

BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO



Agenda

Board of Directors Meeting

November 1, 2023, 2:00 pm

San Mateo County Transit District

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

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

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

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

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

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

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

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

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

Wednesday, November 1, 2023

2:00 pm

1. Call to Order/Pledge of Allegiance
Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.
2. Roll Call
3. Report from Closed Session at October 4 Board Meeting
 - 3.a. Closed Session: Threat to Public Services or Facilities Pursuant to Government Code Section 54957(a) Informational
4. Consent Calendar
 - 4.a. Approval of Minutes of the Board of Directors Meeting of October 4, 2023 Motion
 - 4.b. Acceptance of Statement of Revenues and Expenses for the Period Ending September 30, 2023 Motion
 - 4.c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook Motion
 - 4.d. Acceptance of Capital Projects Quarterly Status Report for 1st Quarter Fiscal Year 2024 Motion
 - 4.e. Award of Contract for Insurance Brokerage Services Resolution
5. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
6. Report of the Chair
 - 6.a. Proclamation Honoring National Native American Heritage Month Motion

7. Report of the General Manager/CEO

- | | | |
|------|--|---------------|
| 7.a. | General Manager/CEO Report – October 25, 2023 | Informational |
| 7.b. | Update on Implementation of the Peninsula Corridor Joint Powers Board Governance MOU | Informational |

8. Board Member Requests/Comments

9. Recess to Committee Meetings

9.a. Community Relations Committee / Committee of the Whole
M. Chuang (Chair), R. Mueller, P. Ratto

9.a.1. Call to Order

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| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of October 4, 2023 | Motion |
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| 9.a.3. | Accessible Services Update | Informational |
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| 9.a.4. | Paratransit Coordinating Council Update | Informational |
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| 9.a.5. | Citizens Advisory Committee Update | Informational |
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| 9.a.6. | Monthly Performance Report September 2023 | Informational |
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9.a.7. Adjourn

9.b. Finance Committee / Committee of the Whole
J. Gee (Chair), M. Chuang, M. Fraser

9.b.1. Call to Order

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| 9.b.2. | Approval of Minutes of the Finance Committee Meeting of October 4, 2023 | Motion |
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| 9.b.3. | CFO Report for Fiscal Year 2023, Quarter 1 of Fiscal Year 2024, and Outlook for Fiscal Years 2024 and 2025 | Informational |
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| 9.b.4. | Award of Contract for the Purchase and Delivery of 21 2023 MobilityTrans 350EL Paratransit Vehicles and Authorize Disposition of 21 2015 Paratransit Cutaway Vehicles | Motion |
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|--------|--|---------------|
| 9.b.5. | Award of Contract for Contracted Urban Bus Services and Amendment of Fiscal Years 2024 and 2025 Operating Budgets to \$270,186,894 and \$281,865,060, Respectively | Motion |
| 9.b.6. | Adjourn | |
| 9.c. | Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
<i>D. Canepa (Chair), R. Medina, P. Ratto</i> | |
| 9.c.1. | Call to Order | |
| 9.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of October 4, 2023 | Motion |
| 9.c.3. | Call for Public Hearing on Proposed Fare Structure Changes | Motion |
| 9.c.4. | Update of Innovative Clean Transit Plan | Informational |
| 9.c.5. | Adjourn | |
| 9.d. | Legislative Committee / Committee of the Whole
<i>R. Mueller (Chair), R. Medina</i> | |
| 9.d.1. | Call to Order | |
| 9.d.2. | Approval of Minutes of the Legislative Committee Meeting of October 4, 2023 | Motion |
| 9.d.3. | State and Federal Legislative Update | Informational |
| 9.d.4. | Adjourn | |
| 10. | Reconvene Board of Directors Meeting | |
| 11. | Matters for Board Consideration: Community Relations Committee | |
| 11.a. | Accessible Services Update | Informational |
| 11.b. | Paratransit Coordinating Council Update | Informational |

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|--|---------------|
| 11.c. Citizens Advisory Committee Update | Informational |
| 11.d. Monthly Performance Report September 2023 | Informational |
| 12. Matters for Board Consideration: Finance Committee | |
| 12.a. CFO Report for Fiscal Year 2023, Quarter 1 of Fiscal Year 2024, and Outlook for Fiscal Years 2024 and 2025 | Informational |
| 12.b. Awarding a Contract to Model 1 Commercial Vehicles, Inc. for the Purchase and Delivery of 21 2023 MobilityTrans 350EL Paratransit Vehicles for a Total Not-to-exceed Amount of \$2,595,145 and Authorizing the Disposition of 21 2015 Eldorado AeroTech Paratransit Cutaway Vehicles | Resolution |
| 12.c. Awarding a Contract to MV Transportation, Inc. to Provide Contracted Urban Bus Services for a Five-year Term for a Total Not-to-exceed Amount of \$151,236,512, Authorizing up to Two Additional Option Years for an Additional Not-to-exceed Amount of \$65,849,394, and Amending the Fiscal Years 2024 and 2025 Operating Budgets to \$270,186,894 and \$281,865,060, Respectively | Resolution |
| 13. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee | |
| 13.a. Call for Public Hearing on Proposed Fare Structure Changes | Motion |
| 13.b. Update of Innovative Clean Transit Plan | Informational |
| 14. Matters for Board Consideration: Legislative Committee | |
| 14.a. State and Federal Legislative Update | Informational |
| 15. Communications to the Board of Directors | Informational |
| 16. Date/Time of Next Regular Meeting – Wednesday, December 6, 2023 at 2:00 pm | |
| <i>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.</i> | |

17. General Counsel Report

17.a. Closed Session: Conference with Real Property Negotiators pursuant to Government Code Section 54956.8

17.a.1. Property: 610 Walnut Street, Redwood City
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Wind Hill Property Ventures
Under negotiation: Price and terms of payment

17.a.2. Property: 2075 Broadway Street, Redwood City
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Lane Partners
Under negotiation: Price and terms of payment

17.a.3. Property: 1 Circle Star Way, San Carlos
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Workspace Property Trust
Under negotiation: Price and terms of payment

17.a.4. Property: 166 N. Rollins Road, Millbrae
Agency negotiator: April Chan, District General Manager/CEO
Negotiating parties: Gateway Millbrae Office, LLC
Under negotiation: Price and terms of payment

18. Adjourn

Information for the Public

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

Minutes of Board of Directors Meeting

October 4, 2023

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

Members Present: None
(Via Teleconference)

Members Absent: None

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

1. Call to Order/Pledge of Allegiance

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

2. Swearing-in:

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

Director Brooks Esser was sworn in for a term ending December 31, 2024.

3. Roll Call

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

4. Consent Calendar

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

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

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

4.d. Award of Contract for Hazardous Waste Disposal Services – *Approved by Resolution No. 2023-44*

4.e. Award of Contract for On-call Heavy-duty Towing Services – *Approved by Resolution No. 2023-45*

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

Motion/Second: Medina/Gee

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

Noes: None

Absent: None

5. Public Comment for Items Not on the Agenda

Marlon requested that the Board help address the problem of the large number homeless riders by having social workers perform outreach and assistance on the buses.

6. Report of the Chair

Chair Powell announced that April Chan would reach her first anniversary as SamTrans General Manager/CEO in November. He also announced that the General Manager/CEO Evaluation Ad Hoc Committee would convene for the annual performance review and expected to report back to the Board at the November 1 meeting.

6.a. Proclamation Honoring Filipino American History Month

Tasha Bartholomew, Media Relations Manager, summarized the resolution, which reflected on the contributions made by Filipino Americans and noted that this group makes 21 percent of SamTrans ridership.

Motion/Second: Canepa/Ratto

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

Noes: None

Absent: None

6.b. Proclamation Declaring October as Cybersecurity Awareness Month

Ms. Bartholomew summarized the resolution, which emphasized the best practices and technologies to defend against cyber-crime.

Motion/Second: Chuang/Esser

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

Noes: None

Absent: None

7. Report of the General Manager/CEO

April Chan, General Manager/CEO, said the report was in the packet. She noted that the North Base administrative building (Building 200) was in need of replacement and there would be a presentation by Liria Larano, Deputy Chief, Fleet and Facilities.

She said that September was transit month and noted those who participated in the September 29 "All Aboard with Transit CEOs" ride-along and social event, which gives the public a chance to ride with and meet regional transit leaders.

She noted the Dia de los Muertos event. Director Jeff Gee asked how long the bus wrap would last for and Juliet Nogales-DeGuzman, Director, Human Resources, said from mid-October until mid-November.

Director Marie Chuang commended Ms. Chan on her participation in the ride-along and encouraged her to continue to promote a positive public image of riding transit.

8. Board Member Requests/Comments

There were no requests or comments.

9. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:19 pm.

Director Jeff Gee left the meeting at 4:26 pm.

10. Reconvene Board of Directors Meeting

Chair Powell reconvened the Board meeting at 4:38 pm.

11. Matters for Board Consideration: Community Relations Committee

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

Motion/Second: Chuang/Ratto

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

Noes: None

Absent: None

Chair Powell reported on the following items:

11.b. Accessible Services Update

11.c. Paratransit Coordinating Council Update

11.d. Citizens Advisory Committee Update

11.e. Monthly Performance Report | August 2023

12. Matters for Board Consideration: Finance Committee

Chair Powell led the Board in voting on the following items:

12.a. Establish the Scope of the North Base Building 200 Project

Motion/Second: Canepa/Esser

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

Noes: None

Abstentions: Mueller

Absent: Gee

12.b. Authorizing an Amendment to a Contract with Year Up, Inc. for Provision of Interns for a Total Not-to-exceed Contract Amount to \$355,050 Services – Approved by Resolution No. 2023-46

Motion/Second: Medina/Esser

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

Noes: None

Absent: Gee

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

Chair Powell reported on the following items:

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

14. Matters for Board Consideration: Legislative Committee

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

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

Motion/Second: Chuang/Esser

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

Noes: None

Absent: Gee

15. Communications to the Board of Directors

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

16. Date/Time of Next Regular Meeting

Chair Powell announced the time and location of the next meeting as Wednesday, November 1, 2023 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

17. General Counsel Report

17.a. Amendment of Settlement Authority Policy for General Liability, Employment, and Workers' Compensation Claims – *Approved by Resolution No. 2023-47*

Joan Cassman, Legal Counsel, said they were requesting to amend the District's settlement authority policy for litigation and claims matters. She noted that JPB and the TA had recently amended their respective settlement authority policies.

Motion/Second: Medina/Ratto

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

Noes: None

Absent: Gee

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

Joan Cassman, Legal Counsel, announced the closed session and noted that since no reportable action was expected, the open session of the meeting could be adjourned and a report-out provided at the next Board meeting.

The Board recessed to closed session at 4:47 pm in memory of Senator Dianne Feinstein.

Director Jeff Gee returned to the meeting at 5:10 pm.

18. Adjourn

The meeting adjourned at 5:34 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

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

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the period ending September 30, 2023 and supplemental information.

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

Year to Date Revenues: As of September year-to-date actual, the Total Sources of Funds (page 1, line 15) are \$27.1 million higher than the prior year. This is primarily driven by the increases in District Sales Tax (page 1, line 9), Measure W Sales Tax (page 1, line 10), Investment Income (page 1, line 11), and Other Interest, Rent & Other Income (page 1, line 12). Other Interest, Rent, & Other Income (page 1, line 12) significantly increased due to the \$15.2 million payment from CCSF and VTA related to the August 2022 PCJPB Governance MOU.

Year to Date Expenses: As of September year-to-date actual, the Total Uses of Funds (page 1, line 34) are \$14.6 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 19) and Sales Tax Allocation for Capital Programs (page 1, line 30).

Other Information: Starting July 2023, the Agency accounts for revenues and expenses on a full accrual basis on the monthly financial statement. As such, the variances of certain line items between the current year actual and the prior year actual may show noticeable variances due to the change in methodology.

Budget Impact

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

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

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2024
SEPTEMBER 2023

% OF YEAR ELAPSED: 25.0%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	2,593,896	3,257,153	663,257	25.6%	11,506,000	11,506,000	-
2 Local TDA and STA Funds	16,471,614	17,216,949	745,335	4.5%	68,867,790	68,867,790	-
3 Pass through to Other Agencies	149,343	-	(149,343)	(100.0%)	-	-	-
4 Operating Grants	101,732	69,227	(32,505)	(32.0%)	4,300,863	4,300,863	-
5 SMCTA Measure A	1,441,688	1,162,641	(279,047)	(19.4%)	4,650,560	4,650,560	-
6 AB434 Funds, TA Funded Shuttle & Other	27,530	-	(27,530)	(100.0%)	-	-	-
7 Subtotal - Operating Revenues	20,785,803	21,705,971	920,168	4.4%	89,325,213	89,325,213	-
Other Revenue Sources							
9 District Sales Tax	27,666,892	31,457,718	3,790,826	13.7%	116,264,000	116,264,000	-
10 Measure W Sales Tax	13,848,634	15,724,832	1,876,199	13.5%	58,132,000	58,132,000	-
11 Investment Income	1,219,108	4,828,534	3,609,426	296.1%	8,098,649	8,098,649	-
12 Other Interest, Rent & Other Income	2,467,674	18,187,688	15,720,014	637.0%	10,206,685	10,206,685	-
13 Due from PCJPB, SMCTA & SAMTR Capital W&B	8,680,848	9,899,171	1,218,323	14.0%	55,308,187	55,308,187	-
14 Subtotal - Other Revenues	53,883,156	80,097,944	26,214,788	48.7%	248,009,521	248,009,521	-
15 Total Sources of Funds	74,668,959	101,803,915	27,134,956	36.3%	337,334,734	337,334,734	-
USES OF FUNDS							
18 PCJPB, SMCTA & SAMTR Capital W&B	8,680,848	9,899,171	1,218,323	14.0%	55,308,187	55,308,187	-
19 Motor Bus	40,237,452	47,344,995	7,107,543	17.7%	181,990,458	181,990,458	-
20 A. D. A. Programs	5,247,946	5,248,481	535	0.0%	20,673,892	20,673,892	-
21 Other Multi-Modal Programs	1,259,278	1,325,771	66,493	5.3%	6,489,357	6,489,357	-
22 Pass through to Other Agencies	149,343	-	(149,343)	(100.0%)	-	-	-
23 Total Operating Expense	55,574,867	63,818,417	8,243,550	14.8%	264,461,894	264,461,894	-
25 Total Operating Surplus / (Deficit)	19,094,091	37,985,497	18,891,406	98.9%	72,872,840	72,872,840	-
27 District Sales Tax Capital	1,381,850	3,424,269	2,042,419	147.8%	13,697,076	13,697,076	-
28 Measure W Sales Tax Capital	5,883,997	7,180,643	1,296,646	22.0%	28,722,572	28,722,572	-
29 Reserves for Future Measure W Capital Allocation	-	3,170,677	3,170,677	100.0%	12,682,709	12,682,709	-
30 Sales Tax Allocation - Capital Program	7,265,847	13,775,589	6,509,742	89.6%	55,102,357	55,102,357	-
32 Total Debt Service	1,974,770	1,841,258	(133,513)	(6.8%)	19,142,898	19,142,898	-
34 Total Uses of Funds	64,815,485	79,435,265	14,619,780	22.6%	338,707,149	338,707,149	-
36 SURPLUS/(DEFICIT)	9,853,474	22,368,650	12,515,176	127.0%	(1,372,415)	(1,372,415)	-
37 Draw from Prior Years' Surplus	-	-	-	-	1,372,415	1,372,415	-
38 ADJUSTED SURPLUS/(DEFICIT)	9,853,474	22,368,650	12,515,176	127.0%	-	-	-

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2024 SEPTEMBER 2023							
% OF YEAR ELAPSED: 25.0%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	2,482,399	3,108,397	625,998	25.2%	11,000,000	11,000,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	13,257,000	13,398,438	141,438	1.1%	53,593,748	53,593,748	-
4							
5 STATE TRANSIT ASSISTANCE	2,273,799	2,846,646	572,847	25.2%	11,386,584	11,386,584	-
6							
7 OPERATING GRANTS	101,732	69,227	(32,505)	(32.0%)	1,587,507	1,587,507	-
8							
9 DISTRICT SALES TAX REVENUE	19,981,127	5,357,113	(14,624,014)	(73.2%)	80,222,063	80,222,063	-
10							
11 MEASURE W SALES TAX	-	1,120,857	1,120,857	100.0%	13,201,881	13,201,881	-
12							
13 INVESTMENT INTEREST INCOME	1,116,719	4,694,797	3,578,079	320.4%	7,431,808	7,431,808	-
14							
15 OTHER REVENUE SOURCES:							
16 Rental Income	510,436	648,050	137,614	27.0%	2,195,931	2,195,931	-
17 Advertising Income	412,117	424,192	12,075	2.9%	1,009,299	1,009,299	-
18 Other Income	102,124	15,677,277	15,575,154	15251.3%	361,637	361,637	-
19 TOTAL OTHER REVENUES	1,024,677	16,749,519	15,724,842	1534.6%	3,566,867	3,566,867	-
20							
21 TOTAL MOTOR BUS	40,237,452	47,344,995	7,107,542	17.7%	181,990,458	181,990,458	-
22							
23 AMERICAN DISABILITIES ACT:							
24 Passenger Fares Redi-Wheels	111,497	148,756	37,259	33.4%	506,000	506,000	-
25 Local TDA 4.5 Redi-Wheels	697,737	705,180	7,443	1.1%	2,820,723	2,820,723	-
26 Local STA - Paratransit	243,078	266,685	23,607	9.7%	1,066,735	1,066,735	-
27 Operating Grants	-	-	-	0.0%	2,713,356	2,713,356	-
28 Sales Tax Revenue - ADA	2,493,253	1,408,209	(1,085,044)	(43.5%)	3,524,839	3,524,839	-
29 Measure W Sales Tax - ADA	-	1,408,209	1,408,209	100.0%	3,524,838	3,524,838	-
30 Interest Income - Paratransit Fund	102,389	148,801	46,412	45.3%	666,841	666,841	-
31 SMCTA Measure A Redi-Wheels	1,441,688	1,162,641	(279,047)	(19.4%)	4,650,560	4,650,560	-
32 Measure M Paratransit	158,304	-	(158,304)	(100.0%)	1,200,000	1,200,000	-
33 TOTAL ADA PROGRAMS	5,247,946	5,248,481	535	0.0%	20,673,892	20,673,892	-
34							
35 MULTI-MODAL TRANSIT PROGRAMS:							
36							
37 AB434 Funds-SamTrans Shuttle	27,530	-	(27,530)	(100.0%)	-	-	-
38 Employer SamTrans Shuttle Funds	1,143,584	1,171,330	27,746	2.4%	5,257,400	5,257,400	-
39 Dumbarton Rental Income	141,110	266,839	125,729	89.1%	182,418	182,418	-
40 Sales Tax Revenue - Gen. Operating Asst.	(52,946)	(112,398)	(59,453)	(112.3%)	1,049,539	1,049,539	-
41							
42 TOTAL MULTIMODAL	1,259,278	1,325,771	66,493	5.3%	6,489,357	6,489,357	-
43							
44 TOTAL REVENUES	46,744,676	53,919,246	7,174,570	15.3%	209,153,707	209,153,707	-

Statement of Revenues and Expenses

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

% OF YEAR ELAPSED: 25.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR	CURRENT	\$	%			\$
	ACTUAL	ACTUAL	VARIANCE	VARIANCE	BUDGET	FORECAST	VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	23,057,382	28,859,191	5,801,809	25.2%	98,798,936	98,798,936	-
2							
3 Services:							
4 Board of Directors	65,942	28,232	(37,710)	(57.2%)	142,484	142,484	-
5 Contracted Vehicle Maintenance	453,579	232,516	(221,063)	(48.7%)	1,197,256	1,197,256	-
6 Property Maintenance	299,156	413,201	114,045	38.1%	2,732,602	2,732,602	-
7 Professional Services	660,994	1,035,799	374,805	56.7%	6,007,989	6,007,989	-
8 Technical Services	1,501,939	1,841,082	339,143	22.6%	12,866,736	12,866,736	-
9 Other Services	602,068	1,021,098	419,029	69.6%	5,001,819	5,001,819	-
10 Materials & Supply:							
11 Fuel and Electricity*	1,259,551	1,147,412	(112,139)	(8.9%)	4,897,400	4,897,400	-
12 Bus Parts and Materials	591,951	841,942	249,991	42.2%	3,500,510	3,500,510	-
13 Uniforms and Driver Expense	76,063	105,182	29,119	38.3%	960,134	960,134	-
14 Timetables and Tickets	25,519	22,212	(3,307)	(13.0%)	175,633	175,633	-
15 Office Supplies / Printing	161,330	179,109	17,780	11.0%	830,799	830,799	-
16 Other Materials and Supply	59,384	43,555	(15,830)	(26.7%)	183,800	183,800	-
17							
18 Utilities:							
19 Telephone	130,449	158,250	27,801	21.3%	745,200	745,200	-
20 Other Utilities	263,305	410,446	147,141	55.9%	1,842,600	1,842,600	-
21 Insurance	2,801,879	827,752	(1,974,127)	(70.5%)	3,309,439	3,309,439	-
22 Claims Reserves and Payments	448,098	40,242	(407,857)	(91.0%)	800,000	800,000	-
23 Workers Compensation	714,396	720,000	5,604	0.8%	3,835,476	3,835,476	-
24 Taxes and License Fees	226,350	154,507	(71,843)	(31.7%)	448,804	448,804	-
25 Leases and Rentals	8,280	30,075	21,796	263.2%	241,894	241,894	-
26 Promotional and Legal Advertising	175,949	176,163	214	0.1%	1,407,106	1,407,106	-
27 Training and Business Travel	54,704	59,091	4,388	8.0%	963,040	963,040	-
28 Dues and Membership	70,909	23,050	(47,859)	(67.5%)	262,707	262,707	-
29 Postage and Other	46,917	14,501	(32,416)	(69.1%)	218,244	218,244	-
30							
31 Total District Operated Buses	33,756,095	38,384,608	4,628,512	13.7%	151,370,608	151,370,608	-
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	4,451,231	5,490,769	1,039,538	23.4%	21,596,300	21,596,300	-
35 Coastside Services	373,739	517,193	143,454	38.4%	2,070,800	2,070,800	-
36 Redi Coast Non-ADA	44,862	71,226	26,364	58.8%	246,380	246,380	-
37 La Honda - Pescadero	-	18,848	18,848	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	37,288	96,198	58,910	158.0%	210,327	210,327	-
39 Microtransit	-	767,123	767,123	100.0%	3,319,877	3,319,877	-
40 CUB Related Wages & Benefits	111,606	163,486	51,880	46.5%	705,256	705,256	-
41 CUB Related Other Support	31,373	39,072	7,700	24.5%	160,360	160,360	-
42 CUB Insurance	1,397,472	393,605	(1,003,867)	(71.8%)	1,657,950	1,657,950	-
43 CUB Claims Reserves & Payments	33,787	1,402,869	1,369,082	4,052.1%	600,000	600,000	-
44 Total Contracted Bus Service	6,481,357	8,960,387	2,479,030	38.2%	30,619,850	30,619,850	-
45							
46 TOTAL MOTOR BUS	40,237,452	47,344,995	7,107,543	17.7%	181,990,458	181,990,458	-

* Fuel and Electricity costs were increased by a realized gain of \$128,356 from the fuel hedge program.

