mode	Jun-21	Jun-22	Jun-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Dumbarton	47	81	93	14.7%	46	60	81	35.2%
BART (San Mateo County)	8,364	16,988	18,269	7.5%	5,151	12,437	15,847	27.4%

OTHER MODES in San Mateo County   Total Ridership								
Mode	Jun-21	Jun-22	Jun-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Dumbarton	1,042	1,784	2,044	14.6%	11,760	15,357	21,089	37.3%
BART (San Mateo County)	223,269	465,900	500,437	7.4%	1,612,536	4,055,444	5,468,221	34.8%

**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.  
 %Δ<sup>1</sup> indicates the percentage change for the month, current year to previous year.  
 %Δ<sup>2</sup> indicates the percentage change current year to previous, Year to D

ate.



**FARES**

SAMTRANS (BUS)   Fare Usage			
Fare Type	Jun-21	Jun-22	Jun-23
Adult	278,838	368,578	465,604
Youth	33,100	71,807	88,076
-- Youth Unlimited Pass			41,379
Eligible Discount	144,902	163,171	177,946
<b>Total</b>	<b>434,893</b>	<b>668,056</b>	<b>731,626</b>

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

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

**KEY PERFORMANCE INDICATORS**

SAMTRANS (BUS)   Operations Key Performance Indicators			
KPI	Jun-21	Jun-22	Jun-23
On-Time Performance	85.7%	80.5%	78.7%
Preventable Accidents	7	15	20
Service Calls	23	19	26
Trips Scheduled	36,039	37,296	37,419
Did Not Operate DNOs	38	389	8

**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)   Demand Response Key Performance Indicators			
KPI	Jun-21	Jun-22	Jun-23
EPA Trips	--	--	373
Half Moon Bay Trips	--	--	177
Total Trips	--	--	550
Active Users	--	--	163
New Registrations	--	--	513
iOS Downloads	--	--	593
Android Downloads	--	--	224
Load Factor	--	--	1.54

SAMTRANS (BUS)   Fleet Key Performance Indicators			
KPI	Jun-21	Jun-22	Jun-23
Revenue Hours (Sched.)	47,833	47,376	48,222
Revenue Miles (Sched.)	503,845	510,329	485,387
Total Fleet Miles (Actual)	685,058	699,072	707,418

**SamTrans' Miles between Preventable Accidents goal is 100,000 miles.** There were 41,328 Miles between Preventable Accidents this month.

PARATRANSIT   Operations Key Performance Indicators			
KPI	Jun-21	Jun-22	Jun-23
On-Time Performance (RW)	95.6%	94.0%	91.6%
On-Time Performance (RC)	95.7%	94.8%	93.7%
Preventable Accidents (RW)	1	1	0
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	5	5
Service Calls (RC)	0	0	0

**SamTrans' Miles between Service Calls goal is 25,000 miles.** There were 29,756 Miles between Service Calls this month.

**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	Jun-21	Jun-22	Jun-23
Revenue Miles (RW)	108,905	126,273	152,264
Revenue Miles (RC)	13,409	14,738	19,294
Fleet Miles (RW)	122,121	142,372	169,991
Fleet Miles (RC)	15,866	21,353	24,049



**PRE-PANDEMIC RIDERSHIP COMPARISON**

SAMTRANS   Average Weekday Ridership					
Mode	Jun-19	Jun-21	Jun-22	Jun-23	% <sup>3</sup>
Bus	32,752	16,694	23,084	27,680	84.5%
Paratransit	1,164	478	594	695	59.7%
Shuttles	11,958	1,012	1,580	2,012	16.8%
<b>Total</b>	<b>45,874</b>	<b>18,184</b>	<b>25,258</b>	<b>30,387</b>	<b>66.2%</b>

SAMTRANS   Total Ridership					
Mode	Jun-19	Jun-21	Jun-22	Jun-23	% <sup>3</sup>
Bus	817,941	457,249	603,960	731,945	89.5%
Paratransit	27,376	12,483	15,297	18,026	65.8%
Shuttles	238,550	21,988	34,703	43,436	18.2%
<b>Total</b>	<b>1,083,867</b>	<b>491,720</b>	<b>653,960</b>	<b>793,407</b>	<b>73.2%</b>

CALTRAIN   Average Weekday Ridership					
Mode	Jun-19	Jun-21	Jun-22	Jun-23	% <sup>3</sup>
Caltrain	72,370	7,143	18,187	20,453	28.3%

CALTRAIN   Total Ridership					
Mode	Jun-19	Jun-21	Jun-22	Jun-23	% <sup>3</sup>
Caltrain	1,590,653	201,872	482,687	512,652	32.2%

OTHER MODES in San Mateo County   Average Weekday Ridership					
Mode	Jun-19	Jun-21	Jun-22	Jun-23	% <sup>3</sup>
Dumbarton	145	47	81	93	64.1%
BART (San Mateo County)	47,399	8,364	16,988	18,269	38.5%

OTHER MODES in San Mateo County   Total Ridership					
Mode	Jun-19	Jun-21	Jun-22	Jun-23	% <sup>3</sup>
Dumbarton	2,889	1,042	1,784	2,044	70.8%
BART (San Mateo County)	1,198,304	223,269	465,900	500,437	41.8%

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

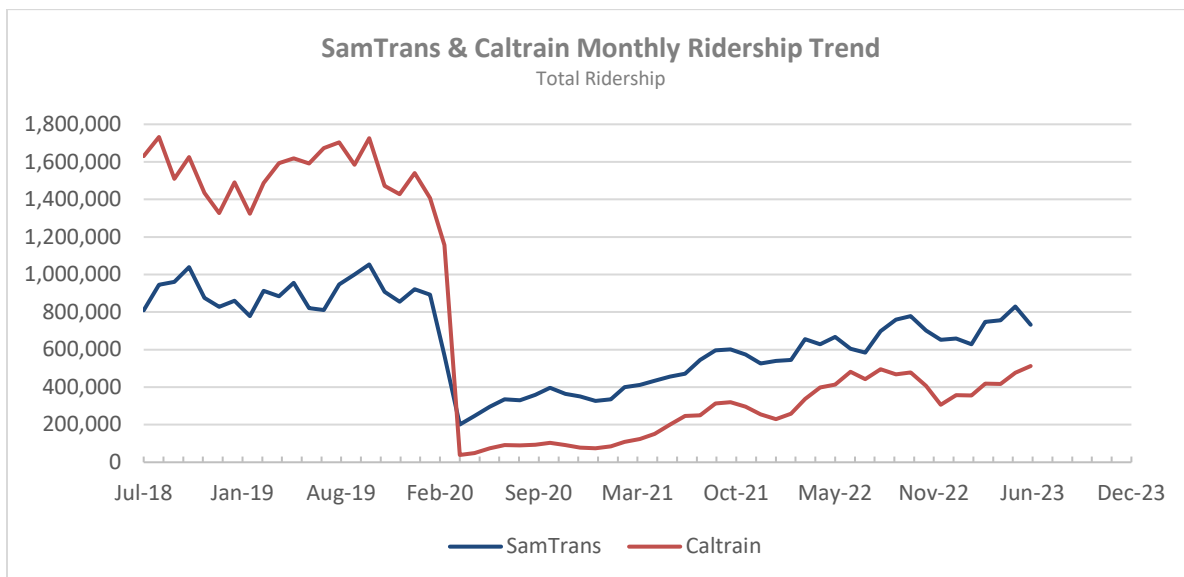
%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 84% of pre-pandemic levels (2019) for this month of May 2023.

**PRE-PANDEMIC FARES COMPARISON**

SAMTRANS (BUS)   Fare Usage					
Fare Type	Jun-19	Jun-21	Jun-22	Jun-23	% <sup>3</sup>
Adult	446,209	278,838	368,578	465,604	104.3%
Youth	132,107	33,100	71,807	88,076	66.7%
Eligible Discount	239,055	144,902	163,171	177,946	74.4%
<b>Total</b>	<b>817,371</b>	<b>456,840</b>	<b>603,556</b>	<b>731,626</b>	<b>89.5%</b>

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

Dumbarton and demand-response service are excluded.



**CUSTOMER EXPERIENCE**

SAMTRANS (BUS)   Customer Experience			
KPI	Jun-21	Jun-22	Jun-23
Complaints	84	91	83
Accessibility	8	2	10
Compliments	16	12	21
Service Requests	26	35	53
<b>Reports Total</b>	<b>134</b>	<b>140</b>	<b>167</b>

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

The total number of reports for SamTrans decreased from April 2023 (163) to May 2023 (140).