Statement of Revenues and Expenses

OPERATING EXPENSES
FISCAL YEAR 2024
SEPTEMBER 2023

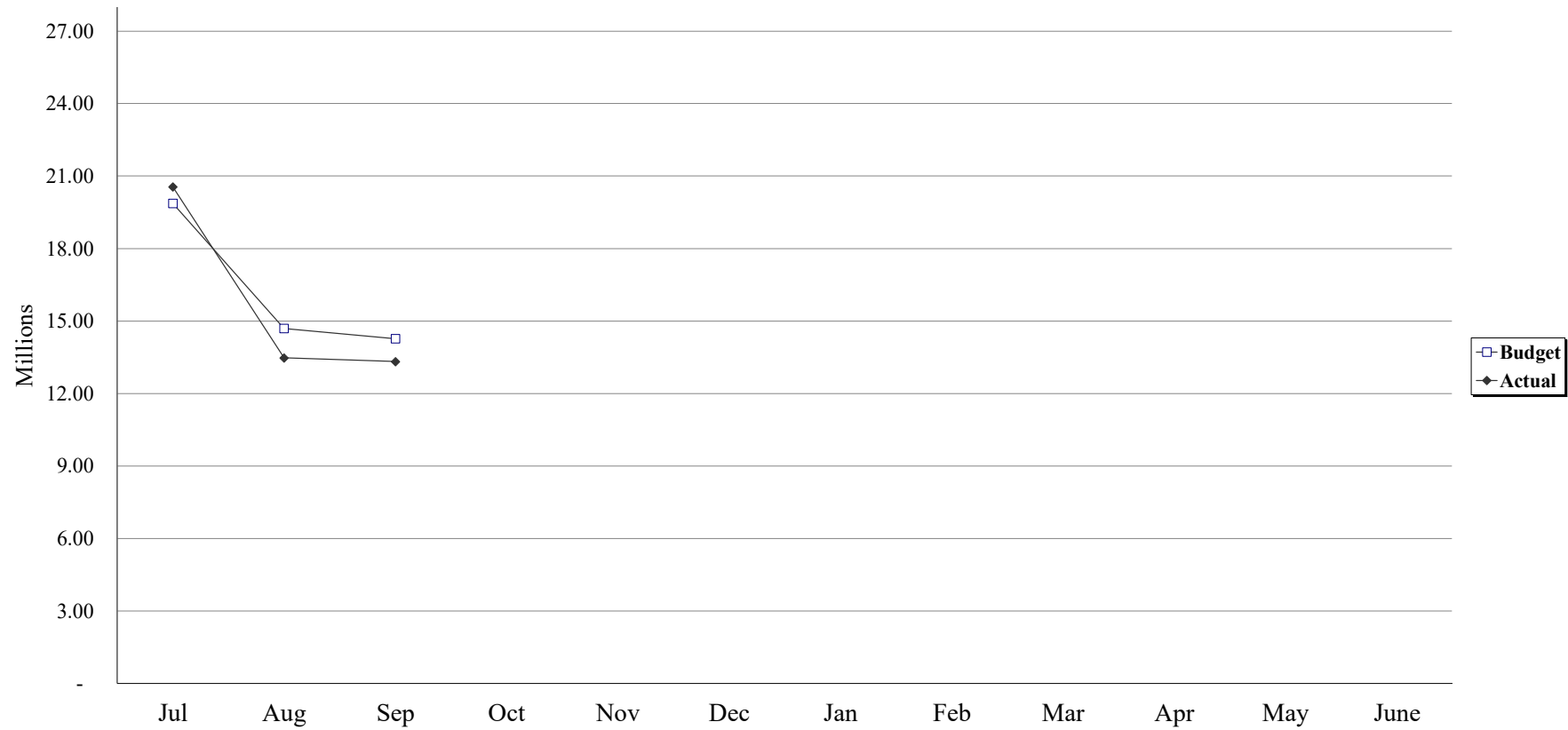
% OF YEAR ELAPSED: 25.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
47 Elderly & Disabled/Redi-Wheels	2,083,353	2,343,957	260,604	12.5%	8,465,551	8,465,551	-
48 ADA Sedans / Taxi Service	600,406	814,639	214,233	35.7%	2,390,907	2,390,907	-
49 Coastside ADA	377,896	659,175	281,279	74.4%	2,281,914	2,281,914	-
50 ADA Related Wages & Benefits	646,698	724,645	77,946	12.1%	3,328,660	3,328,660	-
51 ADA Related Other Support	365,078	374,618	9,540	2.6%	2,701,942	2,701,942	-
52 ADA Insurance	1,174,414	330,946	(843,468)	(71.8%)	1,304,918	1,304,918	-
53 ADA Claims Reserves & Payments	100	500	400	100.0%	200,000	200,000	-
54 TOTAL ADA PROGRAMS	5,247,946	5,248,481	535	0.0%	20,673,892	20,673,892	-
MULTI-MODAL TRANSIT PROGRAMS							
56 SamTrans Shuttle Service	1,160,502	1,180,230	19,728	1.7%	5,782,900	5,782,900	-
57 Shuttle Related Wages & Benefits	51,723	64,254	12,531	24.2%	285,439	285,439	-
58 Dumbarton M.O.W.	11,236	607	(10,628)	(94.6%)	182,418	182,418	-
59 Maintenance Multimodal Facilities	35,818	80,680	44,862	125.3%	238,600	238,600	-
60 TOTAL MULTI-MODAL PROGRAMS	1,259,278	1,325,771	66,493	56.6%	6,489,357	6,489,357	-
61 TOTAL OPERATING EXPENSES	46,744,676	53,919,246	7,174,570	15.3%	209,153,707	209,153,707	-

SAN MATEO COUNTY TRANSIT DISTRICT

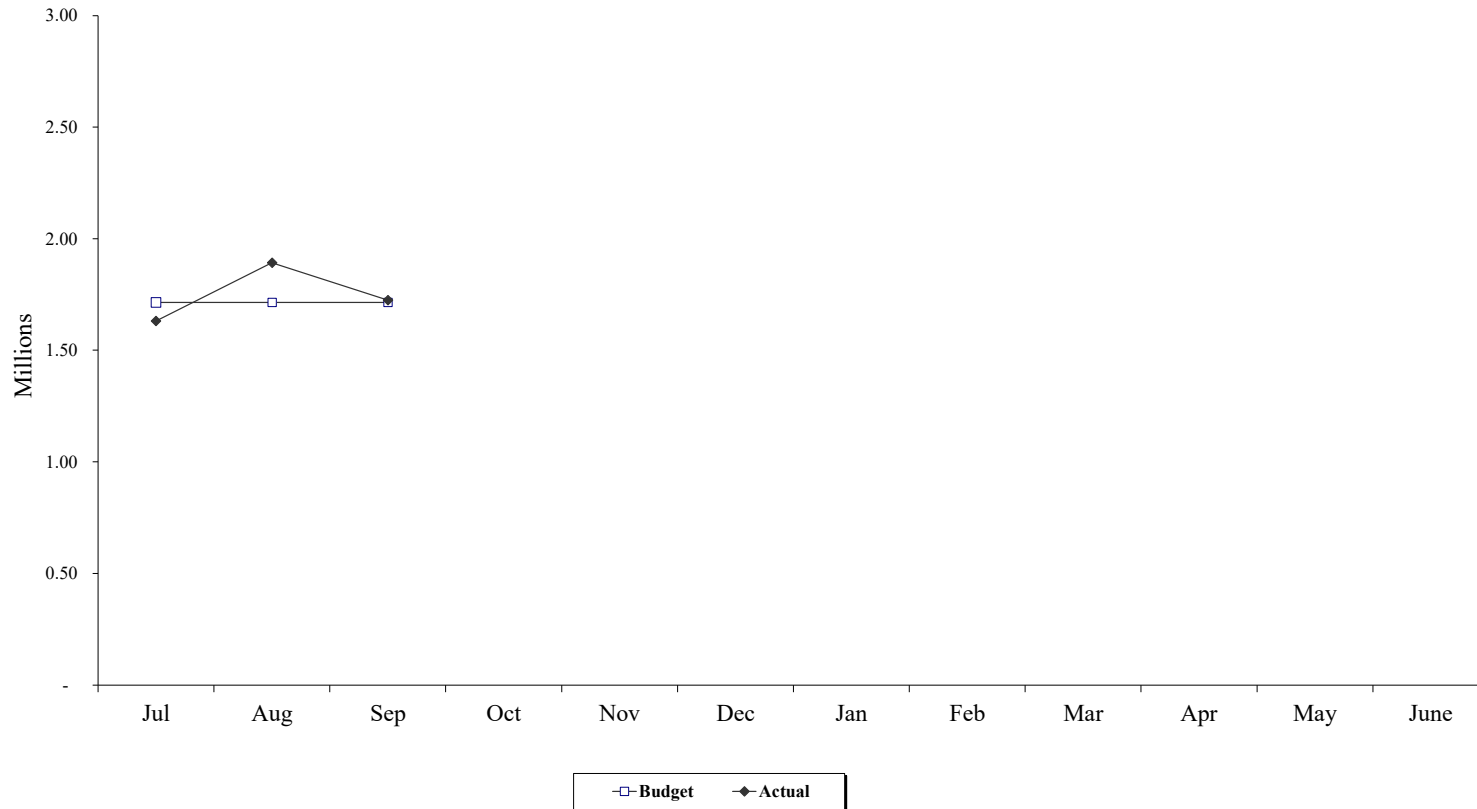
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2024



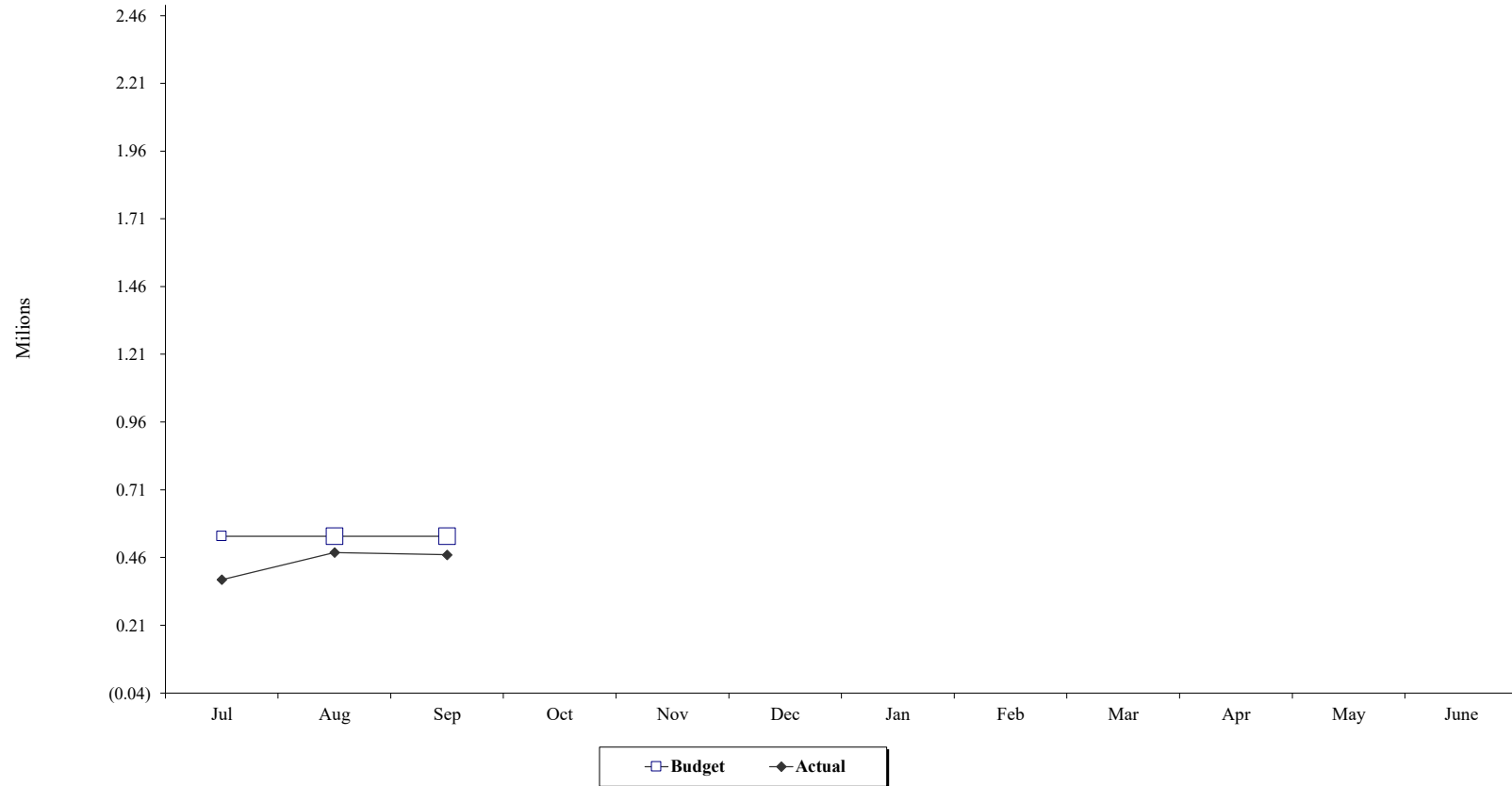
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	19,866,045	14,694,052	14,274,168									
Actual	20,546,859	13,474,273	13,323,863									
CUMULATIVE EXPENSES												
Budget	19,866,045	34,560,097	48,834,265									
Actual	20,546,859	34,021,132	47,344,995									
Variance - F(U)	(680,814)	538,965	1,489,270									
Variance %	-3.4%	1.6%	3.0%									

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,715,532	1,715,532	1,715,532									
Actual	1,631,213	1,892,860	1,724,407									
CUMULATIVE EXPENSES												
Budget	1,715,532	3,431,064	5,146,596									
Actual	1,631,213	3,524,073	5,248,481									
Variance - F(U)	84,319	(93,009)	(101,885)									
Variance %	4.9%	-2.7%	-2.0%									

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	538,655	538,155	538,155									
Actual	378,152	478,023	469,596									
CUMULATIVE EXPENSES												
Budget	538,655	1,076,810	1,614,965									
Actual	378,152	856,175	1,325,771									
Variance - F(U)	160,503	598,787	1,145,369									
Variance %	29.8%	55.6%	70.9%									

	<u>9/30/2023</u>
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u>	
Bank of America (unrestricted: includes Checking)	\$ 113,100,468
Bank of America (Restricted: includes grant/endowment funds)	17,400,684
CAMP	179,878,586
LAIF	5,481,669
ICD Investment (Market values)**	1,030,540
<u>INVESTMENT FUNDS</u>	
Investment Portfolio (Market Values+ Accrued interest)*	205,483,576
MMF - US Bank Custodian Account	10,225,412
TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT	6,422,522
TOTAL	<u>\$ 539,023,456</u>

* Fund Managed by PFM Investment Advisor

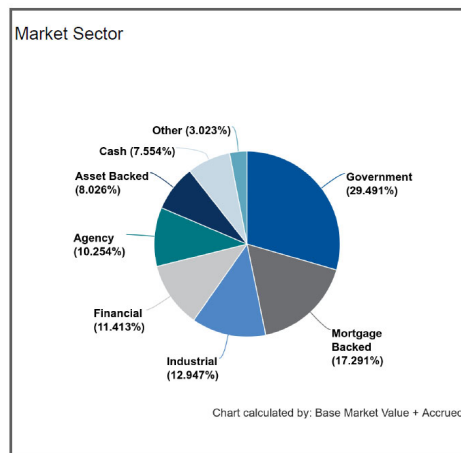
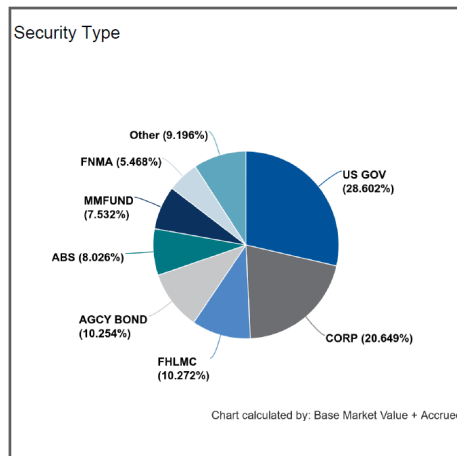
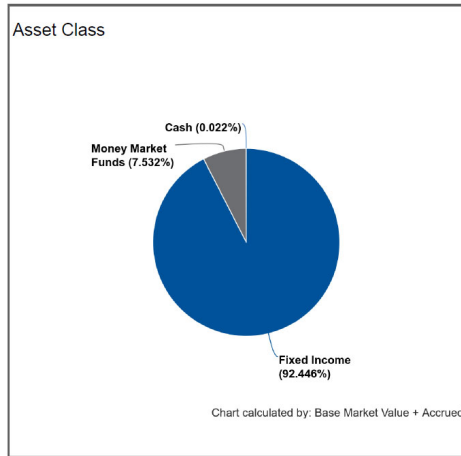
** Institutional Cash Distributors, LLC is an independent portal that helps organizations make short-term investments simple, safe, and efficient.