**COMMUNICATIONS & MARKETING**

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

- Press Release: "Fourth of July Service for SamTrans"
- Press Release: "New On-demand Microtransit Service Launched to Expand Mobility in East Palo Alto and Half Moon Bay"
- Press Release: "SamTrans CEO April Chan Named Transit Woman of The Year"
- Press Release: "SamTrans Updates Its Summer Schedule"
- Press Release: "New Two-Year SamTrans Budget Includes Electric Buses, Microtransit and Improved Service"
- Bus Operator Recruitment
- SamTrans Ride Plus (Microtransit)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

**Digital Communications Report:**

In June, SamTrans had a busy month filled with various events. It all began with the annual Roadeo, which received live coverage on both Twitter and Instagram. This event provided a significant opportunity to unite the staff, families, and friends within the SamTrans network and showcase the exceptional skills of our talented operators. Following the Roadeo, SamTrans made its inaugural appearance at the Half Moon Bay Pride Parade, marking a milestone for the district. Towards the end of the month, we also participated in the SF Pride Parade alongside Caltrain. Leading up to our major Ride Plus launch on June 18th, we consistently released teaser messages and held a Roving Press Conference three days prior. SamTrans attended the OffKai Expo, a Virtual Streamer convention, together with SF BART. At the convention, we organized a call for artists to gauge interest and collect contact information from potential artists for future commissions. Notably, April Chan was honored as the Transit Women of the Year by the Bay Area chapter of WTS. SamTrans implemented Runbook 142 service changes, as the school session ended and route updates were made in conjunction with the launch of Ride Plus.

**June Digital Marketing Highlights:**

- SamTrans Roadeo
- Ride Plus Microtransit Launch
- Ride Plus Press Conference

- Runbook 142
- Half Moon Bay Pride Parade
- San Francisco Pride Parade
- OffKai Expo
- April Chan Transit Women of the Year
- Ride Plus Pre-launch Survey
- Superhero Drive with Us Campaign
- Communications Belt

**SamTrans Web Numbers (June):**

Page Views: 323K

- Sessions: 97K

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



## Agenda

### Finance Committee Committee of the Whole

### San Mateo County Transit District

**Wednesday, August 2, 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 July 12, 2023  | Motion |
| 8.b.3. | Approval and Ratification of the Fiscal Year 2024 District Insurance Program                                     | Motion |
| 8.b.4. | Authorize the General Manager/CEO to Pursue Acquisition of a Headquarters Building Subject to Certain Parameters | Motion |
| 8.b.5. | Award of Contract for Commercial Real Estate Brokerage Services for Headquarters Building Acquisition            | Motion |
| 8.b.6. | 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**

**July 12, 2023**

Committee Members Present: J. Gee (Chair), M. Chuang (left at 3:49 pm), M. Fraser

Committee Members Absent: None

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

Other Board Members Absent: R. Mueller

Staff Present: A. Chan, D. Olmeda, K. Steiner, J. Cassman, J. Brook, D. Seamans

**8.b.1. Call to Order**

Committee Chair Jeff Gee called the meeting to order at 2:37 pm.

**8.b.2. Approval of Minutes of the Finance Committee Meeting of June 7, 2023**

Motion/Second: Chuang/Powell

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

Noes: None

Absent: Mueller

**8.b.3. Adopt Salary Ordinance No. 109 and Authorize Additions, Modifications, and Deletions of Positions on the Tables of Position Classifications**

Julie Nogales-DeGuzman, Director, Human Resources, presented the staff report outlining the recent changes to the Tables of Position Classifications. She said that the salary ordinance will also address the request from the Caltrain Board to adjust the salary of the Caltrain Executive Director, Michelle Bouchard, by 3.5 percent, from \$352,617 to \$364,959, consistent with the adjustment authorized for employees other than the SamTrans General Manager/CEO.

Motion/Second: Powell/Medina

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

Noes: None

Absent: Mueller

#### **8.b.4. Authorize Expansion of Scope of the South Base Battery Electric Bus Infrastructure Project Procurement**

Liria Larano, Deputy Chief, Bus Fleet/Facilities, provided the presentation, which included the bus-charging infrastructure set-up, the recommended expanded procurement scope, and potential funding sources.

Committee Chair Gee asked about the timing of when the new buses arrive and the readiness of the permanent infrastructure. Ms. Larano said the infrastructure was slated for completion in mid-2026.

##### Public Comment:

Marlon requested that diesel buses not be eliminated and expressed his belief that no staff or Board members ride transit, with the exception of Director Peter Ratto.

Director Rico Medina noted that many staff members do ride the buses.

Director David Canepa commented that this is a balanced approach that includes putting the riders first.

Motion/Second: Ratto/Medina

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

Noes: None

Absent: Mueller

#### **8.b.5. Headquarters Facility Update**

April Chan, General Manager/CEO, introduced Craig Whittom, MRG, LLC, who provided the presentation, which included:

- Three potential options for the future of the District headquarters building: (1) “no building” and continuing to occupy the current building, (2) building a new building on the current site, and (3) acquire a new building.
- Employee headquarters survey key findings included close proximity to public transportation, restaurants, and services; and onsite parking as top priorities for a future headquarters site.

Committee Chair Gee suggested the Board consider the options based on priority.

Committee Member Marie Chuang said she supported Options 2 and 3 as more forward-thinking and providing more opportunities and flexibility for staff to work on the project.

Director Canepa said he supported Option 3 where the District owns the building and pursues a County partnership to lease portions of the space. Brian Fitzpatrick, Director, Real Estate and Property Development, said that this was a possible scenario and noted that they would be reliant on the current real estate market in terms of what they could get for \$136 million.

Committee Member Marina Fraser said she supported Option 3 with the potential for income from tenants.

Director Peter Ratto said he supported Option 3, and said he hoped to find another adequate building where they could bring in other government entities or tenants.

Director Medina said he supported an existing facility so that staff only has to move once.

Chair Josh Powell said that while he thought that another location may not have the same appeal as the current location in downtown San Carlos, the current market is likely more favorable to finding another building that better suits the District's needs.

Director Canepa noted that \$136 million is not a lot of money. He asked if there are additional ways to seek out a larger building. Ms. Chan said the figure was a ballpark number provided by the consultant JLL and was based on the projected growth of the agency. She said if the Board approves buying a new building, they will work closely with their broker to acquire a property that checks most of the boxes.

*Committee Member Marie Chuang left the meeting at 3:49 pm.*

Committee Chair Gee noted that a seismically sound building that could be operational after a major disaster was needed. He also talked about taking advantage of the market and how the current building is rapidly aging. Ms. Chan said she was hopeful that they could bring something back to the Board for approval at the August meeting.

Public Comment:

Marlon said he supported the District staying in the current building.

**8.b.6. Adjourn**

The meeting adjourned at 3:53 pm.

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

**San Mateo County Transit District  
Staff Report**

To: Finance Committee  
Through: April Chan, General Manager/CEO  
From: Kate Steiner, Chief Financial Officer  
Subject: **Approval and Ratification of the Fiscal Year 2024 District Insurance Program**

**Action**

Staff proposes that the Committee recommend that the Board of Directors (Board) approve and ratify the San Mateo County Transit District (District) Insurance Program for Fiscal Year (FY) 2024, at a total premium cost of \$6,022,346, inclusive of the following:

1. Excess Liability insurance with a total limit of \$99 million at an annual premium of \$5,020,233;
2. Employment Practices Legal Liability, inclusive of Public Officials' Liability coverage, with aggregate limits of \$5 million, at an annual premium of \$135,092; and
3. Non-liability policies covering Bus Physical Damage; Terrorism Coverage for Bus Physical Damage; Property; Boiler and Machinery; Public Employees Blanket Bond and Excess Bond (Crime); Cyber Liability with Privacy Coverage; Fiduciary Liability, and Kidnap and Ransom insurance, with annual premiums totaling \$867,021.

**Significance**

Adoption of the proposed resolution will ratify actions taken by staff to obtain and bind insurance coverage to mitigate a wide range of risks in FY 2024.

The District's FY 2024 insurance coverage remains largely the same as in FY 2023, with the following significant changes:

- Increasing the liability self-insured retention (SIR) from \$2 million to \$3 million; and
- Increasing cyber liability limits from \$2 million to \$5 million and decreasing the SIR from \$250,000 to \$100,000.

The program includes significant premium increases over FY 2023, reflecting a hardening of both liability and property markets over the past several years that is affecting most or all transportation agencies nationwide. With a number of carriers pulling out of the market and the remaining carriers reducing limits, obtaining coverage at previous levels continues to be challenging.