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	48,513.76
MMFund	16,737,620.44
Fixed Income	205,435,062.47
Duration	1.906
Convexity	0.067
WAL	2.064
Years to Final Maturity	2.874
Years to Effective Maturity	2.683
Yield	5.317
Book Yield	2.348
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	34.149%
United States	28.602%
Federal Home Loan Mortgage Corporation	17.476%
Federal National Mortgage Association	9.261%
U.S. Bancorp	5.392%
(SM - LAIF) State of California	2.467%
The Toronto-Dominion Bank	1.373%
Berkshire Hathaway Inc.	1.281%
---	100.000%

Footnotes: 1,2

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

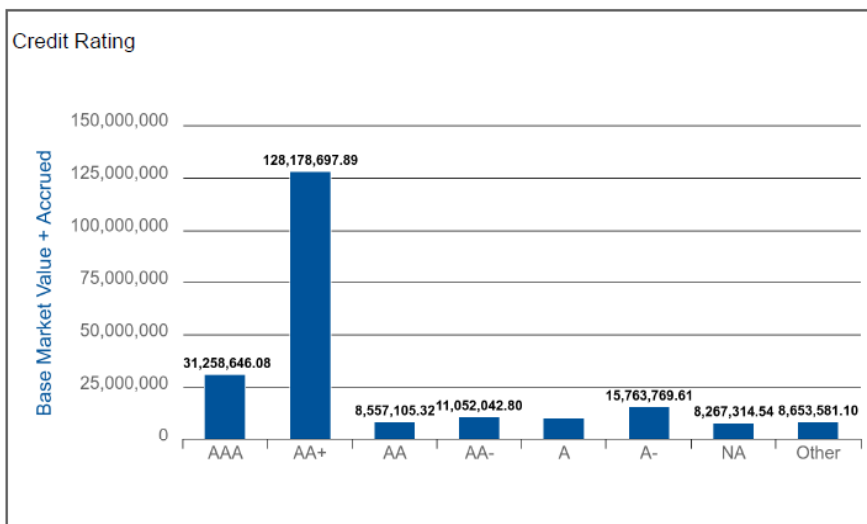


Risk Summary

09/01/2023 - 09/30/2023

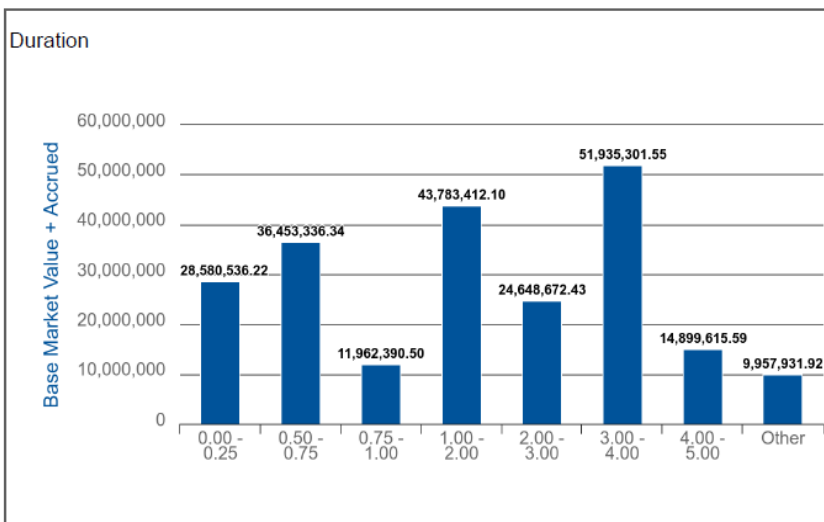
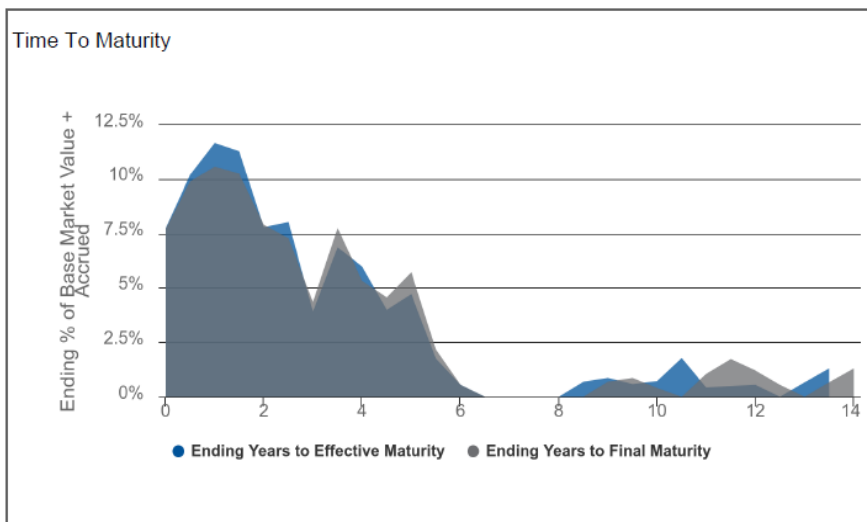
SAM Transit District Agg (136232)

Dated: 10/06/2023



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	8.547%	1.916%	1.963%	0.889%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	20.503%	12.607%	7.914%	19.815%	5.666%	0.000%	0.000%	0.000%	0.000%
A	5.885%	4.390%	1.215%	2.667%	1.039%	0.000%	0.000%	0.000%	0.000%
BBB	0.514%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.464%	0.790%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

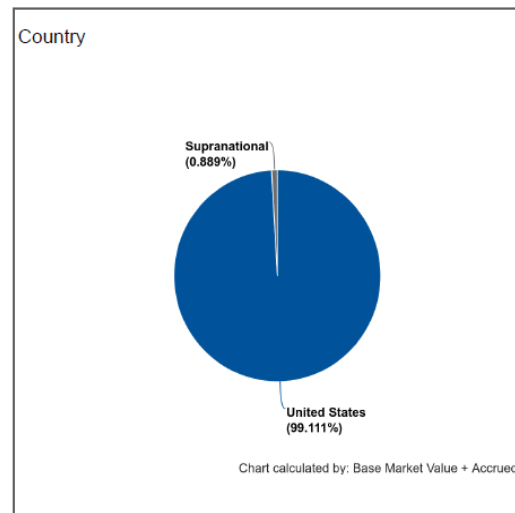
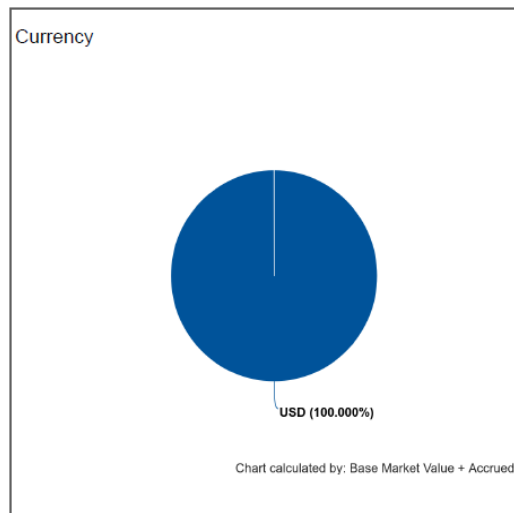
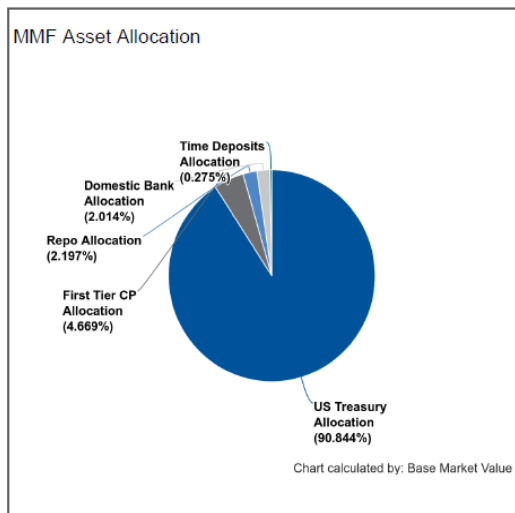
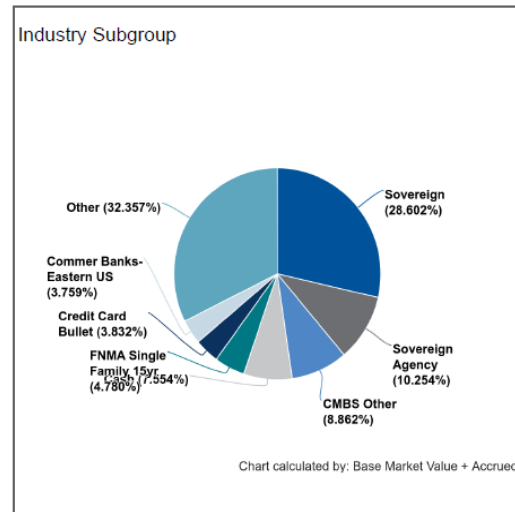
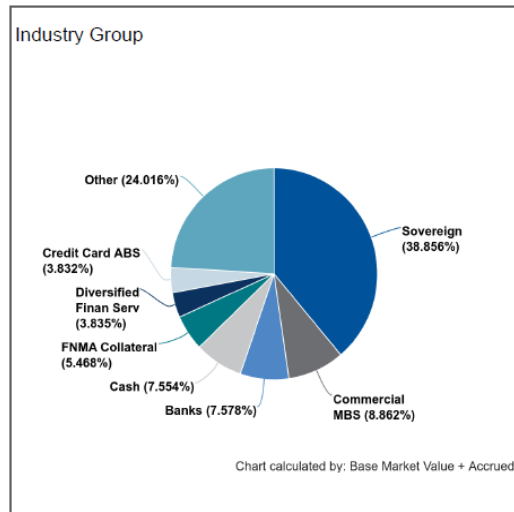
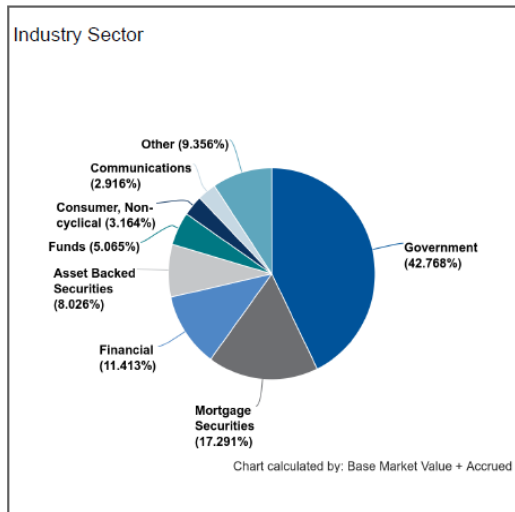


Risk Summary

09/01/2023 - 09/30/2023

SAM Transit District Agg (136232)

Dated: 10/06/2023



CLEARWATER ANALYTICS

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 09/30/2023
 Base Currency: USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	35,709.39	---	09/30/2023	35,709.39	0.00	35,709.39	35,709.39
CASH			35,709.39			35,709.39	0.00	35,709.39	35,709.39

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,793,710.02	---	09/30/2023	8,793,710.02	0.00	8,793,710.02	8,793,710.02
MMFUND			8,793,710.02			8,793,710.02	0.00	8,793,710.02	8,793,710.02

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,829,419.41	---		8,829,419.41	0.00	8,829,419.41	8,829,419.41

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

CLEARWATER
ANALYTICS.

Report: Master BS by lot - group by Security type
Account: SAM TR Reserve Fund (136226)
As of: 09/30/2023
Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02582JJZ4	AMXCA 2023-1 A	680,000.00	06/14/2023	05/15/2028	679,939.68	1,471.82	671,513.60	672,985.42
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	1,298.62	601,191.60	602,490.22
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,414,274.25	1,414,634.81
ABS	14041NFY2	COMET 2021-3 A	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,086,124.10	1,086,653.34
ABS	14044CAC6	COPAR 2021-1 A3	403,808.12	10/27/2021	09/15/2026	403,800.50	138.19	387,324.68	387,462.87
ABS	14315FAD9	CARMX 2020-3 A3	19,806.53	07/22/2020	03/17/2025	19,803.13	5.46	19,744.93	19,750.39
ABS	14316HAC6	CARMX 2020-4 A3	119,820.98	10/21/2020	08/15/2025	119,794.61	26.63	117,773.24	117,799.87
ABS	14316NAC3	CARMX 2021-1 A3	95,768.21	01/27/2021	12/15/2025	95,749.29	14.47	93,365.39	93,379.86
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	04/15/2027	1,229,970.97	2,170.27	1,200,369.30	1,202,539.57
ABS	161571HT4	CHAIF 2023-1 A	1,450,000.00	09/15/2023	09/15/2028	1,449,598.06	3,325.33	1,444,664.00	1,447,989.33
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	846,123.00	846,352.42
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	2,749.84	1,239,651.35	1,242,401.19
ABS	31680EAD3	FITAT 2023-1 A3	1,265,000.00	08/23/2023	08/15/2028	1,264,921.57	3,109.09	1,261,344.15	1,264,453.24
ABS	344928AD8	FORDO 2023-A A3	470,000.00	03/31/2023	03/15/2026	469,950.98	971.33	461,192.20	462,163.53
ABS	362554AC1	GMCAR 2021-4 A3	331,968.14	10/21/2021	09/16/2026	331,959.67	94.06	318,483.59	318,577.65
ABS	362590AC5	GMCAR 2020-3 A3	94,439.14	08/19/2020	04/16/2025	94,417.53	17.71	94,106.72	94,124.42
ABS	362608AC8	GMCAR 2020-4 A3	90,391.40	10/14/2020	08/18/2025	90,372.08	14.31	88,876.44	88,890.75
ABS	380140AC7	GMCAR 213 A3	417,608.22	07/21/2021	06/16/2026	417,582.41	83.52	403,668.46	403,751.98
ABS	43815GAC3	HAROT 2021-4 A3	394,284.06	11/24/2021	01/21/2026	394,200.94	96.38	378,910.92	379,007.30
ABS	44891RAC4	HART 2020-C A3	275,556.29	10/28/2020	05/15/2025	275,492.83	46.54	272,188.99	272,235.53
ABS	449331AC7	HART 2021-A A3	145,539.39	04/28/2021	09/15/2025	145,524.08	24.58	142,586.39	142,610.97
ABS	44935FAD6	HART 2021-C A3	304,187.90	11/17/2021	05/15/2026	304,120.00	100.04	293,970.23	294,070.27
ABS	47787NAC3	JDOT 2020-B A3	5,867.82	07/22/2020	11/15/2024	5,866.92	1.33	5,854.97	5,856.30
ABS	50117TAC5	NCOT 2021-1 A3	234,202.42	04/14/2021	08/15/2025	234,154.50	64.54	227,871.92	227,936.46
ABS	65480BAC1	NAOT 2021-A A3	862,053.52	06/23/2021	10/15/2025	862,038.96	126.43	838,131.54	838,257.97
ABS	89237VAB5	TA09320-C A3	16,093.20	07/27/2020	10/15/2024	16,091.96	3.15	16,058.59	16,061.74
ABS	92290BA9	VZOT 2020-B A	6,969.43	08/12/2020	02/20/2025	6,967.97	1.00	6,955.28	6,956.29
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	590,740.15	591,414.89
ABS	92868KAC7	VALET 2021-1 A3	563,401.27	11/13/2021	06/22/2026	563,379.19	175.59	543,592.08	543,767.68
ABS	98163KAC6	WOART 2021-D A3	473,332.73	11/03/2021	10/15/2026	473,268.26	170.40	455,606.42	455,776.82
ABS			15,930,098.76			15,928,137.72	18,094.61	15,522,258.48	15,540,353.09

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	2,319.44	930,190.00	932,509.44
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	154.69	502,562.50	502,717.19
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,760.42	930,640.00	933,400.42
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,444.44	924,600.00	926,044.44
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	487.50	1,189,097.00	1,189,584.50
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	2,400.00	1,091,256.00	1,093,656.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2025	1,148,689.00	990.28	1,141,064.50	1,142,054.78
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	1,166.67	1,470,560.00	1,471,726.67
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	108.33	1,185,288.00	1,185,396.33
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	687.50	1,197,528.00	1,198,215.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,309.03	1,293,682.00	1,294,991.03
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	6,500.00	7,929,120.00	7,935,620.00
AGCY BOND			20,600,000.00			20,567,402.00	20,328.30	19,785,588.00	19,805,916.30

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	8,290.16	---	09/30/2023	8,290.16	0.00	8,290.16	8,290.16
CASH			8,290.16			8,290.16	0.00	8,290.16	8,290.16

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000.00	10/31/2022	10/27/2025	2,500,000.00	128,493.15	2,501,325.00	2,629,818.15
CD			2,500,000.00			2,500,000.00	128,493.15	2,501,325.00	2,629,818.15

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	10,285.00	896,454.00	906,739.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	2,284.81	1,274,248.15	1,276,532.96
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	12,320.00	850,212.00	862,532.00
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	5,640.00	877,707.00	883,347.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	4,375.00	935,320.00	939,695.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	4,375.00	935,320.00	939,695.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	3,062.50	654,724.00	657,786.50
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	4,929.17	1,277,211.00	1,282,140.17
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	3,750.00	872,478.00	876,228.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	331.77	311,220.00	311,551.77
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	1,446.18	757,775.00	759,221.18
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	5,166.67	774,944.00	780,110.67
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	4,110.88	1,008,777.00	1,012,887.88
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,724.27	387,540.00	389,264.27
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	9,993.75	2,412,747.00	2,422,740.75
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	2,760.00	2,476,791.00	2,479,551.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	5,291.25	1,208,115.00	1,213,406.25
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	5,439.00	846,783.00	852,222.00
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	5,606.25	376,720.50	382,326.75
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000.00	07/25/2023	07/14/2028	1,309,932.00	13,763.75	1,282,047.00	1,295,810.75
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	1,431.60	918,048.00	918,048.00
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	2,271.38	873,990.00	876,261.38
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	7,988.75	885,699.00	893,687.75
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	1,743.00	134,461.60	136,204.60
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	9,244.44	1,265,797.00	1,275,041.44
CORP	46625JMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	3,705.00	435,757.50	439,462.50
CORP	46647PCJ7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,593.07	558,337.00	559,930.07
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	2,000.31	714,022.50	716,022.81
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	3,192.88	198,403.10	201,595.98
CORP	58933YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	7,763.63	495,563.90	503,327.53
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	12,503.33	1,266,421.00	1,278,924.33
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	1,096.88	370,449.50	371,546.18
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	2,234.83	211,679.60	213,914.43
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	5,950.00	893,106.00	899,056.00
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	458.61	607,745.80	608,204.41
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	2,897.74	2,222,517.10	2,225,414.84
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	134.06	483,159.60	483,293.66
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	1,067.00	377,460.00	378,527.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	988.00	216,753.60	217,741.60
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	1,080.00	427,635.00	428,715.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	324.00	128,290.50	128,614.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	336.00	133,042.00	133,378.00
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	836.88	232,174.80	233,011.68
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	17,648.44	1,209,330.55	1,226,978.99
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	238.58	268,055.20	268,293.78
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/20/2024	1,920,420.00	7,320.00	1,748,430.00	1,755,750.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	4,996.11	1,034,494.00	1,039,490.11
CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	16,422.25	887,833.80	904,256.05
CORP			41,710,000.00			42,195,166.45	224,122.00	39,614,360.10	39,838,482.10

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479MZ14	MUFG Bank, Ltd., New York Branch	2,000,000.00	03/31/2023	12/01/2023	1,929,766.67	0.00	1,981,860.00	1,981,860.00
CP			2,000,000.00			1,929,766.67	0.00	1,981,860.00	1,981,860.00