As a result of the market environment, staff and the District's insurance advisors reviewed several liability renewal options this year and recommend increasing the self-insured retention



(SIR) from \$2 million to \$3 million in exchange for a significant premium savings. A \$3 million SIR still is considered low in comparison to other agencies in the region, and is reasonable for both the District and its insurers as a result of the District’s exceptional loss experience. Another consideration is that the District’s current Contracted Urban Bus (CUB) contract, which expires half-way through the fiscal year (in December 2023), mandates that the CUB operator provide the first \$5 million of liability coverage for operating the District’s bus service. The same structure is in place for the contractor that administers District paratransit services.

Additional changes in the FY 2024 program are an increase for the cyber liability limit from \$2 million to \$5 million, and a decrease in the associated SIR from \$250,000 to \$100,000, with no change in the premium. The ability to increase cyber liability coverage was made possible by the dedicated work of the District’s Information Technology team, which worked closely with the District’s insurance provider to update the District’s systems, increase cyber security, and meet information security measures.

Below is an overview and comparison of the District’s FY 2023 and FY 2024 premiums:

Program	Conditions	FY 2023	FY 2024
Liability, including Excess Liability*	\$99 million excess liability, \$3 million SIR	\$4,461,122	\$5,020,233
Employment Practices and Public Officials Liability	\$5 million limit, \$500,000 SIR	\$134,930	\$135,092
Non-Liability	Various	\$768,280	\$867,021
Environmental Liability**	\$6 million	\$0	\$0
<b>TOTALS</b>		<b>\$5,364,332</b>	<b>\$6,022,346</b>

\*Liability also includes coverage from \$5 million to \$49 million for Employment Practices Legal Liability and \$5 million of Public Officials Liability coverage, which is separate from the policy listed in the table above.

\*\*The Environmental Liability policy is a 3-year, pre-paid policy that will expire at the end of FY 2024.

**Budget Impact**

Funds to pay the premiums associated with the recommended program were included in the FY 2024 Operating Budget adopted at the June 7, 2023 Board meeting.

**Background**

**Liability Program**

As a consequence of progressively higher liability settlements in the State of California and the transit industry as a whole, fewer insurers are providing insurance capacity for public bus transit in California. The District’s FY 2024 program increases the SIR from \$2 million to \$3 million, which was necessary to receive competitive quotes. The District retains its overall limit

of \$99 million. Coverage for the Terrorism Recovery Insurance Extension Act (TRIEA) is included in the full \$99 million limits. Employment Practices legal liability and Public Officials' liability are covered up to \$49 million, in excess of a dedicated \$5 million Employment Practices legal liability and Public Officials' liability program.

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

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

### **Employment Practices and Public Officials Liability**

Employment Practices legal liability coverage is primary to the excess coverage available in the general liability program and has a \$5 million limit with a \$500,000 SIR. This is typical of other California transit districts with similar claims experience. Coverage includes Public Officials' Liability insurance, and Hanson Bridgett is approved defense counsel for the District.

### **Non-Liability Program**

The District's Non-Liability program includes coverage for Bus Physical Damage, Terrorism Coverage for Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond (Crime Insurance), Environmental, Cyber Liability with Privacy Coverage, Fiduciary Liability, and Kidnap and Ransom coverage.

#### *Bus Physical Damage*

The Bus Physical Damage policy is written on a full-replacement-cost basis for nearly all active buses, and actual-cash-value basis for the District's active 2009 Gillig buses, inactive buses and retired buses, as well as for the District's non-revenue vehicles. The program is designed with tiered rates so that inactive and retired buses are insured at lower insurance premiums than active vehicles.

#### *Terrorism Coverage for Bus Physical Damage*

This policy provides property insurance covering physical damage to buses from a terrorist event. The policy limit is \$100 million per occurrence and aggregate, with a \$10K deductible.

#### *Property*

Property loss limit per occurrence remains at \$90 million. The policy contains Boiler and Machinery coverage, business personal property, electronic data hardware, and flood insurance coverage.

#### *Public Employees Blanket Bond and Excess Bond (Crime Insurance)*

This policy provides Crime coverage that applies to the District, the TA, and the Peninsula Corridor Joint Powers Board. This is the first year of a three-year program. The main coverage

provided on these primary and excess Crime insurance policies is Employee Theft coverage with limits of \$15M per occurrence subject to a \$50K deductible per occurrence.

*Environmental*

The District's Environmental Liability coverage is in the last year of a three-year pre-paid program that carries a \$6 million limit and a \$50,000 deductible.

*Cyber Liability*

Prolific cyber-attacks on commercial industries and public agencies across the nation and worldwide have caused hardening in the cyber liability market. However, this year, the District was able to increase limits to \$5 million and decrease the SIR to \$100,000, all with a premium savings of \$8,416. The FY 2023 cyber liability program had a \$2 million limit with a \$250,000 SIR. The increased coverage and premium savings are the result of the Information Technology team working closely with our insurance provider to increase the District's cyber security practices.

*Fiduciary Liability*

Fiduciary Liability coverage is provided with limits of \$2 million for liabilities that the District could incur from the administration and management of employee benefit plans. That policy has a \$10,000 deductible.

*Kidnap & Ransom*

The District has \$1 million of Kidnap and Ransom insurance that indemnifies the District for ransom payments and expenses for actual or alleged kidnappings.

Prepared By: Ryan Hinchman, Director, Financial Planning & Analysis 650-508-7733

**Resolution No. 2023-**

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

\* \* \*

**Approving and Ratifying the Insurance Program  
for Fiscal Year 2024**

**Whereas**, the General Manager/CEO of the San Mateo County Transit District (District) has approved an insurance program for Fiscal Year (FY) 2024 with premiums totaling \$6,022,346, the costs for which are included in the FY 2024 Operating Budget; and

**Whereas**, in conjunction with the expiration of the District's existing insurance program on June 30, 2023, District staff renewed its insurance program for FY 2024 based on the plan approved by the General Manager/CEO, with the following significant elements:

1. Excess Liability insurance with a total limit of \$99 million, inclusive of Employment Practices Legal Liability and Public Officials Liability both with a limit of \$49 million, for a total annual premium of \$5,020,233;
2. Employment Practices Legal Liability and Public Officials Liability policy with aggregate limits of \$5 million at an annual premium of \$135,092;
3. Non-liability policies covering Bus Physical Damage, Terrorism Coverage for Bus Physical Damage; Property; Boiler and Machinery; Public Employees Blanket Bond and Excess Bond (Crime); Cyber Liability with Privacy Coverage; Fiduciary Liability,, and Kidnap and Ransom insurance, with annual premiums totaling \$867,021; and

**Whereas**, staff recommends, and the Finance Committee concurs, that the Board of Directors approve and ratify the renewal of the District’s insurance program for FY 2024, as delineated above.

**Now, Therefore, Be It Resolved**, that the Board of Directors of the San Mateo County Transit District hereby approves and ratifies the renewal of the District’s insurance program for Fiscal Year 2024, including the types of coverage, limits, and premiums recited above.

Regularly passed and adopted this 2nd day of August, 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

**San Mateo County Transit District  
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Josh Mello, Executive Officer, Planning and Development

Subject: **Authorize the General Manager/CEO to Pursue Acquisition of a Headquarters Building Subject to Certain Parameters**

**Action**

Staff proposes that the Committee recommend the Board of Directors (Board) pass a motion to:

1. Authorize the General Manager/CEO to pursue the acquisition of a new headquarters (HQ) building for the San Mateo County Transit District (District), subject to the following parameters:
  - a. Any offer made by or on behalf of the District to acquire a new HQ facility must first be reviewed and approved by the Board's HQ Ad Hoc Advisory Committee.
  - b. Any final purchase agreement for a HQ building is subject to Board approval.
  - c. The cost of a new HQ building, including all necessary tenant improvements, may not exceed \$136 million.
  - d. Any new HQ building must be located in San Mateo County and within a ¼-mile walk of a rail transit station.
2. Direct the General Manager/CEO to provide regular progress updates to the full Board on identification and acquisition of a new HQ.
3. Direct the General Manager/CEO to review options and appropriate next steps regarding the HQ facility with the Board at its January 2024 meeting if a suitable HQ building is not identified for acquisition by December 31, 2023.

**Significance**

The staff recommendation reflects input from meetings of the full Board on July 12, 2023.

At its July 12, 2023 meeting, the Board reviewed the history of the HQ replacement or renovation project, the policy context of the project and financial considerations of securing a new HQ facility. The following three options were described and reviewed with the Board:

1. Continue to Occupy the Current Building
2. Rebuild a New Building on Current Site
3. Acquire a New Building

The Board expressed its interest in pursuing Option 3. Staff acknowledged that if the District is unsuccessful in its efforts to identify a new HQ building for acquisition within certain set parameters, including a prescribed timeline, then staff would return to the Board and recommend other options.

**Budget Impact**

Funding for a new HQ facility could include a mixture of capital funds and debt financing. Approximate annual debt service costs of financing the capital costs over 30 years are expected to range from \$7 to 9 million.

**Background**

The District’s current HQ building was constructed in the mid-1970’s to serve as the headquarters of Eureka Federal Savings and Loan. The District purchased the building in May 1990. The building is approximately 140,000 gross square feet, with parking under the building and in an adjoining four-story parking structure with 410 total parking spaces. The site sits on approximately 1.8 acres. For more than 30 years, the building has served as the administrative “central office” supporting the administrative needs of the District as well as the Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority. Since the early 2000s, the District has been addressing problems with the building’s efficiency and functionality; the building’s floor plans are inefficient by modern standards. The building also has significant deferred maintenance relative to basic system functions that will require extensive investments to address and improve.

Prepared By: Josh Mello

Executive Officer, Planning and  
Development

650-508-6278



# Headquarters Facility



Board of Directors - August 2, 2023



## Recommended Actions

Based on input received on the Headquarters (HQ) Project at the July 12, 2023 meeting, staff recommends the Board, by motion:

1. Authorize the General Manager/CEO to pursue the acquisition of a HQ building subject to the following parameters:
  - a. Any offer made by or on behalf of the District to acquire a new HQ facility must first be reviewed and approved by the Board's HQ Ad Hoc Advisory Committee.
  - b. Any final purchase agreement for a HQ building is subject to Board approval.
  - c. The cost of a new HQ building, including tenant improvements, may not exceed \$136 million.
  - d. Any new HQ building must be located in San Mateo County and within a  $\frac{3}{4}$ -mile walk of a rail transit station.

## Recommended Actions (cont.)

2. Direct the General Manager/CEO to provide regular progress updates to the full Board on identification and acquisition of a new HQ.
3. Direct the General Manager/CEO to review options with the board at its January 2024 meeting if a suitable HQ building is not identified for acquisition by December 31, 2023.

## Budget Impact

If a new HQ property is identified, a specific financing plan for the acquisition would be presented to the Board along with the price and terms of a new credit facility.

Funding for a new HQ facility could include a mixture of capital funds and debt.

## Next Steps

Board direction at today's meeting

Pursue alternate HQ location

Staff works with HQ Ad-Hoc Committee and provides regular Board updates.

**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

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

#### San Mateo County Transit District

**Wednesday, August 2, 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 July 12, 2023 | Motion        |
| 8.c.3. | 2025-2035 San Mateo County Transit District Strategic Plan Project Introduction                                   | 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**

**July 12, 2023**

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

Committee Members Absent: None

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

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

Staff Present: A. Chan, D. Olmeda, K. Steiner, J. Cassman, J. Brook, D. Seamans

**8.c.1. Call to Order**

Committee Chair David Canepa called the meeting to order at 3:53 pm.

**8.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of June 7, 2023**

Motion/Second: Canepa/Fraser

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

Noes: None

Absent: Chuang, Mueller

**8.c.3. SamTrans Adaptation and Resilience Plan Update**

Amelia Timbers, Manager, Environmental Compliance, provided the presentation on options to mitigate the effects of sea level rise and high heat on North and South Bases.

Director Jeff Gee asked if Ms. Timbers was part of the sea-level vulnerability study in Redwood City. She said she had not been looped into that study but that they work closely with OneShoreline (San Mateo County Flood and Sea Level Rise Resiliency District) and that they supported a grant for the increase of the Redwood Shores levee. Director Gee said he would make sure that she is part of the Redwood City study because South Base would be vulnerable to sea-level rise even with the levee and he noted that OneShoreline is already working on a study on sea-level rise.

Director David Canepa asked how the District is collaborating with the airport. Ms. Timbers said that SFO (San Francisco International Airport) was planning to build a wall around its perimeter called the Shoreline Protection Program. She said they are in close communication with the airport, which just completed its environmental impact report for that project.

Public Comment:

Marlon said that bus shelters need to be heated.

**8.c.4. Adjourn**

The meeting adjourned at 4:10 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](mailto:board@samtrans.com).

DRAFT



**San Mateo County Transit District  
Staff Report**

To: Planning, Development and Sustainability Committee  
Through: April Chan, General Manager/CEO  
From: Josh Mello, Executive Officer, Planning and Development  
Subject: **2025-2035 San Mateo County Transit District Strategic Plan Project  
Introduction**

**Action**

This report is for information only. No Board of Directors (Board) action is required.

**Significance**

The purpose of this presentation is to introduce the upcoming San Mateo County Transit District (District) 2025-2035 Strategic Plan project. District staff will provide information on the project background and purpose; summarize the key project components, approach, and desired outcomes; describe upcoming opportunities for internal engagement at all levels of the organization, including Board and executive-level workshops; highlight opportunities for external stakeholder and public engagement; and provide an overview of the project schedule and next steps.

The District is embarking on a new strategic planning process that will establish the strategic vision and direction for the District and for SamTrans for the next 10 years (2025-2035). The Strategic Plan will engage employees and the Board in establishing the vision, core values, goals and objectives for the District during this period as managing agency of SamTrans, the Peninsula Corridor Joint Powers Board/Caltrain, and the San Mateo County Transportation Authority; as one of two managing agencies for the San Mateo County Express Lanes Joint Powers Agency, and as the employer and workplace for all District employees.

The Strategic Plan also will provide policy direction for SamTrans service delivery and investment, building on the work completed during the Reimagine SamTrans project (2019-2022). In addition, the project will include development of a Measure W Budget Framework and updated Capital Improvement Program (CIP) for the District. Together, these three guiding documents will provide a roadmap for delivering future investments that are aligned with the strategic vision and forecasted revenues for the District over the same 10-year planning horizon.

Note that the District Strategic Plan will not cover Caltrain's service vision, delivery or investments, nor provide a strategic vision for the TA or Express Lanes JPA, as these have already been or are currently being established through separate planning processes.

**Budget Impact**

There is no budget impact at this time. The project budget was approved as part of the Fiscal Year 2024-25 Operating Budget.

**Background**

The most recent San Mateo County Transit District Strategic Plan covered the years 2015-2019 and was adopted in late 2014. The 2015-2019 Strategic Plan established three main priorities for the District: 1) Expand mobility options for our customers; 2) Strengthen the District's fiscal health; and 3) Become a more effective organization. Since that planning process, San Mateo County voters passed Measure W in 2019; Reimagine SamTrans was adopted in 2022 and implementation is underway; and the Caltrain Governance Memorandum of Understanding was signed in 2022.

Prepared By: Chelsea Schultz

Principal Planner

650-508-6483



**STRATEGIC  
PLAN**

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**SamTrans Board of Directors August 2,  
2023**

Chelsea Schultz, Principal Planner, SamTrans Strategic Planning



# Agenda

1. Background
2. Project Overview
3. Engagement Plan
4. Schedule
5. Next Steps



# Background

# What is a Strategic Plan?

- A strategic plan is a policy blueprint representing the foundation from which policy, investment, and service decisions should be made:
  - Defines the organization's vision, mission, core values, challenges, and opportunities
  - Establishes goals and measures performance
  - Helps the organization create its future rather than just react to it
  - Helps to integrate and align projects, programs and investments with strategic vision
  - Better aligns organization with its stakeholders

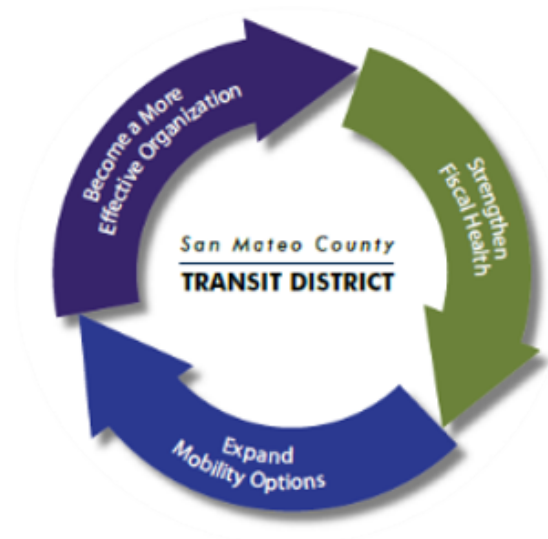




# Background – Why do we need a new Strategic Plan?

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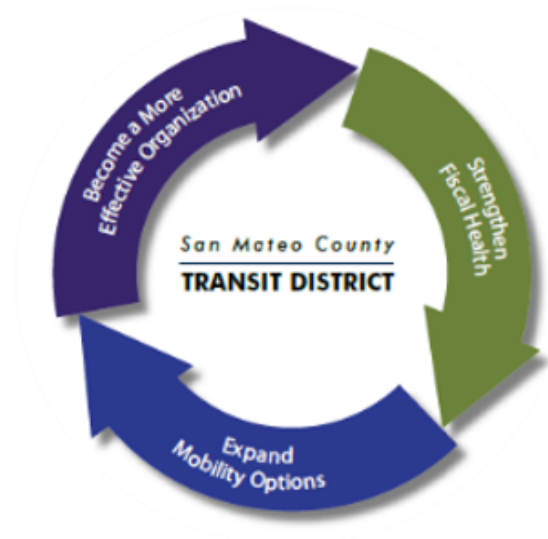
- Most recent District Strategic Plan was adopted in 2014 and covered 5-year period (2015-2019)
  - 3 priorities: Become an effective organization, strengthen fiscal health, expand mobility options
- Major Strategic Accomplishments:
  - Measure W (2019)
  - Reimagine SamTrans (2022)
  - Caltrain Governance MOU (2022)