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	844,074.39	06/25/2021	06/01/2035	909,490.15	2,461.88	784,145.11	786,606.99
FHLMC	3133L7LB1	FH RC1222	933,987.23	10/19/2021	12/01/2034	1,004,036.27	2,724.13	877,677.14	880,401.26
FHLMC	3133L9AJ2	FH RC2709	1,038,134.07	10/18/2022	09/01/2037	1,019,317.89	3,893.00	996,722.90	1,000,615.91
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	630,038.50	631,697.08
FHLMC	3137F6ZS5	FHMS K-J31 A1	42,691.18	10/29/2020	05/26/2026	42,690.33	20.24	41,543.64	41,563.89
FHLMC	3137H4RZ5	FHMS K-J36 A1	121,306.08	12/16/2021	12/25/2026	121,305.60	131.21	111,458.45	111,589.67
FHLMC	3137H8B42	FHMS K-J40 A1	827,707.28	07/14/2022	06/25/2028	827,697.35	2,345.17	777,771.70	780,116.87
FHLMC	3137H8H79	FHMS K-J41 A1	1,733,373.56	08/04/2022	01/25/2029	1,733,352.76	4,531.33	1,596,021.94	1,600,552.26
FHLMC	3137H92N8	FHMS K-J42 A1	1,093,342.76	09/15/2022	07/25/2029	1,093,301.21	3,555.19	1,032,334.23	1,035,889.42
FHLMC	3137H9MM8	FHMS K-J43 A1	1,794,083.13	12/15/2022	12/25/2028	1,794,052.63	1,308.78	1,731,110.81	1,732,419.60
FHLMC	3137H9QT9	FHMS K-J44 A1	1,791,315.18	02/23/2023	01/25/2029	1,791,259.65	6,804.01	1,738,901.30	1,745,705.31
FHLMC	3137HA4K9	FHMS K-J45 A1	1,797,852.53	05/25/2023	11/25/2028	1,797,848.93	6,674.53	1,734,693.97	1,741,368.50
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000.00	07/20/2023	06/25/2028	1,817,978.40	7,228.50	1,764,612.00	1,771,840.50
FHLMC	3137HAD45	FHMS K-146 A1	1,448,598.10	07/27/2023	06/25/2028	1,448,561.88	5,766.63	1,422,059.78	1,427,826.41
FHLMC	3137HAGY6	FHMS K-752 A1	838,849.64	08/24/2023	01/25/2029	814,070.86	2,994.69	807,686.37	810,681.07
FHLMC	3137HAMH6	FHMS K-506 A2	1,800,000.00	09/14/2023	08/25/2028	1,773,372.60	6,975.00	1,756,620.00	1,763,595.00
FHLMC	3137HAMS2	FHMS K-507 A2	1,800,000.00	09/28/2023	09/25/2028	1,778,484.60	7,200.00	1,767,294.00	1,774,494.00
FHLMC			20,355,315.11			20,449,016.42	66,272.88	19,570,690.94	19,636,963.82

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	970,359.38	12/29/2020	09/25/2033	984,080.87	808.63	893,390.48	894,199.11
FHLMC CMO	3137F7DH5	FHR 5048 B	632,263.67	11/30/2020	05/25/2033	640,265.76	526.89	553,736.52	554,263.41
FHLMC CMO			1,602,623.06			1,624,346.63	1,335.52	1,447,127.00	1,448,462.52

FNMA (FEDERAL AGENCY MORTGAGE BACK SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	948,658.85	05/18/2021	03/01/2035	1,016,547.25	2,371.65	865,784.02	868,155.66
FNMA	3140Q9FM0	FN CA1971	1,156,162.44	01/18/2022	06/01/2033	1,219,932.02	3,372.14	1,076,826.57	1,080,198.71
FNMA	3140QGKN6	FN CA8400	963,533.78	03/22/2021	12/01/2035	1,054,166.17	2,810.31	903,977.75	906,788.06
FNMA	3140X92C8	FN FM6170	794,746.94	06/25/2021	07/01/2035	861,307.00	2,649.16	753,666.47	756,315.63
FNMA	3140X9K46	FN FM5714	613,628.02	03/25/2021	11/01/2035	668,471.03	2,045.43	583,357.75	585,403.18
FNMA	3140XALC4	FN FM6622	1,148,346.90	03/29/2021	02/01/2036	1,207,558.53	2,392.39	1,015,460.19	1,017,852.58
FNMA	3140XC4K1	FN FM8925	1,128,566.54	11/16/2021	08/01/2034	1,223,789.35	3,761.89	1,082,035.75	1,085,797.63
FNMA	3140XHQQ3	FN FS2262	1,542,986.30	06/30/2022	06/01/2037	1,562,514.72	5,143.29	1,464,124.27	1,469,267.56
FNMA	3140XJHF3	FN FS2929	1,554,223.63	10/18/2022	09/01/2037	1,507,839.77	5,180.75	1,468,850.12	1,474,030.87
FNMA	3140XJH87	FN FS2986	1,405,892.22	10/21/2022	10/01/2032	1,364,154.80	4,686.31	1,333,601.24	1,338,287.55
FNMA			11,256,745.62			11,686,280.64	34,413.30	10,547,684.14	10,582,097.44

FNMA CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA CMO	31394CP22	FNR 2005-33 QE	1,665,217.85	03/31/2023	04/25/2035	1,697,286.30	6,938.41	1,626,718.01	1,633,656.42
FNMA CMO			1,665,217.85			1,697,286.30	6,938.41	1,626,718.01	1,633,656.42

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER.US TRS MM Y	529,850.62	09/27/2023	09/30/2023	529,850.62	0.00	529,850.62	529,850.62
MMFUND			529,850.62			529,850.62	0.00	529,850.62	529,850.62

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	1,544.42	392,525.50	394,069.92
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	805.38	223,606.00	224,411.38
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,100.75	324,912.00	326,012.75
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	2,044.25	603,408.00	605,452.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	786.25	232,080.00	232,866.25
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	708.58	505,362.00	506,070.58
MUNI	574193TP1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	637.50	720,307.50	720,945.00
MUNI	604124XV9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	425.25	372,932.10	373,357.35
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	863.78	301,389.00	302,252.78
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	618.67	1,497,072.00	1,497,690.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	672.75	552,385.25	553,058.00
MUNI			6,120,000.00			6,123,878.00	10,207.58	5,725,979.35	5,736,186.93

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	1,800,000.00	07/19/2022	06/15/2027	1,799,064.00	16,562.50	1,697,796.00	1,714,358.50
SUPRANATIONAL			1,800,000.00			1,799,064.00	16,562.50	1,697,796.00	1,714,358.50

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	37,663.04	3,926,880.00	3,964,543.04
US GOV	912828T91	UNITED STATES TREASURY	400,000.00	10/04/2019	10/31/2023	402,296.87	2,720.11	398,812.00	401,532.11
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	3,777.17	459,905.00	463,682.17
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	15,108.70	1,839,620.00	1,854,728.70
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	11,709.24	1,425,705.50	1,437,414.74
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	25,271.74	4,872,850.00	4,898,121.74
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	7,455.16	1,437,490.75	1,444,945.91
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	3,285.33	633,470.50	636,755.83
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	2,274.46	438,556.50	440,830.96
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	6,823.37	1,315,669.50	1,322,492.87
US GOV	912828Y0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	3,759.17	813,280.00	817,039.17
US GOV	912828ZW3	UNITED STATES TREASURY	2,400,000.00	12/24/2020	06/30/2025	2,391,187.50	1,516.30	2,205,744.00	2,207,260.30
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	331.69	316,407.00	316,738.69
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,137.23	1,084,824.00	1,085,961.23
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	6,823.37	6,508,944.00	6,515,767.37
US GOV	91282CBV2	UNITED STATES TREASURY	14,000,000.00	12/06/2021	04/15/2024	13,877,500.00	24,241.80	13,624,240.00	13,648,481.80
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	50,635.87	4,114,528.00	4,165,163.87
US GOV	91282CFB2	UNITED STATES TREASURY	5,950,000.00	05/05/2023	07/31/2027	5,748,955.08	27,567.26	5,542,544.00	5,570,111.26
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	8,802.99	1,769,888.00	1,778,690.99
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000.00	07/07/2023	07/31/2027	1,437,669.92	7,065.56	1,420,568.00	1,427,633.56
US GOV	91282CFB2	UNITED STATES TREASURY	1,600,000.00	09/15/2023	07/31/2027	1,498,750.00	7,413.04	1,490,432.00	1,497,845.04
US GOV			58,750,000.00			57,893,957.06	255,382.60	55,640,358.75	55,895,741.35

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,395,000.00	06/09/2022	06/09/2025	1,395,000.00	15,190.00	1,348,337.25	1,363,527.25
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	15,186.11	1,181,887.50	1,197,073.61
YANKEE			2,645,000.00			2,633,825.00	30,376.11	2,530,224.75	2,560,600.86

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	187,473,141.18			187,566,267.66	812,526.94	178,730,111.31	179,542,638.25

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

CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type
Account: SAM Paratransit Fund (136227)
As of: 09/30/2023
Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02582JJZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2028	104,990.69	227.27	103,689.60	103,916.87
ABS	05522RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	202.24	93,628.20	93,830.44
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	244,501.65	244,563.98
ABS	14041NFY2	COMET 2021-3 A	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	203,944.70	204,044.08
ABS	14044CAC6	COPAR 2021-1 A3	70,227.50	10/27/2021	09/15/2026	70,226.17	24.03	67,360.81	67,384.85
ABS	14315FAD9	CARMX 2020-3 A3	5,721.89	07/22/2020	03/17/2025	5,720.91	1.58	5,704.09	5,705.67
ABS	14316HAC6	CARMX 2020-4 A3	28,193.17	10/21/2020	08/15/2025	28,186.97	6.27	27,711.35	27,717.62
ABS	14316NAC3	CARMX 2021-1 A3	16,900.27	01/27/2021	12/15/2025	16,896.93	2.55	16,476.24	16,478.80
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	04/15/2027	194,995.40	344.07	190,302.45	190,646.52
ABS	161571HT4	CHAIT 2023-1 A	220,000.00	09/15/2023	09/15/2028	219,939.02	504.53	219,190.40	219,694.93
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	147,358.50	147,398.46
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	416.31	187,676.30	188,092.61
ABS	31680EAD3	FITAT 2023-1 A3	195,000.00	08/23/2023	08/15/2028	194,987.91	479.27	194,436.45	194,915.72
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	03/15/2026	69,992.70	144.67	68,688.20	68,832.87
ABS	362554AC1	GMCAR 2021-4 A3	56,046.57	10/21/2021	09/16/2026	56,045.14	15.88	53,769.96	53,785.84
ABS	36260KAC8	GMCAR 2020-4 A3	19,208.17	10/14/2020	08/18/2025	19,204.07	3.04	18,886.24	18,889.29
ABS	380140AC7	GMCAR 213 A3	71,883.38	07/21/2021	06/16/2026	71,878.94	14.38	69,483.91	69,498.29
ABS	43815GAC3	HAROT 2021-4 A3	72,856.84	11/24/2021	01/21/2026	72,841.48	17.81	70,016.15	70,033.96
ABS	44891RAC4	HART 2020-C A3	60,622.38	10/28/2020	05/15/2025	60,608.42	10.24	59,881.58	59,891.82
ABS	44933LAC7	HART 2021-A A3	28,238.99	04/28/2021	09/15/2025	28,236.01	4.77	27,666.02	27,670.79
ABS	44935FAD6	HART 2021-C A3	51,412.04	11/17/2021	05/15/2026	51,400.57	16.91	49,685.11	49,702.02
ABS	47787NAC3	JDOT 2020-B A3	1,408.28	07/22/2020	11/15/2024	1,408.06	0.32	1,405.19	1,405.51
ABS	89237VAB5	TAOT 2020-C A3	1,712.04	07/27/2020	10/15/2024	1,711.91	0.33	1,708.36	1,708.70
ABS	92290BAA9	VZOT 2020-B A	1,014.97	08/12/2020	02/20/2025	1,014.75	0.15	1,012.91	1,013.05
ABS	92868KAC7	VALET 2021-1 A3	94,585.61	12/13/2021	06/22/2026	94,581.91	29.48	91,259.98	91,289.46
ABS	98163KAC6	WOART 2021-D A3	80,297.52	11/03/2021	10/15/2026	80,286.58	28.91	77,290.37	77,319.28
ABS			2,355,329.61			2,355,034.20	2,696.66	2,292,734.74	2,295,431.40

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	637.85	255,802.25	256,440.10
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	32.34	105,081.25	105,113.59
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	759.11	255,926.00	256,685.11
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	397.22	254,265.00	254,662.22
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	103.13	251,539.75	251,642.88
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	550.00	250,079.50	250,629.50
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	215.28	248,057.50	248,272.78
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	255.21	321,685.00	321,940.21
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	45.83	501,468.00	501,513.83
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	148.96	259,464.40	259,613.36
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	276.91	273,663.50	273,940.41
AGCY BOND			3,175,000.00			3,164,982.95	3,421.84	2,977,032.15	2,980,453.99

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	4,514.21	---	09/30/2023	4,514.21	0.00	4,514.21	4,514.21
CASH			4,514.21			4,514.21	0.00	4,514.21	4,514.21

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	9,278.11	399,724.00	409,002.11
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	20,558.90	400,212.00	420,770.90
CD			800,000.00			800,000.00	29,837.02	799,936.00	829,773.02

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	425.69	237,407.45	237,833.14
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	1,820.00	125,599.50	127,419.50
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,566.67	243,807.50	245,374.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	1,203.13	257,213.00	258,416.13
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	758.33	196,494.00	197,252.33
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	1,041.67	242,355.00	243,396.67
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	56.15	52,668.00	52,724.15
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	255.21	133,725.00	133,980.21
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	747.43	183,414.00	184,161.43
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	862.13	193,770.00	194,632.13
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	1,573.09	379,784.25	381,357.34
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	408.89	366,932.00	367,340.89
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	783.89	178,980.00	179,763.89
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	862.50	57,957.00	58,819.50
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,000.00	07/25/2023	07/14/2028	201,528.00	2,117.50	197,238.00	199,355.50
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	406.88	260,512.20	260,919.08
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	2,219.10	246,027.50	248,246.60
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	249.00	19,208.80	19,457.80
CORP	459200K9S	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	1,422.22	194,738.00	196,160.22
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	563.07	197,343.25	197,906.32
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	266.71	95,203.00	95,469.71
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	467.25	29,034.60	29,501.85
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	1,206.00	76,980.80	78,186.80
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	1,923.59	194,834.00	196,757.59
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	168.75	56,992.20	57,160.95
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	355.54	33,676.30	34,031.84
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	1,652.78	248,085.00	249,737.78
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	75.83	100,493.40	100,569.23
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	453.94	348,162.55	348,616.49
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	23.02	82,966.80	82,989.82
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	160.05	56,619.00	56,779.05
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	144.08	31,609.90	31,753.98
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	300.00	118,787.50	119,087.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	60.00	23,757.50	23,817.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	120.00	47,515.00	47,635.00
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	2,812.50	192,722.00	195,534.50
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	868.89	179,912.00	180,780.89
CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	2,472.17	133,652.40	136,124.57
CORP			6,330,000.00			6,335,382.50	32,873.63	6,016,178.40	6,049,052.03

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	156,672.74	06/25/2021	06/01/2035	168,814.88	456.96	145,548.98	146,005.94
FHLMC	3133L7LB1	FH RC1222	168,117.70	10/19/2021	12/01/2034	180,726.53	490.34	157,981.89	158,472.23
FHLMC	3133L9AJ2	FH RC2709	168,329.46	10/18/2022	09/01/2037	165,278.49	631.24	161,614.80	162,246.03
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	169,625.75	170,072.29
FHLMC	3137F62S5	FHMS K-J31 A1	10,068.68	10/29/2020	05/26/2026	10,068.47	4.77	9,798.03	9,802.80
FHLMC	3137H4RZ5	FHMS K-J36 A1	19,298.69	12/16/2021	12/25/2026	19,298.62	20.87	17,732.03	17,752.90
FHLMC	3137H8B42	FHMS K-J40 A1	137,951.21	07/14/2022	06/25/2028	137,949.56	390.86	129,628.62	130,019.48
FHLMC	3137H8H79	FHMS K-J41 A1	288,895.59	08/04/2022	01/25/2029	288,892.13	755.22	266,003.51	266,758.73
FHLMC	3137H92N8	FHMS K-J42 A1	183,048.34	09/15/2022	07/25/2029	183,041.38	595.21	172,834.24	173,429.45
FHLMC	3137H9MM8	FHMS K-J43 A1	274,096.03	12/15/2022	12/25/2028	274,091.37	199.95	264,475.26	264,675.22

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3137H9QT9	FHMS K-J44 A1	273,673.15	02/23/2023	01/25/2029	273,664.68	1,039.50	265,665.48	266,704.98
FHLMC	3137HA4K9	FHMS K-J45 A1	274,671.91	05/25/2023	11/25/2028	274,671.36	1,019.72	265,022.69	266,042.41
FHLMC	3137HACX2	FHMS K-505 A2	275,000.00	07/20/2023	06/25/2028	277,746.70	1,104.35	269,593.50	270,697.85
FHLMC	3137HAD45	FHMS K-J46 A1	224,782.46	07/27/2023	06/25/2028	224,776.85	894.82	220,664.45	221,559.27
FHLMC	3137HAGY6	FHMS K-752 A1	129,821.97	08/24/2023	01/25/2029	125,987.16	463.46	124,999.08	125,462.55
FHLMC	3137HAMH6	FHMS K-506 A2	275,000.00	09/14/2023	08/25/2028	270,931.93	1,065.63	268,372.50	269,438.13
FHLMC	3137HAMS2	FHMS K-507 A2	275,000.00	09/28/2023	09/25/2028	271,712.93	1,100.00	270,003.25	271,103.25
FHLMC	--		3,309,427.95	--	09/04/2029	3,331,320.99	10,679.47	3,179,564.04	3,190,243.50

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3137F7DH5	FHR 5048 B	133,748.08	11/30/2020	05/25/2033	135,440.83	111.46	117,136.57	117,248.03
FHLMC CMO			133,748.08			135,440.83	111.46	117,136.57	117,248.03

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	167,410.39	05/18/2021	03/01/2035	179,390.69	418.53	152,785.41	153,203.94
FNMA	3140Q9FM0	FN CA1971	173,424.37	01/18/2022	06/01/2033	182,989.80	505.82	161,523.99	162,029.81
FNMA	3140QGKN6	FN CA8400	188,592.30	03/22/2021	12/01/2035	206,331.77	550.06	176,935.41	177,485.47
FNMA	3140X92C8	FN FM6170	149,015.05	06/25/2021	07/01/2035	161,495.07	496.72	141,312.46	141,809.18
FNMA	3140X9K46	FN FM5714	109,576.43	03/25/2021	11/01/2035	119,369.82	365.25	104,171.03	104,536.28
FNMA	3140XALC4	FN FM6622	215,315.04	03/29/2021	02/01/2036	226,417.22	448.57	190,398.79	190,847.36
FNMA	3140XC4K1	FN FM8925	211,606.23	11/16/2021	08/01/2034	229,460.51	705.35	202,881.70	203,587.06
FNMA	3140XJHF3	FN FS2929	259,037.27	10/18/2022	09/01/2037	251,306.63	863.46	244,808.35	245,671.81
FNMA	3140XJH87	FN FS2986	199,052.44	10/21/2022	10/01/2032	193,143.07	663.51	188,817.16	189,480.67
FNMA			1,673,029.51			1,749,904.57	5,017.27	1,563,634.30	1,568,651.58

FNMA CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA CMO	31394CP22	FNR 2005-33 QE	252,756.28	03/31/2023	04/25/2035	257,623.82	1,053.15	246,912.56	247,965.71
FNMA CMO			252,756.28			257,623.82	1,053.15	246,912.56	247,965.71

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	901,851.51	--	09/30/2023	901,851.51	0.00	901,851.51	901,851.51
MMFUND			901,851.51			901,851.51	0.00	901,851.51	901,851.51

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	269.38	68,463.75	68,733.13
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	210.10	58,332.00	58,542.10
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	172.98	51,057.60	51,230.58
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	235.88	69,624.00	69,859.88
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	408.85	120,681.60	121,090.45
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	148.16	105,666.60	105,814.76
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	89.25	78,269.70	78,358.95
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	143.96	50,231.50	50,375.46
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	106.33	257,309.25	257,415.58
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	146.25	120,083.75	120,230.00
MUNI	--		1,050,000.00			1,050,886.10	1,931.13	979,719.75	981,650.88

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000.00	07/19/2022	06/15/2027	274,857.00	2,530.38	259,385.50	261,915.88
SUPRANATIONAL			275,000.00			274,857.00	2,530.38	259,385.50	261,915.88

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	5,780.23	847,475.50	853,255.73
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	4,250.17	623,143.75	627,393.92
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	1,133.15	137,971.50	139,104.65
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	755.43	91,981.00	92,736.43
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	5,307.07	1,023,298.50	1,028,605.57
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	2,148.10	414,192.25	416,340.35
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	631.79	121,821.25	122,453.04
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	884.51	170,549.75	171,434.26
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	2,274.46	438,556.50	440,830.96
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,105.64	239,200.00	240,305.64
US GOV	91282CBC4	UNITED STATES TREASURY	50,000.00	10/06/2021	12/31/2025	49,101.56	47.38	45,201.00	45,248.38
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	497.54	474,610.50	475,108.04
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	1,098.51	315,287.00	316,385.51
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	473.85	400,518.00	400,991.85
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	157.95	133,506.00	133,663.95
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	7,480.30	607,828.00	615,308.30
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	4,054.01	815,080.00	819,134.01
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	1,389.95	279,456.00	280,845.95
US GOV	91282CFB2	UNITED STATES TREASURY	225,000.00	07/07/2023	07/31/2027	212,115.23	1,042.46	209,592.00	210,634.46
US GOV	91282CFB2	UNITED STATES TREASURY	250,000.00	09/15/2023	07/31/2027	234,179.69	1,158.29	232,880.00	234,038.29
US GOV			8,025,000.00			7,904,295.91	41,670.77	7,622,148.50	7,663,819.27