# Background – Why do we need a new Strategic Plan?

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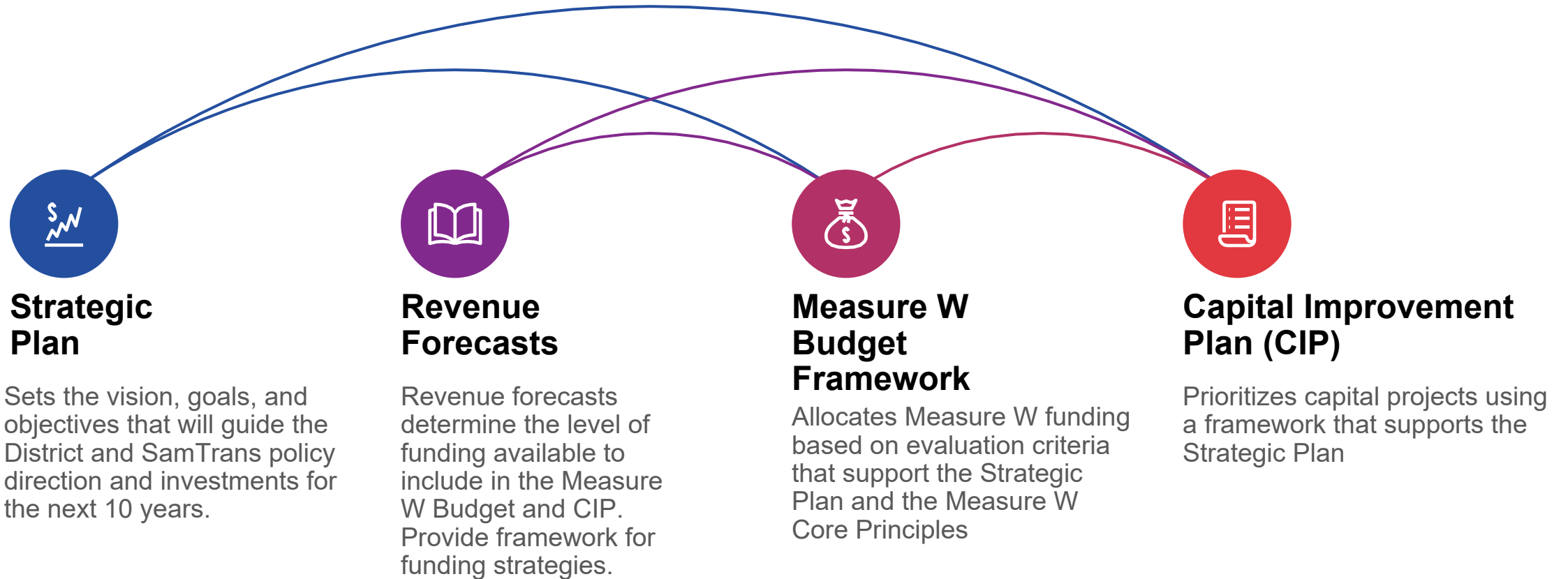
- Initiatives in SamTrans 2018 Business Plan complete or underway
- CIP development – currently lack strategic vision to align capital project list and priorities around
- Changing travel patterns and workforce trends - challenges and opportunities





# Project Overview

# Project Components and Objectives



# 2025-2035 District Strategic Plan

**Objective:** Provide a clear strategic direction, mission and vision for the future of the District and SamTrans

- The Strategic Plan **will** cover:
  - The District as a workplace / employer
  - The District as a managing agency
  - SamTrans service delivery and investments
- And **will not** cover:
  - Caltrain service vision, delivery and investments
  - Strategic vision for TA or Express Lanes JPA
  - Development of investment plans for major projects or service delivered by Caltrain, TA, or Express Lanes JPA



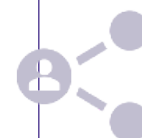
Identify trends and best practices, conduct partner & peer agency interviews



Develop mission, vision, core values, goals, objectives, and actions



Conduct workshops with executive team and Board

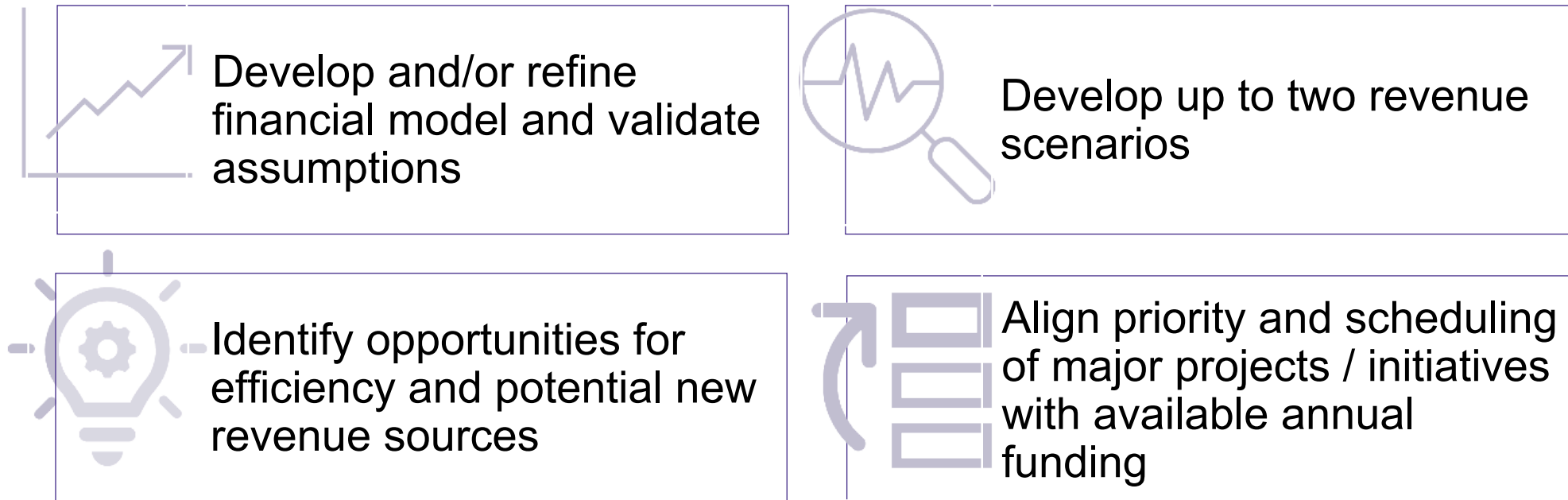


Staff in-reach and stakeholder outreach



# Revenue Forecasts

**Objective:** Develop high-level financial model to support the Strategic Plan, Measure W budget framework, and Capital Improvement Program



# SamTrans Measure W Budget Framework and Capital Improvement Program (CIP)

**Objective:** Develop 10-year investment roadmaps aligned with Strategic Plan



Prioritized list of projects, programs, and initiatives



Constrained to projected annual funding identified in revenue forecasts exercise



Measure W Budget Framework: Consistent with Get Us Moving Campaign and Core Principles



CIP: Both District (shared services, HQ), and SamTrans capital investments



Completed in time for FY26-27 budget cycle





# Engagement Plan

# Employee Engagement Highlights



- Two rounds of employee engagement – scoping and draft plan feedback
- Examples of engagement activities:
  - Employee surveys
  - Internal project website
  - Interviews and listening sessions
  - Office hours at bases
  - Town Hall and ad hoc presentations
- Two rounds of Board and Executive Team Workshops





# External Engagement Highlights



- Partner Agency Interviews
- Stakeholder Groups
  - Citizen Advisory Committee
  - Accessibility Committees
  - Stakeholder Advisory Group
  - Technical Advisory Group
- Public
  - One public meeting for draft plans
  - Alert riders/customers via social media





# Schedule

# Project Schedule

Summer and Fall 2023	Winter 2023/24 and Spring 2024	Summer and Fall 2024	Winter 2024/25
<ul style="list-style-type: none"> <li>• Revenue Forecasts Data Collection</li> <li>• Establish framework for Strategic Plan, Measure W Budget, CIP</li> <li>• Round 1 Engagement – Scoping</li> <li>• 1st Round of ET &amp; Board Workshops</li> </ul>	<ul style="list-style-type: none"> <li>• 1st Round of ET &amp; Board Workshops cont</li> <li>• Continue Revenue Forecasts</li> <li>• Draft Strategic Plan, Measure W Budget, and CIP</li> <li>• Round 2 Engagement – Draft Feedback</li> </ul>	<ul style="list-style-type: none"> <li>• Round 2 Engagement cont</li> <li>• 2nd Round of ET &amp; Board Workshops</li> <li>• Revise and Finalize Strategic Plan, Measure W Budget, and CIP</li> </ul>	<ul style="list-style-type: none"> <li>• Board Adoption</li> <li>• SamTrans Call for Budgets FY26-27</li> </ul>



# Next Steps

# Next Steps

---

- Board and Executive Workshops
  - Strategic Plan mission, vision, goals (fall 2023)
  - Measure W Budget Framework and CIP (early 2024)
  - Draft Plans (summer 2024)
- Periodic updates at regularly scheduled Board meetings







**STRATEGIC  
PLAN**

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## Thank you! Questions?