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	2,722.22	241,637.50	244,359.72
YANKEE			250,000.00			250,000.00	2,722.22	241,637.50	244,359.72

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	28,535,657.16	---	---	28,516,094.60	134,544.99	27,202,385.72	27,336,930.72

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

CLEARWATER

ANALYTICS

Report: Trade Activity
Account: SAM Transit District Agg (136232)
Date: 09/01/2023 - 09/30/2023
Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
91282CBA8	UNITED STATES TREASURY	(1,000,000.00)	0.125	Sell	09/20/2023	09/27/2023	12/15/2023	(988,945.31)	(355.19)	989,300.50
3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	(2,600,000.00)	0.250	Maturity	09/08/2023	09/08/2023	09/08/2023	(2,600,000.00)	0.00	2,600,000.00
3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	(800,000.00)	0.250	Maturity	09/08/2023	09/08/2023	09/08/2023	(800,000.00)	0.00	800,000.00
65480BAC1	NAROT 2021-A A3	(76,676.71)	0.330	Principal Paydown	09/15/2023	09/15/2023	10/15/2025	(76,676.71)	0.00	76,676.71
14316NAC3	CARMX 2021-1 A3	(10,430.68)	0.340	Principal Paydown	09/15/2023	09/15/2023	12/15/2025	(10,430.68)	0.00	10,430.68
14316NAC3	CARMX 2021-1 A3	(1,840.71)	0.340	Principal Paydown	09/15/2023	09/15/2023	12/15/2025	(1,840.71)	0.00	1,840.71
36260KAC8	GMCAR 2020-4 A3	(15,339.42)	0.380	Principal Paydown	09/16/2023	09/16/2023	08/18/2025	(15,339.42)	0.00	15,339.42
44891RAC4	HART 2020-C A3	(52,914.25)	0.380	Principal Paydown	09/15/2023	09/15/2023	05/15/2025	(52,914.25)	0.00	52,914.25
44933LAC7	HART 2021-A A3	(17,122.66)	0.380	Principal Paydown	09/15/2023	09/15/2023	09/15/2025	(17,122.66)	0.00	17,122.66
36260KAC8	GMCAR 2020-4 A3	(3,259.63)	0.380	Principal Paydown	09/16/2023	09/16/2023	08/18/2025	(3,259.63)	0.00	3,259.63
44891RAC4	HART 2020-C A3	(11,641.14)	0.380	Principal Paydown	09/15/2023	09/15/2023	05/15/2025	(11,641.14)	0.00	11,641.14
44933LAC7	HART 2021-A A3	(3,322.31)	0.380	Principal Paydown	09/15/2023	09/15/2023	09/15/2025	(3,322.31)	0.00	3,322.31
89237VAB5	TAOT 2020-C A3	(31,435.13)	0.440	Principal Paydown	09/15/2023	09/15/2023	10/15/2024	(31,435.13)	0.00	31,435.13
89237VAB5	TAOT 2020-C A3	(3,344.16)	0.440	Principal Paydown	09/15/2023	09/15/2023	10/15/2024	(3,344.16)	0.00	3,344.16
362590AC5	GMCAR 2020-3 A3	(23,013.08)	0.450	Principal Paydown	09/16/2023	09/16/2023	04/16/2025	(23,013.08)	0.00	23,013.08
92290BAA9	VZOT 2020-B A	(38,041.23)	0.470	Principal Paydown	09/20/2023	09/20/2023	02/20/2025	(38,041.24)	0.00	38,041.24
92290BAA9	VZOT 2020-B A	(5,539.99)	0.470	Principal Paydown	09/20/2023	09/20/2023	02/20/2025	(5,539.99)	0.00	5,539.99
380140AC7	GMCAR 213 A3	(30,302.82)	0.480	Principal Paydown	09/16/2023	09/16/2023	06/16/2026	(30,302.82)	0.00	30,302.82
380140AC7	GMCAR 213 A3	(5,216.06)	0.480	Principal Paydown	09/16/2023	09/16/2023	06/16/2026	(5,216.06)	0.00	5,216.06
14316HAC6	CARMX 2020-4 A3	(18,143.09)	0.500	Principal Paydown	09/15/2023	09/15/2023	08/15/2025	(18,143.09)	0.00	18,143.09
89238EAD8	TLOT 2021-A A4	(233,581.41)	0.500	Principal Paydown	09/20/2023	09/20/2023	08/20/2025	(233,581.41)	0.00	233,581.41
14316HAC6	CARMX 2020-4 A3	(4,268.96)	0.500	Principal Paydown	09/15/2023	09/15/2023	08/15/2025	(4,268.96)	0.00	4,268.96
89238EAD8	TLOT 2021-A A4	(45,321.77)	0.500	Principal Paydown	09/20/2023	09/20/2023	08/20/2025	(45,321.77)	0.00	45,321.77
47787NAC3	JDOT 2020-B A3	(5,277.86)	0.510	Principal Paydown	09/15/2023	09/15/2023	11/15/2024	(5,277.86)	0.00	5,277.86
47787NAC3	JDOT 2020-B A3	(1,266.69)	0.510	Principal Paydown	09/15/2023	09/15/2023	11/15/2024	(1,266.69)	0.00	1,266.69
3137F62S5	FHMS K-J31 A1	(16,381.53)	0.569	Principal Paydown	09/01/2023	09/01/2023	05/26/2026	(16,381.53)	0.00	16,381.53
3137F62S5	FHMS K-J31 A1	(3,863.57)	0.569	Principal Paydown	09/01/2023	09/01/2023	05/26/2026	(3,863.57)	0.00	3,863.57
14315FAD9	CARMX 2020-3 A3	(15,952.99)	0.620	Principal Paydown	09/15/2023	09/15/2023	03/17/2025	(15,952.99)	0.00	15,952.99
50117TAC5	KCOT 2021-1 A3	(22,220.48)	0.620	Principal Paydown	09/15/2023	09/15/2023	08/15/2025	(22,220.48)	0.00	22,220.48
14315FAD9	CARMX 2020-3 A3	(4,608.64)	0.620	Principal Paydown	09/15/2023	09/15/2023	03/17/2025	(4,608.64)	0.00	4,608.64
46647PBS4	JPMORGAN CHASE & CO	(100,000.00)	0.653	Call Redemption	09/16/2023	09/16/2023	09/16/2024	(100,000.00)	0.00	100,000.00
362554AC1	GMCAR 2021-4 A3	(20,191.22)	0.680	Principal Paydown	09/16/2023	09/16/2023	09/16/2026	(20,191.22)	0.00	20,191.22
362554AC1	GMCAR 2021-4 A3	(3,408.91)	0.680	Principal Paydown	09/16/2023	09/16/2023	09/16/2026	(3,408.91)	0.00	3,408.91
44935FAD6	HART 2021-C A3	(21,412.93)	0.740	Principal Paydown	09/15/2023	09/15/2023	05/15/2026	(21,412.93)	0.00	21,412.93
44935FAD6	HART 2021-C A3	(3,619.09)	0.740	Principal Paydown	09/15/2023	09/15/2023	05/15/2026	(3,619.09)	0.00	3,619.09
14044CAC6	COPAR 2021-1 A3	(24,588.23)	0.770	Principal Paydown	09/15/2023	09/15/2023	09/15/2026	(24,588.22)	0.00	24,588.22
14044CAC6	COPAR 2021-1 A3	(4,276.21)	0.770	Principal Paydown	09/15/2023	09/15/2023	09/15/2026	(4,276.21)	0.00	4,276.21
98163KAC6	WOART 2021-D A3	(29,217.99)	0.810	Principal Paydown	09/15/2023	09/15/2023	10/15/2026	(29,217.99)	0.00	29,217.99
98163KAC6	WOART 2021-D A3	(4,956.62)	0.810	Principal Paydown	09/15/2023	09/15/2023	10/15/2026	(4,956.62)	0.00	4,956.62
43815GAC3	HAROT 2021-4 A3	(27,022.20)	0.880	Principal Paydown	09/21/2023	09/21/2023	01/21/2026	(27,022.19)	0.00	27,022.19
43815GAC3	HAROT 2021-4 A3	(4,993.23)	0.880	Principal Paydown	09/21/2023	09/21/2023	01/21/2026	(4,993.23)	0.00	4,993.23
3137F7DH5	FHR 5048 B	(12,030.62)	1.000	Principal Paydown	09/01/2023	09/01/2023	05/25/2033	(12,030.62)	0.00	12,030.62
3133Q5GZ3	FHS 370 A3	(26,881.10)	1.000	Principal Paydown	09/01/2023	09/01/2023	09/25/2033	(26,881.10)	0.00	26,881.10
3137F7DH5	FHR 5048 B	(2,544.94)	1.000	Principal Paydown	09/01/2023	09/01/2023	05/25/2033	(2,544.94)	0.00	2,544.94
92868KAC7	VALET 2021-1 A3	(39,003.87)	1.020	Principal Paydown	09/20/2023	09/20/2023	06/22/2026	(39,003.87)	0.00	39,003.87
92868KAC7	VALET 2021-1 A3	(6,548.09)	1.020	Principal Paydown	09/20/2023	09/20/2023	06/22/2026	(6,548.09)	0.00	6,548.09
3137H4RZ5	FHMS K-J36 A1	(809.44)	1.298	Principal Paydown	09/01/2023	09/01/2023	12/25/2026	(809.44)	0.00	809.44
3137H4RZ5	FHMS K-J36 A1	(128.77)	1.298	Principal Paydown	09/01/2023	09/01/2023	12/25/2026	(128.77)	0.00	128.77
3140XALC4	FN FM6622	(8,785.20)	2.500	Principal Paydown	09/01/2023	09/01/2023	02/01/2036	(8,785.20)	0.00	8,785.20
3140XALC4	FN FM6622	(1,647.23)	2.500	Principal Paydown	09/01/2023	09/01/2023	02/01/2036	(1,647.23)	0.00	1,647.23
91282CFB2	UNITED STATES TREASURY	1,600,000.00	2.750	Buy	09/11/2023	09/15/2023	07/31/2027	1,498,750.00	5,500.00	(1,504,250.00)
91282CFB2	UNITED STATES TREASURY	250,000.00	2.750	Buy	09/11/2023	09/15/2023	07/31/2027	234,179.69	859.38	(235,039.07)

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
3140K7XA6	FN BP0672	(9,065.57)	3.000	Principal Paydown	09/01/2023	09/01/2023	03/01/2035	(9,065.57)	0.00	9,065.57
3140K7XA6	FN BP0672	(1,599.81)	3.000	Principal Paydown	09/01/2023	09/01/2023	03/01/2035	(1,599.81)	0.00	1,599.81
3137H8H79	FHMS K-J41 A1	(1,003.36)	3.137	Principal Paydown	09/01/2023	09/01/2023	01/25/2029	(1,003.36)	0.00	1,003.36
3137H8H79	FHMS K-J41 A1	(167.23)	3.137	Principal Paydown	09/01/2023	09/01/2023	01/25/2029	(167.23)	0.00	167.23
3137H8B42	FHMS K-J40 A1	(1,010.35)	3.400	Principal Paydown	09/25/2023	09/25/2023	06/25/2028	(1,010.35)	0.00	1,010.35
3137H8B42	FHMS K-J40 A1	(168.39)	3.400	Principal Paydown	09/25/2023	09/25/2023	06/25/2028	(168.39)	0.00	168.39
3132CWMM3	FH SB0364	(10,090.23)	3.500	Principal Paydown	09/01/2023	09/01/2023	06/01/2035	(10,090.23)	0.00	10,090.23
3140QGKN6	FN CA8400	(6,625.23)	3.500	Principal Paydown	09/01/2023	09/01/2023	12/01/2035	(6,625.23)	0.00	6,625.23
3133L7LB1	FH RC1222	(6,718.30)	3.500	Principal Paydown	09/01/2023	09/01/2023	12/01/2034	(6,718.30)	0.00	6,718.30
3140Q9FM0	FN CA1971	(11,152.92)	3.500	Principal Paydown	09/01/2023	09/01/2023	06/01/2033	(11,152.92)	0.00	11,152.92
3132CWMM3	FH SB0364	(1,872.90)	3.500	Principal Paydown	09/01/2023	09/01/2023	06/01/2035	(1,872.90)	0.00	1,872.90
3140QGKN6	FN CA8400	(1,296.76)	3.500	Principal Paydown	09/01/2023	09/01/2023	12/01/2035	(1,296.76)	0.00	1,296.76
3133L7LB1	FH RC1222	(1,209.29)	3.500	Principal Paydown	09/01/2023	09/01/2023	12/01/2034	(1,209.29)	0.00	1,209.29
3140Q9FM0	FN CA1971	(1,672.94)	3.500	Principal Paydown	09/01/2023	09/01/2023	06/01/2033	(1,672.94)	0.00	1,672.94
3137H92N8	FHMS K-J42 A1	(911.49)	3.902	Principal Paydown	09/01/2023	09/01/2023	07/25/2029	(911.49)	0.00	911.49
3137H92N8	FHMS K-J42 A1	(152.60)	3.902	Principal Paydown	09/01/2023	09/01/2023	07/25/2029	(152.60)	0.00	152.60
3140X9K46	FN FM5714	(24,620.62)	4.000	Principal Paydown	09/01/2023	09/01/2023	11/01/2035	(24,620.62)	0.00	24,620.62
3140X92C8	FN FM6170	(7,256.05)	4.000	Principal Paydown	09/01/2023	09/01/2023	07/01/2035	(7,256.05)	0.00	7,256.05
3140XC4K1	FN FM8925	(16,118.50)	4.000	Principal Paydown	09/01/2023	09/01/2023	08/01/2034	(16,118.50)	0.00	16,118.50
3140XHQQ3	FN FS2262	(11,653.78)	4.000	Principal Paydown	09/01/2023	09/01/2023	06/01/2037	(11,653.78)	0.00	11,653.78
3140XJHF3	FN FS2929	(33,919.83)	4.000	Principal Paydown	09/01/2023	09/01/2023	09/01/2037	(33,919.83)	0.00	33,919.83
3140XJH87	FN FS2986	(26,638.22)	4.000	Principal Paydown	09/01/2023	09/01/2023	10/01/2032	(26,638.22)	0.00	26,638.22
3140X9K46	FN FM5714	(4,396.54)	4.000	Principal Paydown	09/01/2023	09/01/2023	11/01/2035	(4,396.54)	0.00	4,396.54
3140X92C8	FN FM6170	(1,360.51)	4.000	Principal Paydown	09/01/2023	09/01/2023	07/01/2035	(1,360.51)	0.00	1,360.51
3140XC4K1	FN FM8925	(3,022.22)	4.000	Principal Paydown	09/01/2023	09/01/2023	08/01/2034	(3,022.22)	0.00	3,022.22
3140XJHF3	FN FS2929	(5,653.31)	4.000	Principal Paydown	09/01/2023	09/01/2023	09/01/2037	(5,653.31)	0.00	5,653.31
3140XJH87	FN FS2986	(3,771.56)	4.000	Principal Paydown	09/01/2023	09/01/2023	10/01/2032	(3,771.56)	0.00	3,771.56
3137HAGY6	FHMS K-752 A1	(1,150.36)	4.284	Principal Paydown	09/01/2023	09/01/2023	01/25/2029	(1,150.36)	0.00	1,150.36
3137HAGY6	FHMS K-752 A1	(178.03)	4.284	Principal Paydown	09/01/2023	09/01/2023	01/25/2029	(178.03)	0.00	178.03
3137H9MM8	FHMS K-J43 A1	(593.10)	4.377	Principal Paydown	09/25/2023	09/25/2023	12/25/2028	(593.10)	0.00	593.10
3137H9MM8	FHMS K-J43 A1	(90.61)	4.377	Principal Paydown	09/25/2023	09/25/2023	12/25/2028	(90.61)	0.00	90.61
3137HA4K9	FHMS K-J45 A1	(508.88)	4.455	Principal Paydown	09/01/2023	09/01/2023	11/25/2028	(508.88)	0.00	508.88
3137HA4K9	FHMS K-J45 A1	(77.75)	4.455	Principal Paydown	09/01/2023	09/01/2023	11/25/2028	(77.75)	0.00	77.75
3133L9AJ2	FH RC2709	(26,100.57)	4.500	Principal Paydown	09/01/2023	09/01/2023	09/01/2037	(26,100.57)	0.00	26,100.57
3133L9AJ2	FH RC2709	(4,232.11)	4.500	Principal Paydown	09/01/2023	09/01/2023	09/01/2037	(4,232.11)	0.00	4,232.11
3137H9QT9	FHMS K-J44 A1	(1,048.43)	4.558	Principal Paydown	09/01/2023	09/01/2023	01/25/2029	(1,048.43)	0.00	1,048.43
3137H9QT9	FHMS K-J44 A1	(160.18)	4.558	Principal Paydown	09/01/2023	09/01/2023	01/25/2029	(160.18)	0.00	160.18
3137HAMH6	FHMS K-506 A2	1,800,000.00	4.650	Buy	09/07/2023	09/14/2023	08/25/2028	1,773,372.60	3,022.50	(1,776,395.10)
3137HAMH6	FHMS K-506 A2	275,000.00	4.650	Buy	09/07/2023	09/14/2023	08/25/2028	270,931.93	461.77	(271,393.70)
3137HAD45	FHMS K-J46 A1	(702.82)	4.777	Principal Paydown	09/01/2023	09/01/2023	06/25/2028	(702.82)	0.00	702.82
3137HAD45	FHMS K-J46 A1	(109.06)	4.777	Principal Paydown	09/01/2023	09/01/2023	06/25/2028	(109.06)	0.00	109.06
3137HAMS2	FHMS K-507 A2	1,800,000.00	4.800	Buy	09/20/2023	09/28/2023	09/25/2028	1,778,484.60	6,480.00	(1,784,964.60)
3137HAMS2	FHMS K-507 A2	275,000.00	4.800	Buy	09/20/2023	09/28/2023	09/25/2028	271,712.93	990.00	(272,702.93)
31846V534	FIRST AMER:US TRS MM Y	36,529.53	4.940	Buy	09/05/2023	09/05/2023	09/30/2023	36,529.53	0.00	(36,529.53)
31846V534	FIRST AMER:US TRS MM Y	4,469,580.86	4.940	Buy	---	---	09/30/2023	4,469,580.86	0.00	(4,469,580.86)
31846V534	FIRST AMER:US TRS MM Y	(6,129,365.47)	4.940	Sell	---	---	09/30/2023	(6,129,365.47)	0.00	6,129,365.47
31846V534	FIRST AMER:US TRS MM Y	1,045,075.69	4.940	Buy	---	---	09/30/2023	1,045,075.69	0.00	(1,045,075.69)
31846V534	FIRST AMER:US TRS MM Y	(946,395.21)	4.940	Sell	---	---	09/30/2023	(946,395.21)	0.00	946,395.21
31394CP22	FNR 2005-33 QE	(18,076.97)	5.000	Principal Paydown	09/01/2023	09/01/2023	04/25/2035	(18,076.97)	0.00	18,076.97
31394CP22	FNR 2005-33 QE	(2,743.83)	5.000	Principal Paydown	09/01/2023	09/01/2023	04/25/2035	(2,743.83)	0.00	2,743.83
161571HT4	CHAIT 2023-1 A	1,450,000.00	5.160	Buy	09/07/2023	09/15/2023	09/15/2028	1,449,598.06	0.00	(1,449,598.06)
161571HT4	CHAIT 2023-1 A	220,000.00	5.160	Buy	09/07/2023	09/15/2023	09/15/2028	219,939.02	0.00	(219,939.02)
902656602	UBS SL ESG PRIME PFD	4,696.78	5.400	Buy	09/01/2023	09/01/2023	09/30/2023	4,698.19	0.00	(4,698.19)
---	---	458,828.18	3.786	---	---	---	04/26/2025	296,853.05	16,958.46	(313,811.51)