Project Team:

Millie Tolleson, [tollesonm@samtrans.com](mailto:tollesonm@samtrans.com)

Chelsea Schultz, [schultzc@samtrans.com](mailto:schultzc@samtrans.com)

Asiya Patel, [patella@samtrans.com](mailto:patella@samtrans.com)





**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, August 2, 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 July 12, 2023 | Motion        |
| 8.d.3. | State and Federal Legislative Update                                      | Informational |
| 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**

**July 12, 2023**

Committee Members Present: R. Medina

Committee Members Absent: R. Mueller (Chair)

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

Other Board Members Absent: M. Chuang

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

**8.d.1. Call to Order**

Committee Member Rico Medina called the meeting to order at 4:10 pm.

**8.d.2. Approval of Minutes of the Legislative Committee Meeting of June 7, 2023**

Motion/Second: Canepa/Gee

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

Noes: None

Absent: Chuang, Mueller

**8.d.3. State and Federal Legislative Update**

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

At the federal level, she said that the House and Senate are thick in the annual appropriations process.

At the state level, she said that on July 10, the Governor signed the final budget deal with the infrastructure streamlining packages, restoring \$4 billion in support for Fiscal Years 2024 and 2025. She noted that there were several leadership changes as of June 30.

Ms. Epstein said that SamTrans is watching the Wiener bridge toll bill, which would generate revenue for transit agencies, with priority going to agencies attempting to avoid the fiscal cliff and only 10 percent going to the remaining agencies. She added that the Hart bill regarding power blackouts did not pass out of Committee.

Director Jeff Gee asked why the Hart bill did not pass and Ms. Epstein said she would get more details and get back to him.

Director David Canepa noted that one of his concerns as Chair of the Legislative Committee of MTC (Metropolitan Transportation Commission) was how transit operators such as SamTrans who are operating at high efficiency are rewarded.

**8.d.4. Adjourn**

The meeting adjourned at 4:24 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](mailto: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**

**Action**

Staff proposes the Committee recommend the Board receive the attached Federal and State Legislative Updates.

**Significance**

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

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

## **Federal Report for SamTrans July 2023**

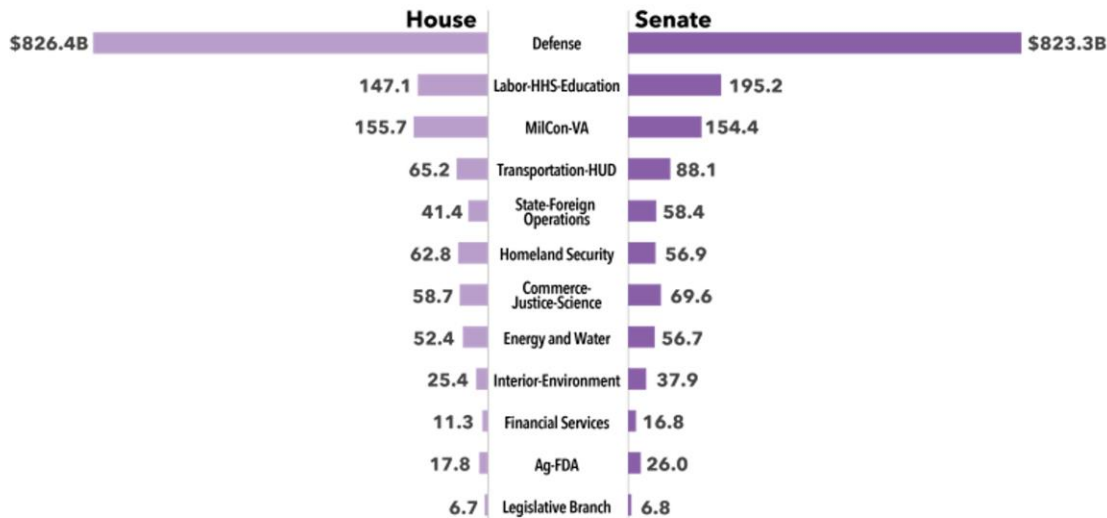
### **House and Senate Appropriators Set Respective FY 2024 Subcommittee Allocations**

- House and Senate Appropriators have agreed upon their respective subcommittee allocations for FY 2024 spending bills. These totals will dictate how much respective funding bills receive as they work to pass the appropriations bills the end of the fiscal year. With the House setting funding levels below the agreement in the debt relief bill that the Senate is using, both sides will need to compromise on final funding levels for the respective accounts. The House Transportation-HUD suballocation is \$65.2 billion, and the Senate's suballocation is Transportation-HUD: \$88.1 billion.

### **House and Senate Move FY 2024 Appropriations Bills**

- On July 13, the Senate Appropriations Committee had a full committee markup of three of its FY 2024 bills: Commerce, Justice, and Science Bill; Legislative Branch Bill; and the Financial Services & General Government Appropriations bills. The committee is expected to markup up the Transportation-HUD (THUD) Appropriations during the week of July 25.
- On July 19, the House Appropriations Committee marked up its FY 2024 THUD Appropriations bill, and on July 20, the Senate Appropriations Committee passed its bill.
- Funding levels in the House and Senate THUD Appropriations bills are vastly different. The House bill provides \$21.9 billion for the Department of Transportation (DOT) and the Senate includes \$28.3 billion.
- The Senate bill includes additional funding for several programs on top of the Infrastructure Investment and Jobs Act (IIJA): \$4 million for Low-No Emission Bus Grants; \$81.9 million for bus grants, \$800 million for RAISE grant program, \$13.99 billion for transit formula program. The House bill does not include additional funding for transit programs.

## House and Senate Set Spending Allocations for 12 Bills



Note: Reflects base discretionary allocations for each bill.

3 Sources: House Appropriations Committee amended [report](#); Senate Appropriations Committee [allocations](#)

Next ▶

Bloomberg Government

## Senate Majority Leader Schumer Announces Agenda for July

- Senate Majority Leader Chuck Schumer (D-N.Y.) has announced the agenda and Senate work plans for the weeks before the August recess in a Dear Colleague letter.
- Leader Schumer highlighted FY 2024 appropriations, National Defense Authorization Act (NDAA), artificial intelligence (AI)-centered national security briefings, and judicial confirmations as the four pillars of the Senate's planned business for July. Highlighting the AI briefings as the "first-ever classified all-senators briefing on national security and AI".
- The Senate will also look to tackle a host of other topics throughout the remaining month of July. Schumer wrote, saying the Senate will be "making progress" on bipartisan legislation that would address prescription drug pricing, permitting reform, rail safety, marijuana industry banking, and the Federal Aviation Administration (FAA) reauthorization, to name a few.
- However, he acknowledged the difficulty that the chamber will face in passing several of those legislative items, whether in July or down the road, given the need for "cooperation of our Republican colleagues" to get meaningful priorities passed in the 51-49 Democratic-controlled Senate.

## **Department of Transportation (DOT) Announces \$3.16 Billion Available in Funding Through the Reconnecting Communities and Neighborhoods (RCN) Program**

- On July 5, DOT released the FY 2023 Notice of Funding Opportunity (NOFO) for the Reconnecting Communities and Neighborhoods grant program for communities' physical barriers to mobility and access, such as train tracks or highways.
- The RCN program includes two components:
  - \$198 million for the Reconnecting Communities Pilot Program, of which:
    - \$148 million is for Capital Construction Grant funds, and
    - \$50 million is for Community Planning Grants, including funding for technical assistance.
  - \$3.155 billion for the Neighborhood Access and Equity Program, of which the DOT expects to award up to:
    - \$135 million to Community Planning Grants,
    - \$2.57 billion to Capital Construction Grants, and
    - \$450 million to Regional Partnerships Challenge Grants, designed to incentivize regions to come together to leverage both federal, state, and regional funding and policies to tackle problems.
- All applications are due by September 28, 2023. More information can be found through the [Funding Opportunity Announcement via Grants.gov](#).