* Weighted by: Absolute Value of Base Principal

* MMF transactions are collapsed

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

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

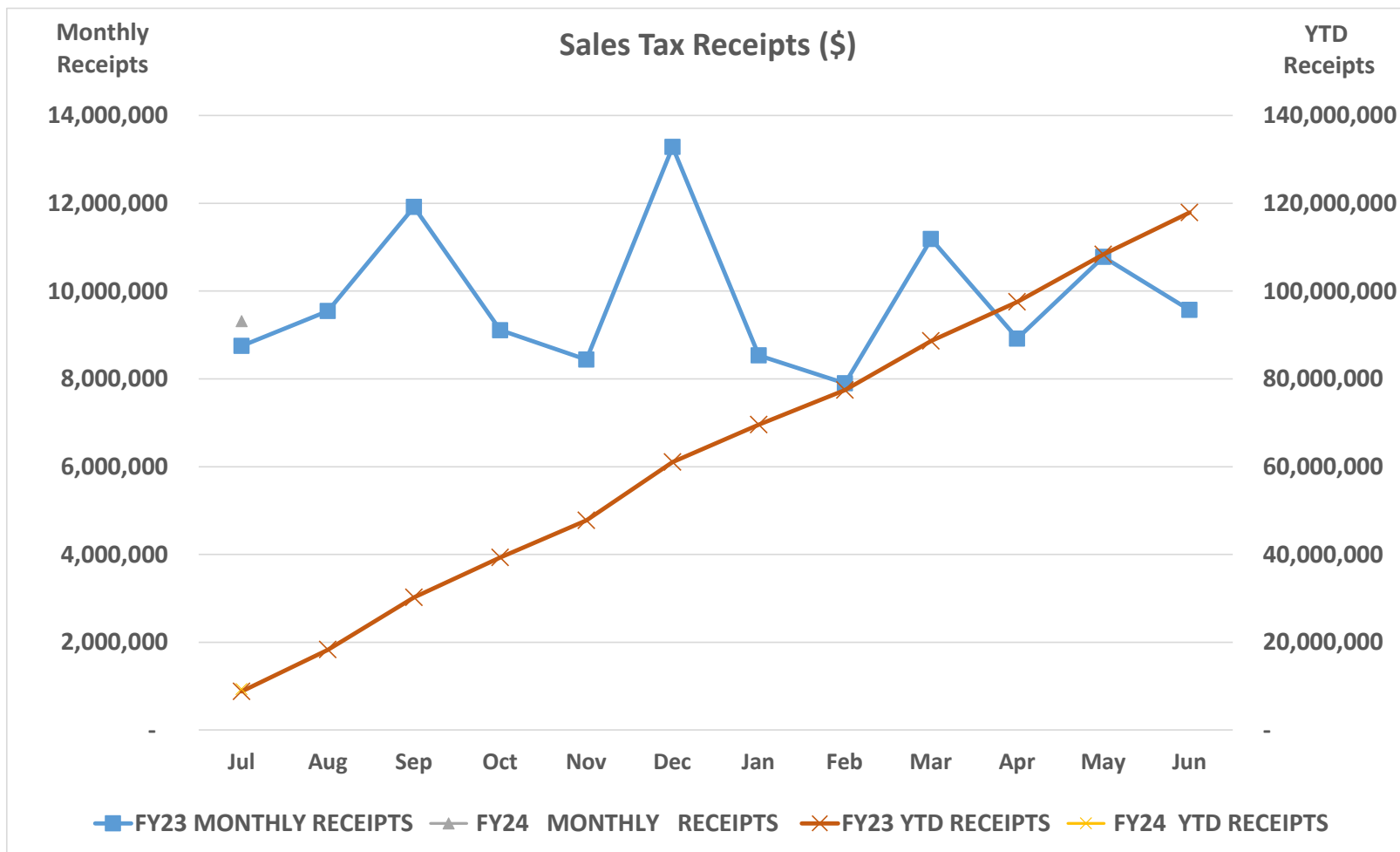
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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



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

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

	FY23 MONTHLY RECEIPTS*	FY24 MONTHLY RECEIPTS*	MONTHLY % Change	FY23 YTD RECEIPTS	FY24 YTD RECEIPTS	YTD % Change
Jul	8,751,087	9,314,718	6.4%	8,751,087	9,314,718	6.4%
Aug	9,545,280		(100.0%)	18,296,367		(100.0%)
Sep	11,914,443		(100.0%)	30,211,052		(100.0%)
Oct	9,109,158		(100.0%)	39,320,211		(100.0%)
Nov	8,437,702		(100.0%)	47,757,912		(100.0%)
Dec	13,282,326		(100.0%)	61,040,237		(100.0%)
Jan	8,533,234		(100.0%)	69,573,472		(100.0%)
Feb	7,899,675		(100.0%)	77,473,147		(100.0%)
Mar	11,183,491		(100.0%)	88,656,640		(100.0%)
Apr	8,918,606		(100.0%)	97,575,245		(100.0%)
May	10,777,353		(100.0%)	108,352,598		(100.0%)
Jun	9,567,557		(100.0%)	117,919,911		(100.0%)
Total	<u>117,919,911</u>	<u>9,314,718</u>				

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Acceptance of 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 September 30, 2023 (FY24Q1).

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.¹

Budget Impact

There is no impact on the budget.

Background

The District is required by State law to submit quarterly reports within 30 days¹ 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 9/30/2023 (FY24Q1), 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

¹ 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.

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.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 6 through 14. The schedule separates the investments into groups by investment type, and includes:

1. Investment Portfolio managed by PFM Asset Management LLC (PFM).
2. Liquidity funds, managed by District staff.

Funds managed by a third-party trustee are not reported as part of this report, as they are for specific restricted project use and are invested according to the restrictions imposed in the bond documents, as opposed to state law governing the investment of idle cash.

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 536462. The District has the ability to meet its expenditure requirements for the next six months (see certification in Attachment A).

Discussion

Market Conditions

After increasing rates by a 0.25% in July, the Federal Reserve (the Fed) left the overnight target rate unchanged in its current range of 5.25% to 5.50% following the September Federal Open Market Committee (FOMC) meeting. While the pause in rate increases was widely expected, overall market expectations indicated a target rate 50 basis points (0.50%) higher than where it was shown prior to the July increase. Additionally, the Fed indicated there may be one more rate hike before the end of 2023.

Yields on US treasury securities approached the highest levels in nearly 20 years during the quarter, but the Treasury yield curve still had short term securities yielding more than longer

term securities despite the notable increase in yield on the 10-year Treasury bond during the quarter.

Risks of a recession in 2023 have receded, but risks to continued growth remain, including elevated interest rates, rising energy prices, labor strikes, the potential for a government shutdown, as well as instability in the middle east. For additional information on markets and commentary, please refer to the attached Investment Report.

Portfolio Balances and Performance

The District divides its \$540.1 million (M) investment portfolio into (a) managed portions (Reserve and Paratransit, \$206.8M, Exhibit A) and (b) liquid portion. , including funds invested in short-term vehicles including State of California Local Agency Investment Fund, California Asset Management Program, Bank holdings, and Money Market mutual funds, and fuel hedge assets, all of which are used to maintain adequate liquidity and optimize returns. While managed and liquid portions of the portfolio brought in interest during the quarter, increases in interest rates caused slight reduction in the fair market value of the securities managed (see pages 23 and 30 of Attachment A).

The District's investment portfolio is invested solely in fixed-income securities (no stock holdings) that, while earning certain rates of interest, gain in market value when interest rates fall and lose market value when interest rates rise. The portfolio's earnings on a market value basis were positive for the quarter.

The full portfolio had \$4,938,422 in interest earnings recognized during the quarter, including \$1,112,577 from managed holdings. Managed funds are impacted by interest rate changes. Liquid holdings may have their value impacted, the pools they are held in maintain a stable asset value, meaning we are able to access the funds deposited without loss due to market value changes.

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 SEPTEMBER 30, 2023**

CUSIP	ABSs	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
02582JJZ4	AMXCA 2023-1 A	105,000.00	05/15/2028	104,990.69	103,689.60	103,916.87
05522RDG0	BACCT 2023-1 A	95,000.00	05/15/2026	94,978.49	93,628.20	93,830.44
14041NFW6	COMET 2021-1 A	255,000.00	07/15/2024	254,989.67	244,501.65	244,563.98
14041NFY2	COMET 2021-3 A	215,000.00	11/16/2026	214,970.37	203,944.70	204,044.08
14044CAC6	COPAR 2021-1 A3	70,227.50	09/15/2026	70,226.17	67,360.81	67,384.85
14315FAD9	CARMX 2020-3 A3	5,721.89	03/17/2025	5,720.91	5,704.09	5,705.67
14316HAC6	CARMX 2020-4 A3	28,193.17	08/15/2025	28,186.97	27,711.35	27,717.62
14316NAC3	CARMX 2021-1 A3	16,900.27	12/15/2025	16,896.93	16,476.24	16,478.80
14318MAD1	CARMX 2022-3 A3	195,000.00	04/15/2027	194,995.40	190,302.45	190,646.52
16157IHT4	CHAIT 2023-1 A	220,000.00	09/15/2028	219,939.02	219,190.40	219,694.93
254683CP8	DCENT 2021-1 A	155,000.00	09/16/2024	154,966.81	147,358.50	147,398.46
254683CZ6	DCENT 2023-2 A	190,000.00	06/15/2028	189,974.33	187,676.30	188,092.61
31680EAD3	FITAT 2023-1 A3	195,000.00	08/15/2028	194,987.91	194,436.45	194,915.72
344928AD8	FORDO 2023-A A3	70,000.00	03/15/2026	69,992.70	68,688.20	68,832.87
362554AC1	GMCAR 2021-4 A3	56,046.57	09/16/2026	56,045.14	53,769.96	53,785.84
36260KAC8	GMCAR 2020-4 A3	19,208.17	08/18/2025	19,204.07	18,886.24	18,889.29
380140AC7	GMCAR 213 A3	71,883.38	06/16/2026	71,878.94	69,483.91	69,498.29
43815GAC3	HAROT 2021-4 A3	72,856.84	01/21/2026	72,841.48	70,016.15	70,033.96
44891RAC4	HART 2020-C A3	60,622.38	05/15/2025	60,608.42	59,881.58	59,891.82
44933LAC7	HART 2021-A A3	28,238.99	09/15/2025	28,236.01	27,666.02	27,670.79
44935FAD6	HART 2021-C A3	51,412.04	05/15/2026	51,400.57	49,685.11	49,702.02
47787NAC3	JDOT 2020-B A3	1,408.28	11/15/2024	1,408.06	1,405.19	1,405.51
89237VAB5	TAOT 2020-C A3	1,712.04	10/15/2024	1,711.91	1,708.36	1,708.70
92290BAA9	VZOT 2020-B A	1,014.97	02/20/2025	1,014.75	1,012.91	1,013.05
92868KAC7	VALET 2021-1 A3 WOART 2021-D	94,585.61	06/22/2026	94,581.91	91,259.98	91,289.46
98163KAC6	A3	80,297.52	10/15/2026	80,286.58	77,290.37	77,319.28
02582JJZ4	AMXCA 2023-1 A	680,000.00	05/15/2028	679,939.68	671,513.60	672,985.42
05522RDG0	BACCT 2023-1 A	610,000.00	05/15/2026	609,861.90	601,191.60	602,490.22
14041NFW6	COMET 2021-1 A	1,475,000.00	07/15/2024	1,474,940.26	1,414,274.25	1,414,634.81
14041NFY2	COMET 2021-3 A	1,145,000.00	11/16/2026	1,144,842.22	1,086,124.10	1,086,653.34
14044CAC6	COPAR 2021-1 A3	403,808.12	09/15/2026	403,800.50	387,324.68	387,462.87
14315FAD9	CARMX 2020-3 A3	19,806.53	03/17/2025	19,803.13	19,744.93	19,750.39
14316HAC6	CARMX 2020-4 A3	119,820.98	08/15/2025	119,794.61	117,773.24	117,799.87
14316NAC3	CARMX 2021-1 A3	95,768.21	12/15/2025	95,749.29	93,365.39	93,379.86
14318MAD1	CARMX 2022-3 A3	1,230,000.00	04/15/2027	1,229,970.97	1,200,369.30	1,202,539.57
16157IHT4	CHAIT 2023-1 A	1,450,000.00	09/15/2028	1,449,598.06	1,444,664.00	1,447,989.33
254683CP8	DCENT 2021-1 A	890,000.00	09/16/2024	889,809.45	846,123.00	846,352.42
254683CZ6	DCENT 2023-2 A	1,255,000.00	06/15/2028	1,254,830.45	1,239,651.35	1,242,401.19
31680EAD3	FITAT 2023-1 A3	1,265,000.00	08/15/2028	1,264,921.57	1,261,344.15	1,264,453.24
344928AD8	FORDO 2023-A A3	470,000.00	03/15/2026	469,950.98	461,192.20	462,163.53
362554AC1	GMCAR 2021-4 A3	331,968.14	09/16/2026	331,959.67	318,483.59	318,577.65
362590AC5	GMCAR 2020-3 A3	94,439.14	04/16/2025	94,417.53	94,106.72	94,124.42
36260KAC8	GMCAR 2020-4 A3	90,391.40	08/18/2025	90,372.08	88,876.44	88,890.75
380140AC7	GMCAR 213 A3	417,608.22	06/16/2026	417,582.41	403,668.46	403,751.98
43815GAC3	HAROT 2021-4 A3	394,284.06	01/21/2026	394,200.94	378,910.92	379,007.30

44891RAC4	HART 2020-C A3	275,556.29	05/15/2025	275,492.83	272,188.99	272,235.53
44933LAC7	HART 2021-A A3	145,539.39	09/15/2025	145,524.08	142,586.39	142,610.97
44935FAD6	HART 2021-C A3	304,187.90	05/15/2026	304,120.00	293,970.23	294,070.27
47787NAC3	JDOT 2020-B A3	5,867.82	11/15/2024	5,866.92	5,854.97	5,856.30
50117TAC5	KCOT 2021-1 A3	234,202.42	08/15/2025	234,154.50	227,871.92	227,936.46
65480BAC1	NAROT 2021-A A3	862,053.52	10/15/2025	862,038.96	838,131.54	838,257.97
89237VAB5	TAOT 2020-C A3	16,093.20	10/15/2024	16,091.96	16,058.59	16,061.74
92290BAA9	VZOT 2020-B A	6,969.43	02/20/2025	6,967.97	6,955.28	6,956.29
92868AAD7	VWALT 2022-A A4	605,000.00	01/20/2027	604,887.35	590,740.15	591,414.89
92868KAC7	VALET 2021-1 A3	563,401.27	06/22/2026	563,379.19	543,592.08	543,767.68
98163KAC6	WOART 2021-D A3	473,332.73	10/15/2026	473,268.26	455,606.42	455,776.82
	Subtotal	18,285,428.38		18,283,171.92	17,814,993.22	17,835,784.49

CUSIP	Agencies	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
3130AJHU6	FHLMB	275,000.00	04/14/2025	273,636.00	255,802.25	256,440.10
3130AK5E2	FHLM	115,000.00	09/04/2025	114,655.00	105,081.25	105,113.59
3135G03U5	FNMA	275,000.00	04/22/2025	274,433.50	255,926.00	256,685.11
3135G04Z3	FNMA	275,000.00	06/17/2025	274,430.75	254,265.00	254,662.22
3135G05X7	FNMA	275,000.00	08/25/2025	273,713.00	251,539.75	251,642.88
3135G06G3	FNMA	275,000.00	11/07/2025	274,015.50	250,079.50	250,629.50
3135G06H1	FNMA	250,000.00	11/27/2023	249,715.00	248,057.50	248,272.78
3137EAEU9	FHLMC	350,000.00	07/21/2025	348,257.00	321,685.00	321,940.21
3137EAEX3	FHLMC	550,000.00	09/23/2025	548,344.50	501,468.00	501,513.83
3137EAEY1	FHLMC	260,000.00	10/16/2023	259,030.20	259,464.40	259,613.36
3137EAEZ8	FHLMC	275,000.00	11/06/2023	274,752.50	273,663.50	273,940.41
3130AJHU6	FHLB	1,000,000.00	04/14/2025	995,040.00	930,190.00	932,509.44
3130AK5E2	FHLB	550,000.00	09/04/2025	548,350.00	502,562.50	502,717.19
3135G03U5	FNMA	1,000,000.00	04/22/2025	997,940.00	930,640.00	933,400.42
3135G04Z3	FNMA	1,000,000.00	06/17/2025	997,930.00	924,600.00	926,044.44
3135G05X7	FNMA	1,300,000.00	08/25/2025	1,293,916.00	1,189,097.00	1,189,584.50
3135G06G3	FNMA	1,200,000.00	11/07/2025	1,195,704.00	1,091,256.00	1,093,656.00
3135G06H1	FNMA	1,150,000.00	11/27/2023	1,148,689.00	1,141,064.50	1,142,054.78
3137EAEU9	FHLMC	1,600,000.00	07/21/2025	1,592,032.00	1,470,560.00	1,471,726.67
3137EAEX3	FHLMC	1,300,000.00	09/23/2025	1,296,087.00	1,185,288.00	1,185,396.33
3137EAEY1	FHLMC	1,200,000.00	10/16/2023	1,195,524.00	1,197,528.00	1,198,215.50
3137EAEZ8	FHLMC	1,300,000.00	11/06/2023	1,298,830.00	1,293,682.00	1,294,991.03
3137EAFA2	FHLMC	8,000,000.00	12/04/2023	8,007,360.00	7,929,120.00	7,935,620.00
	Subtotal	23,775,000.00		23,732,384.95	22,762,620.15	22,786,370.29

CUSIP	Cash	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
CCYUSD	Receivable	35,709.39	09/30/2023	35,709.39	35,709.39	35,709.39
CCYUSD	Receivable	8,290.16	09/30/2023	8,290.16	8,290.16	8,290.16
65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2025	400,000.00	399,724.00	409,002.11
89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/27/2025	400,000.00	400,212.00	420,770.90

89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000.00	10/27/2025	2,500,000.00	2,501,325.00	2,629,818.15
31846V534	FIRST AMER:US TRS MM Y UBS SL ESG	9,561,388.40	09/30/2023	9,561,388.40	9,561,388.40	9,561,388.40
902656602	PRIME PFD	1,030,436.60	09/30/2023	1,030,680.50	1,030,539.64	1,030,539.64
B of A	Cash	136,923,673.64	09/30/2023	136,923,673.64	136,923,673.64	136,923,673.64
	CCYUSD	681,868.96	09/30/2023	681,868.96	681,868.96	681,868.96
	Subtotal	151,541,367.15		151,541,611.05	151,542,731.19	151,701,061.35

CUSIP	Investment Pool	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
	Local Agency Investment Fund	5,436,014.46	9/30/2023	5,436,014.46	5,436,014.46	5,436,014.46
	CAMP	179,878,585.62	9/30/2023	179,878,585.62	179,878,585.62	179,878,585.62
	Subtotal	185,314,600.08		185,314,600.08	185,314,600.08	185,314,600.08

CUSIP	Corporate Bonds	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
023135BW5	AMAZON.COM INC	245,000.00	05/12/2024	244,642.30	237,407.45	237,833.14
023135CE4	AMAZON.COM INC	130,000.00	04/13/2025	129,793.30	125,599.50	127,419.50
02665WCZ2	AMERICAN HONDA FINANCE	250,000.00	06/27/2024	249,660.00	243,807.50	245,374.17
037833DT4	APPLE INC	275,000.00	05/11/2025	275,552.75	257,213.00	258,416.13
04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2028	199,596.00	196,494.00	197,252.33
05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/01/2024	250,415.00	242,355.00	243,396.67
05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2024	54,995.05	52,668.00	52,724.15
05565EBW4	BMW US CAPITAL LLC	150,000.00	08/12/2026	149,955.00	133,725.00	133,980.21
06051GJD2	BANK OF AMERICA CORP	200,000.00	06/19/2026	200,918.00	183,414.00	184,161.43
06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2025	200,000.00	193,770.00	194,632.13
06406RBA4	BANK OF NEW YORK	425,000.00	01/26/2027	424,056.50	379,784.25	381,357.34
084664CZ2	BERKSHIRE HATHAWAY	400,000.00	03/15/2027	392,496.00	366,932.00	367,340.89
14913R2U0	CATERPILLAR FINANCIAL	200,000.00	01/08/2027	198,990.00	178,980.00	179,763.89
17252MAP5	SERVICES CORP CINTAS NO 2	200,000.00	01/08/2027	198,990.00	178,980.00	179,763.89
24422EXB0	CORP JOHN DEERE	60,000.00	05/01/2025	59,986.80	57,957.00	58,819.50
254687FK7	CAPITAL CORP WALT DISNEY	200,000.00	07/14/2028	201,528.00	197,238.00	199,355.50
38141EC23	CO GOLDMAN SACHS	270,000.00	08/30/2024	268,898.40	260,512.20	260,919.08
		250,000.00	07/08/2024	261,645.00	246,027.50	248,246.60