## **DOT Announces Over \$5.5 Billion in Funding Through Multimodal Project Discretionary Grant (MPDG) Funding Opportunity**

- On Tuesday, June 27, DOT announced \$5.575 billion in available funding through the MPDG program, which includes three individual funding opportunities: the National Infrastructure Project Assistance (MEGA) program, the Infrastructure for Rebuilding America (INFRA) program, and the Rural Surface Transportation Grant (RURAL) program. All three programs address strengthening supply chains, spurring economic development, and improving safety and daily life within the surface transportation sector.
- There is \$1.8 billion available via MEGA, \$3.1 billion available via INFRA, and \$675 million available via RURAL. The MEGA program supports large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. The INFRA program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. The RURAL program supports projects that improve and expand surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564  
Holland & Knight LLP | www.hklaw.com

- All applications are due by August 21, 2023. For more information, please refer to the [MEGA](#), [INFRA](#), and [RURAL](#) funding opportunities via Grants.gov.

### *Round-Up of Open Grant Opportunities*

- [PROTECT Program](#). \$848 million available. All applications due August 18, 2023.
- [MPDG Program](#). \$5.575 billion available. All applications due August 21, 2023.
- [Neighborhood Access and Equity \(NAE\) Program](#). \$3.1 billion available. All applications due September 28, 2023.
- [Reconnecting Communities Pilot \(RCP\) Program](#). \$198 million available. All applications due September 28, 2023.



July 14, 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 – August 2023**

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### **General Update**

On July 14, the Legislature adjourned for Summer Recess and will return to finish the first year of the two-year Legislative Session on August 14. July 14 also marked the policy committee deadline, meaning, barring rule waivers or special consideration, only fiscal committees can meet upon the Legislature's return from Summer Recess. September 1 is the deadline for fiscal committees to hear and report bills to the floor before the Legislature adjourns for the interim recess on September 14. The Legislative Calendar, which sets the deadlines for the year can be viewed [here](#).

### **Update on State Budget**

Governor Newsom signed the budget and infrastructure streamlining package on July 10, which included additional budget action and trailer bills, and followed his earlier action on [SB 101 \(Skinner\)](#). The package of bills signed by the Governor on July 10 include [AB 102 \(Ting\)](#) and [SB 125 \(Committee on Budget and Fiscal Review\)](#), which reflect the three-party agreement with Governor Newsom on the Budget Act's transportation/transit investments and policy. In total, \$5.1 billion in flexible funding is being provided to regional agencies and transit operators. The budget would also impose accountability and reform requirements on regions and their transit agencies to access the funding included in AB 102, extend statutory relief measures secured in 2020 and 2021 for transit agencies, and create a new state-level Transit Transformation Task Force at the California State Transportation Agency (CalSTA), as previously ensconced in AB 761 (Friedman). In the months ahead, CalSTA will draft, circulate, and finalize guidelines dictating how RTPAs and transit agencies will comply with the accountability and reporting measures contained in SB 125. The guidelines are required to be finalized by September 30 and CalSTA must hold at least one public workshop.

The Governor also signed his infrastructure streamlining package, which includes [NEPA assignment for local transit projects](#), [expedited judicial review for certain types of transportation projects](#), and [changes to the administrative record process under CEQA](#). We also expect CalSTA to establish a process for certain elements contained in the streamlining package (i.e., how a transportation project would qualify for expedited judicial review or seek NEPA assignment).

### **Zero-Emission Transit in the Budget**

In addition to the investment discussed as part of the ZETCP, and in contrast to the Legislature's two-party agreement, AB 102 preserves funding for the CARB's HVIP-Transit and CEC's Clean Transportation Programs for FYs 2021-22 and 2022-23. Specifically, AB 102 preserves: \$111 million for CARB's HVIP-

Transit – inclusive of the remaining \$46 million from FY 2021-22 and \$65M for FY 2022-23; and \$28.5 million for CEC’s Transit Bus ZEV Infrastructure investment.

### **Bay Area Legislators Introduces New Bridge Toll Legislation**

On June 29, Senator Wiener (D-San Francisco) and a group of Bay Area legislators introduced SB 532, the Safe, Clean, and Reliable Public Transportation Emergency Act. SB 532 would temporarily raise tolls on seven state-owned bridges in the Bay Area by \$1.50 for five years. The bill is expected to generate \$180 million annually, and would direct this revenue to the Metropolitan Transportation Commission for expenditure as follows:

- At least 90 percent of the revenues generated would be allocated to eligible transit operators to avoid service cuts and maintain operations, including safety, security, reliability, or cleanliness services and improvements; and,
- No more than 10 percent of the revenues would be allocated to assist eligible transit operators with restoring or reconfiguring service above levels provided during the 2022–23 fiscal year or for the purpose of funding initiatives to transform transit service pursuant to the commission’s adopted Transit Transformation Action Plan, or to make specific safety, security, reliability, or cleanliness improvements.

SB 532 is co-authored by a group of lawmakers, including Senators Cortese and Becker, and Assembly Members Haney, Ting, Lee, Bonta, and Wicks. The bill passed the Assembly Transportation Committee on July 5 and is now in the Assembly Appropriations Committee.

### **Update on Assembly Leadership**

On Friday, June 30, Speaker-Designate Robert Rivas was sworn in as the 71<sup>st</sup> Speaker of the California State Assembly. Speaker Rivas succeeds Speaker Anthony Rendon, the third-longest serving Assembly Speaker in California history. The change in Assembly Speaker is significant, as it is likely to usher in changes to the house’s policy and budgetary priorities in the years ahead and has already led to changes to Assembly leadership. On July 3, Speaker Rivas announced on the Assembly Floor that Assembly Member Cecilia Aguiar-Curry (D-Winters) and Assembly Member Isaac Bryan (D-Los Angeles) will now serve as Assembly Speaker pro Tempore and Majority Leader, respectively. They succeed Assembly Members Chris Ward (D-San Diego) and Eloise Gomez-Reyes (D-Colton), respectively, in these roles. His office subsequently released a list of [additional leadership appointments](#) and [changes to the rosters of key legislative committees](#). Of note in these appointments is the elevation of Assembly Member Diane Papan (D-San Mateo) to the role of Assistant Majority Leader on Policy and Research.

### **Bills with Positions**

#### **AB 557 (Hart) Open Meetings: Local Agencies: Teleconferences - SUPPORT**

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. ***This bill is on the Senate Floor.***

#### **AB 1377 (Friedman) Homelessness Funding Considerations - SUPPORT**

Existing law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address homelessness challenges focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and

families to maintain their permanent housing. Existing law provides for the allocation of funding under the program to continuums of care, cities, counties, and tribes. This bill would require applicants of the HHAP program to provide quantifiable data to the Interagency Council on Homelessness (ICH) about the steps the applicant has taken to improve delivery of housing, assistance, and similar services on transit facilities and within a transit district's jurisdiction to people experiencing homelessness. ***This bill is in the Senate Appropriations Committee.***

#### **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 projects for the reduction of pollution from stormwater runoff, 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. ***This bill is in the Assembly Appropriations Committee.***

#### **Other Bills of Interest**

##### **SB 410 (Becker) Powering Up Californians Act**

Existing law requires electrical corporations, as part of their distribution planning processes, to consider vehicle fleet data and other available data, to facilitate the readiness of their distribution systems to support the state's anticipated level of electric vehicle charging. This bill would require the Public Utilities Commission (PUC) to establish, on or before September 30, 2024, reasonable average and maximum target energization time periods, certain reporting requirements so that electrical corporation performance can be tracked and improved, and a procedure for customers to report energization delays to the PUC. The bill would require the PUC to require the electrical corporation to take any remedial actions necessary to achieve the PUC's targets and would require all reports to be publicly available, among other reporting requirements.

#### **Grants for Zero-Emission Buses and Infrastructure**

##### **Vehicles:**

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

**Current Guidelines:** Found [here](#)

**Status:** [Funding cycle for FY 2021-22 remains open; FY 2022-23 now open](#)

##### **Vehicles and Infrastructure:**

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



**Current Guidelines:** See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#). Additionally, see CARB's updated policy found [here](#) authorizing VW Environmental Mitigation Trust awards to be coupled with HVIP vouchers.