437076CM2	HOME DEPOT INC	20,000.00	04/15/2025	19,965.00	19,208.80	19,457.80
459200KS9	IBM	200,000.00	07/27/2025	200,000.00	194,738.00	196,160.22
46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2025	205,000.00	197,343.25	197,906.32
46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2026	100,000.00	95,203.00	95,469.71
539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/15/2028	29,946.00	29,034.60	29,501.85
58933YBH7	MERCK & CO INC	80,000.00	05/17/2028	79,935.20	76,980.80	78,186.80
61747YET8	MORGAN STANLEY	200,000.00	07/17/2026	200,000.00	194,834.00	196,757.59
63743HFC1	NATIONAL RURAL UTILITIES	60,000.00	02/07/2025	59,998.20	56,992.20	57,160.95
63743HFE7	NATIONAL RURAL UTILITIES	35,000.00	06/15/2025	34,990.55	33,676.30	34,031.84
693475AV7	PNC FINANCIAL SERVICES	250,000.00	01/23/2024	251,780.00	248,085.00	249,737.78
69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2024	104,943.30	100,493.40	100,569.23
771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2025	365,000.00	348,162.55	348,616.49
808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2024	84,957.50	82,966.80	82,989.82
857477BR3	STATE STREET CORP	60,000.00	02/06/2026	60,000.00	56,619.00	56,779.05
87612EBM7	TARGET CORP	35,000.00	01/15/2027	34,940.50	31,609.90	31,753.98
89236TGT6	TOYOTA MOTOR	125,000.00	02/13/2025	126,221.25	118,787.50	119,087.50
89236TGT6	TOYOTA MOTOR	25,000.00	02/13/2025	25,348.00	23,757.50	23,817.50
89236TGT6	TOYOTA MOTOR	50,000.00	02/13/2025	50,488.50	47,515.00	47,635.00
90327QD89	USAA CAPITAL CORP	200,000.00	05/01/2025	199,346.00	192,722.00	195,534.50
91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/15/2026	199,652.00	179,912.00	180,780.89
931142FB4	WALMART INC	140,000.00	04/15/2028	139,742.40	133,652.40	136,124.57
002824BE9	ABBOTT LABORATORIES	900,000.00	11/30/2023	983,772.00	896,454.00	906,739.00
023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2024	1,313,080.10	1,274,248.15	1,276,532.96
023135CE4	AMAZON.COM INC	880,000.00	04/13/2025	878,600.80	850,212.00	862,532.00
02665WCZ2	AMERICAN HONDA FINANCE	900,000.00	06/27/2024	898,776.00	877,707.00	883,347.00
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,002,010.00	935,320.00	939,695.00
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,026,120.00	935,320.00	939,695.00
037833DT4	APPLE INC	700,000.00	05/11/2025	718,249.00	654,724.00	657,786.50
04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2028	1,297,374.00	1,277,211.00	1,282,140.17
05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/01/2024	901,494.00	872,478.00	876,228.00
05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2024	324,970.75	311,220.00	311,551.77
05565EBW4	BMW US CAPITAL LLC	850,000.00	08/12/2026	849,745.00	757,775.00	759,221.18
06051GFS3	BANK OF AMERICA CORP	800,000.00	08/01/2025	907,952.00	774,944.00	780,110.67
06051GJD2	BANK OF AMERICA CORP	1,100,000.00	06/19/2026	1,105,049.00	1,008,777.00	1,012,887.88
06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2025	400,000.00	387,540.00	389,264.27
06406RBA4	BANK OF NEW YORK	2,700,000.00	01/26/2027	2,694,006.00	2,412,747.00	2,422,740.75

						Item #4.c.
						11/1/2023
084664CZ2	BERKSHIRE HATHAWAY CATERPILLAR	2,700,000.00	03/15/2027	2,649,348.00	2,476,791.00	2,479,551.00
14913R2U0	FINANCIAL	1,350,000.00	01/08/2027	1,343,182.50	1,208,115.00	1,213,406.25
166764BW9	CHEVRON CORP CINTAS NO 2	900,000.00	05/11/2025	934,353.00	846,783.00	852,222.00
17252MAP5	CORP JOHN DEERE	390,000.00	05/01/2025	389,914.20	376,720.50	382,326.75
24422EXB0	CAPITAL CORP WALT DISNEY	1,300,000.00	07/14/2028	1,309,932.00	1,282,047.00	1,295,810.75
254687FK7	CO EXXON MOBIL	950,000.00	08/30/2024	946,124.00	916,617.00	918,048.60
30231GBC5	CORP GOLDMAN	900,000.00	08/16/2024	945,567.00	873,990.00	876,261.38
38141EC23	SACHS	900,000.00	07/08/2024	941,922.00	885,699.00	893,687.75
437076CM2	HOME DEPOT INC	140,000.00	04/15/2025	139,755.00	134,461.60	136,204.60
459200KS9	IBM	1,300,000.00	07/27/2025	1,300,000.00	1,265,797.00	1,275,041.44
46625HMN7	JPMORGAN CHASE & CO	450,000.00	07/15/2025	509,647.50	435,757.50	439,462.50
46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2025	580,000.00	558,337.00	559,930.07
46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2026	750,000.00	714,022.50	716,022.81
539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/15/2028	204,631.00	198,403.10	201,595.98
58933YBH7	MERCK & CO INC	515,000.00	05/17/2028	514,582.85	495,563.90	503,327.53
61747YET8	MORGAN STANLEY	1,300,000.00	07/17/2026	1,300,000.00	1,266,421.00	1,278,924.33
63743HFC1	NATIONAL RURAL UTILITIES	390,000.00	02/07/2025	389,988.30	370,449.30	371,546.18
63743HFE7	NATIONAL RURAL UTILITIES	220,000.00	06/15/2025	219,940.60	211,679.60	213,914.43
693475AV7	PNC FINANCIAL SERVICES	900,000.00	01/23/2024	906,408.00	893,106.00	899,056.00
69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2024	634,657.10	607,745.80	608,204.41
771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2025	2,330,000.00	2,222,517.10	2,225,414.84
808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2024	494,752.50	483,159.60	483,293.66
857477BR3	STATE STREET CORP	400,000.00	02/06/2026	400,000.00	377,460.00	378,527.00
87612EBM7	TARGET CORP	240,000.00	01/15/2027	239,592.00	216,753.60	217,741.60
89236TGT6	TOYOTA MOTOR	450,000.00	02/13/2025	454,396.50	427,635.00	428,715.00
89236TGT6	TOYOTA MOTOR	135,000.00	02/13/2025	136,879.20	128,290.50	128,614.50
89236TGT6	TOYOTA MOTOR	140,000.00	02/13/2025	141,367.80	133,042.00	133,378.00
89236TJK2	TOYOTA MOTOR	260,000.00	06/18/2026	259,422.80	232,174.80	233,011.68
90327QD89	USAA CAPITAL CORP	1,255,000.00	05/01/2025	1,250,896.15	1,209,330.55	1,226,978.99
904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2024	280,000.00	268,055.20	268,293.78
91159HHX1	US BANCORP UNITEDHEALTH	1,800,000.00	07/30/2024	1,920,420.00	1,748,430.00	1,755,750.00
91324PEC2	GROUP INC	1,150,000.00	05/15/2026	1,147,999.00	1,034,494.00	1,039,490.11
931142FB4	WALMART INC	930,000.00	04/15/2028	928,288.80	887,833.80	904,256.05
62479MZ14	MUFG Bank NATIONAL	2,000,000.00	12/01/2023	1,929,766.67	1,981,860.00	1,981,860.00
63254ABD9	AUSTRALIA BANK	250,000.00	06/09/2025	250,000.00	241,637.50	244,359.72

63254ABD9	NATIONAL AUSTRALIA BANK	1,395,000.00	06/09/2025	1,395,000.00	1,348,337.25	1,363,527.25
63254ABE7	NATIONAL AUSTRALIA BANK	1,250,000.00	06/09/2027	1,238,825.00	1,181,887.50	1,197,073.61
	Subtotal	52,935,000.00		53,344,140.62	50,384,260.75	50,674,354.71

CUSIP	Agency MBS and CMO	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
3132CMMM3	FH SB0364	156,672.74	06/01/2035	168,814.88	145,548.98	146,005.94
3133L7LB1	FH RC1222	168,117.70	12/01/2034	180,726.53	157,981.89	158,472.23
3133L9AJ2	FH RC2709	168,329.46	09/01/2037	165,278.49	161,614.80	162,246.03
3137BGK24	FHMS K-043 A2	175,000.00	12/25/2024	183,667.97	169,625.75	170,072.29
3137F62S5	FHMS K-J31 A1	10,068.68	05/26/2026	10,068.47	9,798.03	9,802.80
3137H4RZ5	FHMS K-J36 A1	19,298.69	12/25/2026	19,298.62	17,732.03	17,752.90
3137H8B42	FHMS K-J40 A1	137,951.21	06/25/2028	137,949.56	129,628.62	130,019.48
3137H8H79	FHMS K-J41 A1	288,895.59	01/25/2029	288,892.13	266,003.51	266,758.73
3137H92N8	FHMS K-J42 A1	183,048.34	07/25/2029	183,041.38	172,834.24	173,429.45
3137H9MM8	FHMS K-J43 A1	274,096.03	12/25/2028	274,091.37	264,475.26	264,675.22
3137H9QT9	FHMS K-J44 A1	273,673.15	01/25/2029	273,664.68	265,665.48	266,704.98
3137HA4K9	FHMS K-J45 A1	274,671.91	11/25/2028	274,671.36	265,022.69	266,042.41
3137HACX2	FHMS K-505 A2	275,000.00	06/25/2028	277,746.70	269,593.50	270,697.85
3137HAD45	FHMS K-J46 A1	224,782.46	06/25/2028	224,776.85	220,664.45	221,559.27
3137HAGY6	FHMS K-752 A1	129,821.97	01/25/2029	125,987.16	124,999.08	125,462.55
3137HAMH6	FHMS K-506 A2	275,000.00	08/25/2028	270,931.93	268,372.50	269,438.13
3137HAMS2	FHMS K-507 A2	275,000.00	09/25/2028	271,712.93	270,003.25	271,103.25
3132CMMM3	FH SB0364	844,074.39	06/01/2035	909,490.15	784,145.11	786,606.99
3133L7LB1	FH RC1222	933,987.23	12/01/2034	1,004,036.27	877,677.14	880,401.26
3133L9AJ2	FH RC2709	1,038,134.07	09/01/2037	1,019,317.89	996,722.90	1,000,615.91
3137BGK24	FHMS K-043 A2	650,000.00	12/25/2024	682,195.31	630,038.50	631,697.08
3137F62S5	FHMS K-J31 A1	42,691.18	05/26/2026	42,690.33	41,543.64	41,563.89
3137H4RZ5	FHMS K-J36 A1	121,306.08	12/25/2026	121,305.60	111,458.45	111,589.67
3137H8B42	FHMS K-J40 A1	827,707.28	06/25/2028	827,697.35	777,771.70	780,116.87
3137H8H79	FHMS K-J41 A1	1,733,373.56	01/25/2029	1,733,352.76	1,596,021.04	1,600,552.36
3137H92N8	FHMS K-J42 A1	1,093,342.76	07/25/2029	1,093,301.21	1,032,334.23	1,035,889.42
3137H9MM8	FHMS K-J43 A1	1,794,083.13	12/25/2028	1,794,052.63	1,731,110.81	1,732,419.60
3137H9QT9	FHMS K-J44 A1	1,791,315.18	01/25/2029	1,791,259.65	1,738,901.30	1,745,705.31
3137HA4K9	FHMS K-J45 A1	1,797,852.53	11/25/2028	1,797,848.93	1,734,693.97	1,741,368.50
3137HACX2	FHMS K-505 A2	1,800,000.00	06/25/2028	1,817,978.40	1,764,612.00	1,771,840.50
3137HAD45	FHMS K-J46 A1	1,448,598.10	06/25/2028	1,448,561.88	1,422,059.78	1,427,826.41
3137HAGY6	FHMS K-752 A1	838,849.64	01/25/2029	814,070.86	807,686.37	810,681.07
3137HAMH6	FHMS K-506 A2	1,800,000.00	08/25/2028	1,773,372.60	1,756,620.00	1,763,595.00
3137HAMS2	FHMS K-507 A2	1,800,000.00	09/25/2028	1,778,484.60	1,767,294.00	1,774,494.00
3137F7DH5	FHR 5048 B	133,748.08	05/25/2033	135,440.83	117,136.57	117,248.03
3133Q5GZ3	FHS 370 A3	970,359.38	09/25/2033	984,080.87	893,390.48	894,199.11
3137F7DH5	FHR 5048 B	632,263.67	05/25/2033	640,265.76	553,736.52	554,263.41
3140K7XA6	FN BP0672	167,410.39	03/01/2035	179,390.69	152,785.41	153,203.94
3140Q9FM0	FN CA1971	173,424.37	06/01/2033	182,989.80	161,523.99	162,029.81
3140QGKN6	FN CA8400	188,592.30	12/01/2035	206,331.77	176,935.41	177,485.47
3140X92C8	FN FM6170	149,015.05	07/01/2035	161,495.07	141,312.46	141,809.18
3140X9K46	FN FM5714	109,576.43	11/01/2035	119,369.82	104,171.03	104,536.28
3140XALC4	FN FM6622	215,315.04	02/01/2036	226,417.22	190,398.79	190,847.36

3140XC4K1	FN FM8925	211,606.23	08/01/2034	229,460.51	202,881.70	203,587.06
3140XJHF3	FN FS2929	259,037.27	09/01/2037	251,306.63	244,808.35	245,671.81
3140XJJ87	FN FS2986	199,052.44	10/01/2032	193,143.07	188,817.16	189,480.67
3140K7XA6	FN BP0672	948,658.85	03/01/2035	1,016,547.25	865,784.02	868,155.66
3140Q9FM0	FN CA1971	1,156,162.44	06/01/2033	1,219,932.02	1,076,826.57	1,080,198.71
3140QGKN6	FN CA8400	963,533.78	12/01/2035	1,054,166.17	903,977.75	906,788.06
3140X92C8	FN FM6170	794,746.94	07/01/2035	861,307.00	753,666.47	756,315.63
3140X9K46	FN FM5714	613,628.02	11/01/2035	668,471.03	583,357.75	585,403.18
3140XALC4	FN FM6622	1,148,346.90	02/01/2036	1,207,558.53	1,015,460.19	1,017,852.58
3140XC4K1	FN FM8925	1,128,566.54	08/01/2034	1,223,789.35	1,082,035.75	1,085,797.63
3140XHQQ3	FN FS2262	1,542,986.30	06/01/2037	1,562,514.72	1,464,124.27	1,469,267.56
3140XJHF3	FN FS2929	1,554,223.63	09/01/2037	1,507,839.77	1,468,850.12	1,474,030.87
3140XJJ87	FN FS2986	1,405,892.22	10/01/2032	1,364,154.80	1,333,601.24	1,338,287.55
31394CP22	FNR 2005-33 QE	252,756.28	04/25/2035	257,623.82	246,912.56	247,965.71
31394CP22	FNR 2005-33 QE	1,665,217.85	04/25/2035	1,697,286.30	1,626,718.01	1,633,656.42
	Subtotal	40,248,863.46	2,794,241.00	40,931,220.19	38,299,467.56	38,425,289.01

CUSIP	Municipal Bonds	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
13077DQD7	CALIFORNIA ST UNIV	75,000.00	11/01/2025	75,000.00	68,463.75	68,733.13
157411TK5	CHAFFEY JUHSD	60,000.00	08/01/2024	60,000.00	58,332.00	58,542.10
341271AD6	FLORIDA ST BRD	55,000.00	07/01/2025	55,388.85	51,057.60	51,230.58
341271AD6	FLORIDA ST BRD	75,000.00	07/01/2025	75,497.25	69,624.00	69,859.88
341271AD6	FLORIDA ST BRD LA COMM	130,000.00	07/01/2025	130,000.00	120,681.60	121,090.45
54438CYK2	COLLEGE	115,000.00	08/01/2025	115,000.00	105,666.60	105,814.76
60412AVJ9	MINNESOTA ST NEW JERSEY ST	85,000.00	08/01/2025	85,000.00	78,269.70	78,358.95
646140DP5	TPK NYST URBAN	55,000.00	01/01/2026	55,000.00	50,231.50	50,375.46
650036DT0	DEV SAN JUAN CALIF	275,000.00	03/15/2025	275,000.00	257,309.25	257,415.58
798306WN2	USD	125,000.00	08/01/2024	125,000.00	120,083.75	120,230.00
13077DQD7	CALIFORNIA ST UNIV	430,000.00	11/01/2025	430,000.00	392,525.50	394,069.92
157411TK5	CHAFFEY CALIF JUHSD	230,000.00	08/01/2024	230,000.00	223,606.00	224,411.38
341271AD6	FLORIDA ST BRD	350,000.00	07/01/2025	352,320.50	324,912.00	326,012.75
341271AD6	FLORIDA ST BRD	650,000.00	07/01/2025	650,000.00	603,408.00	605,452.25
341271AD6	FLORIDA ST BRD LA COMM	250,000.00	07/01/2025	251,767.50	232,080.00	232,866.25
54438CYK2	COLLEGE	550,000.00	08/01/2025	550,000.00	505,362.00	506,070.58
574193TQ1	MARYLAND ST	750,000.00	08/01/2024	749,790.00	720,307.50	720,945.00
60412AVJ9	MINNESOTA ST NEW JERSEY ST	405,000.00	08/01/2025	405,000.00	372,932.10	373,357.35
646140DP5	TPK NYST URBAN	330,000.00	01/01/2026	330,000.00	301,389.00	302,252.78
650036DT0	DEV SAN JUAN CALIF	1,600,000.00	03/15/2025	1,600,000.00	1,497,072.00	1,497,690.67
798306WN2	USD	575,000.00	08/01/2024	575,000.00	552,385.25	553,058.00
	Subtotal	7,170,000.00	961,471.00	7,174,764.10	6,705,699.10	6,717,837.80

CUSIP	Supranationals	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
459058KJ1	IBRD	275,000.00	06/15/2027	274,857.00	259,385.50	261,915.88

459058KJ1	IBRD	1,800,000.00	06/15/2027	1,799,064.00	1,697,796.00	1,714,358.50
	Subtotal	2,075,000.00	93,106.00	2,073,921.00	1,957,181.50	1,976,274.38