**Status:** [Funding cycle open](#)

***Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$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 opened on February 17; next funding cycle for FY 2022-23 will open on July 19 and July 27](#)

### **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 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 96</a> <a href="#">Kalra</a> D</p> <p>Public employment: local public transit agencies: autonomous transit vehicle technology.</p>	<p>On the Senate Floor.</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, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. The bill would require the public transit employer and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.</p>	<p>Watch</p>
<p><a href="#">AB 102</a> <a href="#">Ting</a> D</p> <p>Budget Act of 2023.</p>	<p>Signed by Governor Newsom.</p>	<p>The Budget Act of 2023 made appropriations for the support of state government for the 2023–24 fiscal year. This bill would amend the Budget Act of 2023 by amending, adding, and repealing items of appropriation and making other changes. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">AB 126</a> <a href="#">Reyes</a> D</p> <p>Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.</p>	<p>On the Senate Floor.</p>	<p>Existing law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Existing law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Existing law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 7/14/23**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 241</a> <a href="#">Reyes D</a></p> <p>Clean Transportation Program: Air Quality Improvement Program: funding.</p>	<p>On the Assembly Floor.</p>	<p>Existing law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Existing law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Existing law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">AB 316</a> <a href="#">Aguiar-Curry D</a></p> <p>Vehicles: autonomous vehicles.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would require a manufacturer of an autonomous vehicle to report to the department a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. This bill contains other related provisions.</p>	<p>Watch</p>



## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 400</a> <a href="#">Rubio, Blanca D</a></p> <p>Local agency design-build projects: authorization.</p>	<p>On the Senate Floor.</p>	<p>Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. "Local agency" is defined, in part, for this purpose to include specified local and regional agencies responsible for the construction of transit projects, including any joint powers authority formed to provide transit service. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing the use of the design-build procurement process are repealed on January 1, 2025 .This bill would delete from the definition of "local agency" any joint powers authority formed to provide transit services, and would instead expand that definition to include any joint powers authority responsible for the construction of transit projects, thereby authorizing additional joint powers authorities to use the above-described design-build procurement process. The bill would extend the repeal date to January 1, 2031. By expanding the design-build authorization to additional joint powers authorities and by extending the design-build authorization, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 480</a> <a href="#">Ting D</a></p> <p>Surplus land.</p>	<p>In the Senate Appropriations 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 requires a local agency to take formal action in a regular public meeting to declare that land is surplus and is not necessary for the agency’s use and to declare land as either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures. This bill would exempt a local agency, in specified instances, from making a declaration at a public meeting for land that is “exempt surplus land” if the local agency identifies the land in a notice that is published and available for public comment at least 30 days before the exemption takes effect. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 557</a> <a href="#">Hart D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>On the Senate Floor.</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. This bill would revise the authority of a legislative body to hold a teleconference meeting under those abbreviated teleconferencing procedures when a declared state of emergency is in effect. Specifically, the bill would extend indefinitely that authority in the circumstances under which the legislative body either (1) meets for the purpose of determining whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees, or (2) has previously made that determination. The bill would also extend the period for a legislative body to make the above-described findings related to a continuing state of emergency to not later than 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet under the abbreviated teleconferencing procedures. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2023</p>

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 610</a> <a href="#">Holden</a> D</p> <p>Student Transit Pass Pilot Program: free student transit passes.</p>	<p>In the Senate Appropriations 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, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2028. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 719</a> <a href="#">Boerner Horvath D</a>  Medi-Cal benefits.</p>	<p>In the Senate Appropriations 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 medical transportation and nonmedical transportation for a beneficiary to obtain covered Medi-Cal services. Existing law requires nonmedical transportation to be provided by the beneficiary's managed care plan or by the department for a Medi-Cal fee-for-service beneficiary. This bill would require the department to require Medi-Cal managed care plans that are contracted to provide nonmedical transportation or nonemergency medical transportation to contract with public paratransit service operators who are enrolled Medi-Cal providers for the purpose of establishing reimbursement rates for nonmedical and nonemergency medical transportation trips provided by a public paratransit service operator. The bill would require the rates reimbursed by the managed care plan to the public paratransit service operator to be based on the department's fee-for-service rates for nonmedical and nonemergency medical transportation service, as specified. The bill would condition implementation of these provisions on receipt of any necessary federal approvals and the availability of federal financial participation.</p>	<p>Watch</p>



## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 819</a> <a href="#">Bryan D</a></p> <p>Crimes: public transportation: fare evasion.</p>	<p>On the Senate Floor.</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><a href="#">AB 914</a> <a href="#">Friedman D</a></p> <p>Electrical infrastructure: California Environmental Quality Act: exemptions: review time period.</p>	<p>In the Senate Appropriations 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. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 7/14/23**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1374</a> <a href="#">Alvarez D</a></p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. Existing law requires the investment plan to allocate, among other things, a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state. This bill would increase those amounts from 25% to 50% and from 5% to 15%.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1377</a> <a href="#">Friedman</a> D</p> <p>Homeless Housing, Assistance, and Prevention Program: Round 3.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law establishes, among various other programs intended to address homelessness in this state, the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness. Existing law, beginning with round 3 of the program, requires applicants to provide specified information for all rounds of program allocations through a data collection, reporting, performance monitoring, and accountability framework, as established by the council. This includes data on the applicant’s progress towards meeting their outcome goals, to be submitted annually, for each year of the program, and other information if the applicant has not made significant progress towards those goals. This bill would also require data and a narrative summary of specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness, on transit facilities owned and operated by a transit agency, as defined. This bill contains other existing laws.</p>	<p>Supported June 2023</p>

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1484</a> <a href="#">Zbur D</a></p> <p>Temporary public employees.</p>	<p>In the Senate Appropriations 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 require complaints alleging a violation of its provisions to be processed as unfair practice charges under the act. The bill would additionally include the same findings and declarations as set forth above. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 69</a> <a href="#">Cortese D</a></p> <p>California Environmental Quality Act: local agencies: filing of notices of determination or exemption.</p>	<p>In the Assembly Appropriations 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 local agency that approves or determines to carry out a project subject to CEQA to file a notice of determination with the county clerk of each county in which the project will be located, as provided. CEQA authorizes a local agency that determines that a project is not subject to CEQA to file a notice of exemption with the county clerk of each county in which the project will be located, as provided. CEQA requires the county clerk to make the notice available for public inspection and post the notice within 24 hours of receipt in the office or on the internet website of the county clerk, as specified. CEQA requires an action or proceeding challenging an act or decision of a public agency, including a local agency, on the grounds of noncompliance with CEQA to be commenced within certain time periods, as specified. This bill would require a local agency to file a notice of determination with the State Clearinghouse in the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. The bill would authorize a local agency to file a notice of exemption with the State Clearinghouse in the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. The bill would require the notice, including any subsequent or amended notice, to be posted both in the office and on the internet website of the county clerk and by the Office of Planning and Research on the State Clearinghouse internet website within 24 hours of receipt. The bill would specify that the posting of the notice by the Office of Planning and Research would not affect the applicable time periods to challenge an act or decision of a local agency, as described above. By imposing duties on local agencies, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 7/14/23**

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

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



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

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 272</a> <a href="#">Laird D</a></p> <p>Sea level rise: planning and adaptation.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or within the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to 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, as provided. By imposing additional requirements on local governments, the bill would impose a state-mandated local program. The bill would require local governments that receive approval for 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, 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 also require, on or before December 31, 2024, the San Francisco Bay Conservation and Development Commission, in close coordination with the California Coastal Commission, the Ocean Protection Council, and the California Sea Level Rise State and Regional Support Collaborative, to establish guidelines for the preparation of 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>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 411</a> <a href="#">Portantino D</a></p> <p>Open meetings: teleconferences: neighborhood councils.</p>	<p>On the Assembly Floor.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill, until January 1, 2028, would authorize an eligible legislative body to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if the city council has adopted an authorizing resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions. The bill would define “eligible legislative body” for this purpose to mean a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to the act. The bill would require an eligible legislative body authorized under the bill to provide publicly accessible physical locations for public participation, as prescribed. The bill would also require that at least a quorum of the members of the neighborhood council participate from locations within the boundaries of the city in which the neighborhood council is established. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

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

## San Mateo County Transit District State Legislative Matrix 7/14/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 747</a> <a href="#">Caballero D</a></p> <p>Land use: economic development: surplus land.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Existing law specifies the Legislature’s intent regarding those provisions. This bill would authorize a city, county, or city and county, in addition to a sale or lease, to otherwise transfer property to create an economic opportunity. The bill would make related, conforming changes. The bill would additionally state the Legislature’s intent is to ensure that residents of the state have access to jobs that allow them to afford housing without the need for public subsidies. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/14/23

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