**Market Value +
Accrued**

CUSIP	US Treasury Bonds/Notes	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
912828T91	US TREASURY	850,000.00	10/31/2023	842,628.91	847,475.50	853,255.73
912828T91	US TREASURY	625,000.00	10/31/2023	628,588.87	623,143.75	627,393.92
912828U24	US TREASURY	150,000.00	11/15/2026	138,246.09	137,971.50	139,104.65
912828U24	US TREASURY	100,000.00	11/15/2026	93,035.16	91,981.00	92,736.43
912828XX3	US TREASURY	1,050,000.00	06/30/2024	1,071,246.10	1,023,298.50	1,028,605.57
912828XX3	US TREASURY	425,000.00	06/30/2024	431,375.00	414,192.25	416,340.35
912828XX3	US TREASURY	125,000.00	06/30/2024	126,840.82	121,821.25	122,453.04
912828XX3	US TREASURY	175,000.00	06/30/2024	179,750.98	170,549.75	171,434.26
912828XX3	US TREASURY	450,000.00	06/30/2024	471,919.92	438,556.50	440,830.96
912828YY0	US TREASURY	250,000.00	12/31/2024	267,207.03	239,200.00	240,305.64
91282CBC4	US TREASURY	50,000.00	12/31/2025	49,101.56	45,201.00	45,248.38
91282CBC4	US TREASURY	525,000.00	12/31/2025	510,665.04	474,610.50	475,108.04
91282CBW0	US TREASURY	350,000.00	04/30/2026	341,468.75	315,287.00	316,385.51
91282CCP4	US TREASURY	450,000.00	07/31/2026	411,943.36	400,518.00	400,991.85
91282CCP4	US TREASURY	150,000.00	07/31/2026	136,593.75	133,506.00	133,663.95
91282CEN7	US TREASURY	650,000.00	04/30/2027	625,853.52	607,828.00	615,308.30
91282CFB2	US TREASURY	875,000.00	07/31/2027	845,434.57	815,080.00	819,134.01
91282CFB2	US TREASURY	300,000.00	07/31/2027	286,101.56	279,456.00	280,845.95
91282CFB2	US TREASURY	225,000.00	07/31/2027	212,115.23	209,592.00	210,634.46
91282CFB2	US TREASURY	250,000.00	07/31/2027	234,179.69	232,880.00	234,038.29
9128286R6	US TREASURY	4,000,000.00	04/30/2024	4,185,312.50	3,926,880.00	3,964,543.04
912828T91	US TREASURY	400,000.00	10/31/2023	402,296.87	398,812.00	401,532.11
912828U24	US TREASURY	500,000.00	11/15/2026	460,820.31	459,905.00	463,682.17
912828U24	US TREASURY	2,000,000.00	11/15/2026	1,861,015.63	1,839,620.00	1,854,728.70
912828U24	US TREASURY	1,550,000.00	11/15/2026	1,442,044.92	1,425,705.50	1,437,414.74
912828XX3	US TREASURY	5,000,000.00	06/30/2024	5,101,171.88	4,872,850.00	4,898,121.74
912828XX3	US TREASURY	1,475,000.00	06/30/2024	1,497,125.00	1,437,490.75	1,444,945.91
912828XX3	US TREASURY	650,000.00	06/30/2024	659,572.27	633,470.50	636,755.83
912828XX3	US TREASURY	450,000.00	06/30/2024	462,216.80	438,556.50	440,830.96
912828XX3	US TREASURY	1,350,000.00	06/30/2024	1,415,759.77	1,315,669.50	1,322,492.87
912828YY0	US TREASURY	850,000.00	12/31/2024	908,503.91	813,280.00	817,039.17
912828ZW3	US TREASURY	2,400,000.00	06/30/2025	2,391,187.50	2,205,744.00	2,207,260.30
91282CBC4	US TREASURY	350,000.00	12/31/2025	344,859.38	316,407.00	316,738.69
91282CBC4	US TREASURY	1,200,000.00	12/31/2025	1,167,234.38	1,084,824.00	1,085,961.23
91282CBC4	US TREASURY	7,200,000.00	12/31/2025	6,983,437.50	6,508,944.00	6,515,767.37
91282CBV2	US TREASURY	14,000,000.00	04/15/2024	13,877,500.00	13,624,240.00	13,648,481.80
91282CEN7	US TREASURY	4,400,000.00	04/30/2027	4,236,546.88	4,114,528.00	4,165,163.87
91282CFB2	US TREASURY	5,950,000.00	07/31/2027	5,748,955.08	5,542,544.00	5,570,111.26
91282CFB2	US TREASURY	1,900,000.00	07/31/2027	1,811,976.56	1,769,888.00	1,778,690.99
91282CFB2	US TREASURY	1,525,000.00	07/31/2027	1,437,669.92	1,420,568.00	1,427,633.56
91282CFB2	US TREASURY	1,600,000.00	07/31/2027	1,498,750.00	1,490,432.00	1,497,845.04
	Subtotal	66,775,000.00		65,798,252.97	63,262,507.25	63,559,560.62

CUSIP	Hedge Asset (kept with hedge)	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
912797FB8	US T-bill	1,440,000.00	10/19/2023	1,368,000.00	1,368,000.00	1,368,000.00

912797FV4	UNITED STATES				Item #4.c.
	TREASURY	720,000.00	12/21/2023	684,000.00	11/1/2023
	Subtotal	2,160,000.00		2,052,000.00	684,000.00
	Grand Total	550,280,259.06		550,246,066.88	540,096,060.80
					541,043,132.73



SAN MATEO COUNTY TRANSIT DISTRICT

Investment Performance Review For the Quarter Ended September 30, 2023

Client Management Team

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Michael P. Downs, Portfolio Manager

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Agenda

- Market Update
- Account Summary
- Portfolio Review

Market Update

Current Market Themes



- ▶ The U.S. economy is characterized by:
 - ▶ Stronger than expected growth, supported by a resilient consumer
 - ▶ Inflation that remains stubbornly above the Federal Reserve's ("Fed") target range
 - ▶ Continued creation of new jobs by the labor market, albeit at a moderating pace



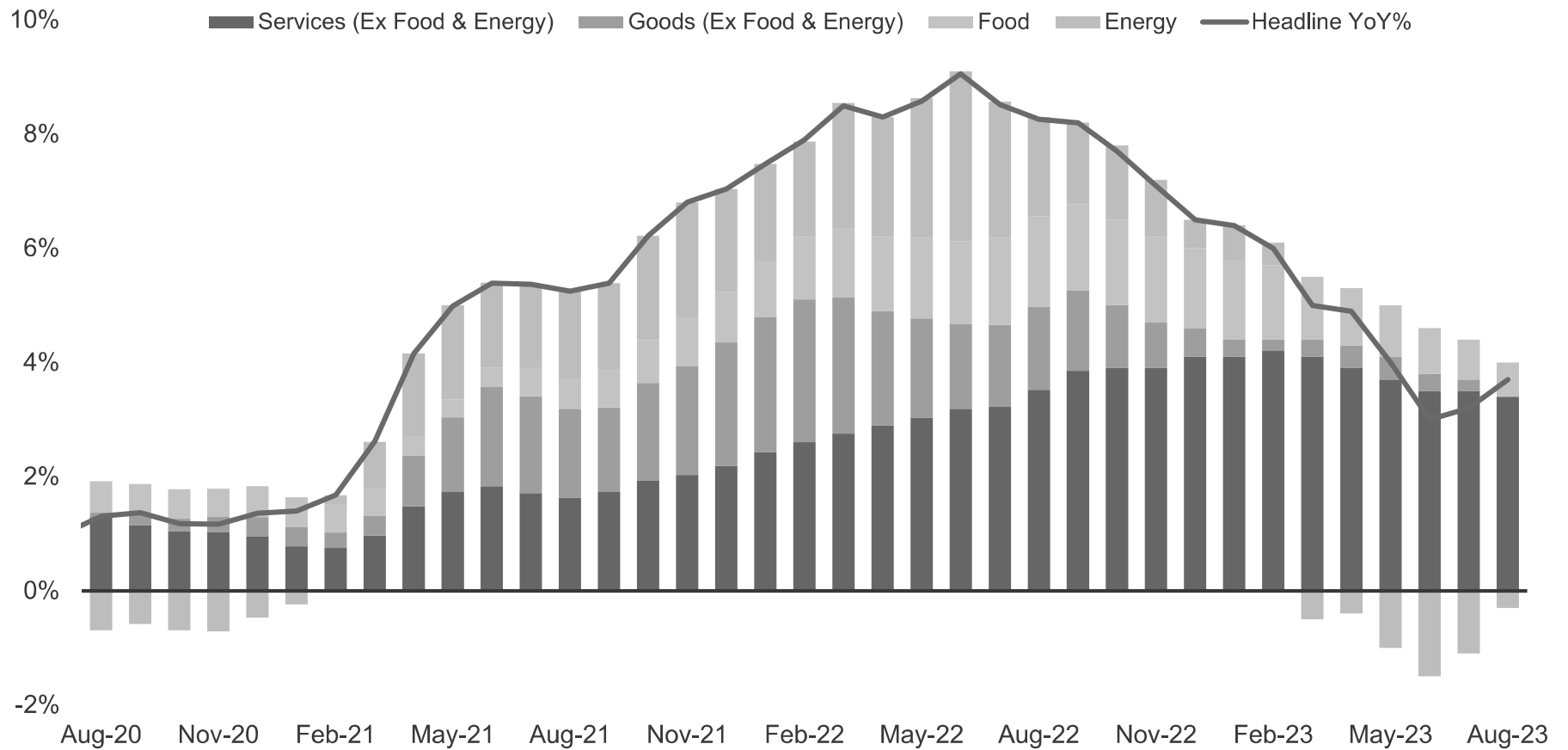
- ▶ Fed pauses again in rate hike campaign
 - ▶ After hiking in July, the Federal Reserve held rates steady at the September FOMC meeting as expected
 - ▶ The Fed's most recent "dot plot" indicated one more rate hike for 2023 and set the stage for interest rates to remain "higher-for-longer"
 - ▶ Updated FOMC economic projections point to stronger GDP growth expectations, higher inflation, and slightly lower unemployment for the remainder of 2023 and into 2024



- ▶ Interest rates reached their highest levels since 2006-07
 - ▶ The U.S. government rating downgrade by Fitch had little impact, although it highlighted growing worry about the erosion of governance standards and fiscal irresponsibility
 - ▶ Treasury yields across the curve rose during Q3. Sticky inflation, a "higher for longer" market consensus, increased Treasury borrowing, and reduced Treasury holdings by China and Japan weighed especially on the long end of the curve
 - ▶ The next concern is the annual federal budget process and potential for a government shutdown

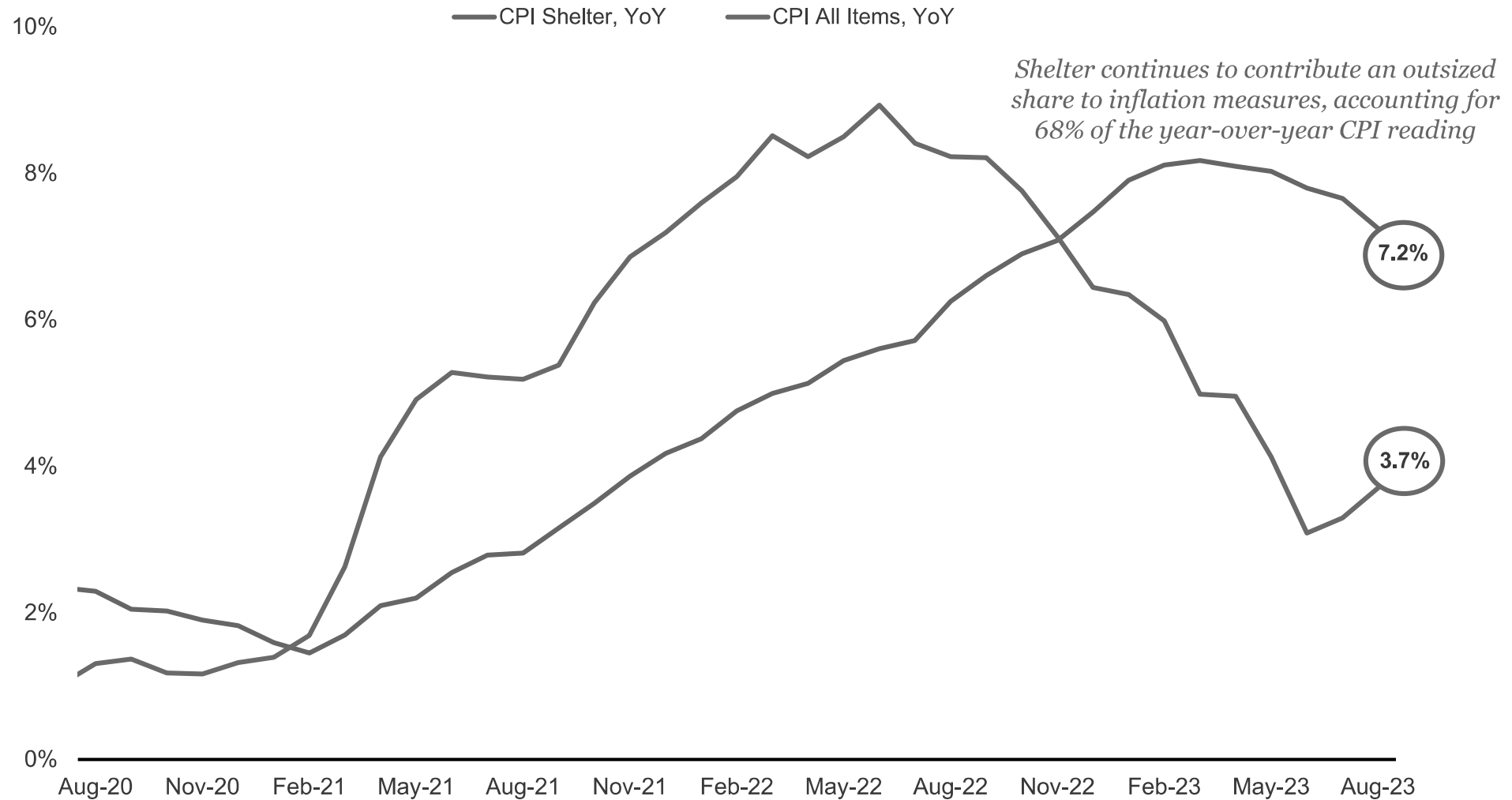
Inflation Gradually Falling, But Sensitive to Recently Rising Energy Prices

Factors Contributing to the Consumer Price Index (CPI YoY)



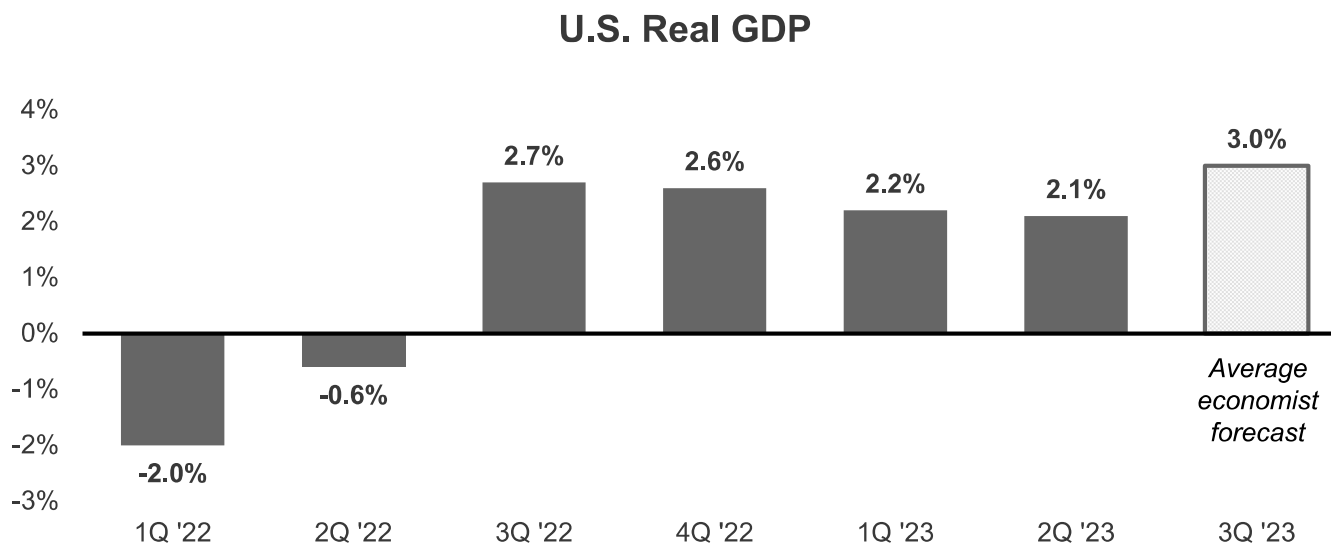
Source: Bloomberg, as of August 2023.

Shelter Component of CPI Remains Elevated



Source: Federal Reserve Bank of St. Louis and Bureau of Labor Statistics, as of August 2023.

GDP Remains Surprisingly Robust



GDP Contributors

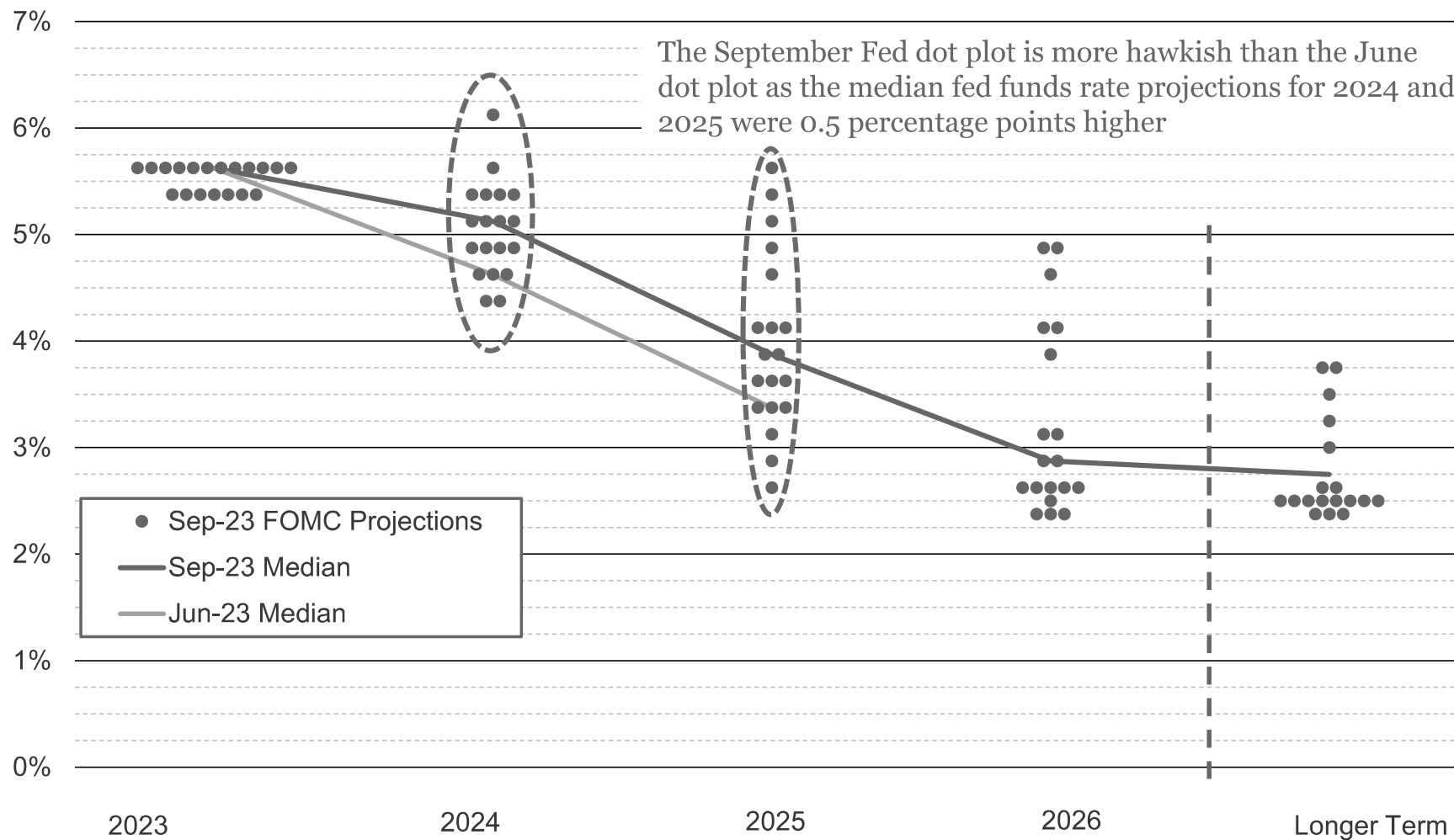
	1Q '22	2Q '22	3Q '22	4Q '22	1Q '23	2Q '23
Real GDP	-2.0%	-0.6%	2.7%	2.6%	2.2%	2.1%
Personal Consumption	0.0%	1.3%	1.1%	0.8%	2.5%	0.6%
Private Investment	1.2%	-2.1%	-1.5%	0.6%	-1.7%	0.9%
Net Exports	-2.6%	0.6%	2.6%	0.3%	0.6%	0.0%
Gov't Expenditures	-0.5%	-0.3%	0.6%	0.9%	0.8%	0.6%

◀ The U.S. Consumer has been the backbone of economic growth; historically being the largest contributor

Source: St. Louis Federal Reserve Economic Data, Bureau of Economic Analysis. Average economist forecast sourced from Bloomberg.

Fed's Updated "Dot Plot" Projects Rates To Be "Higher for Longer"

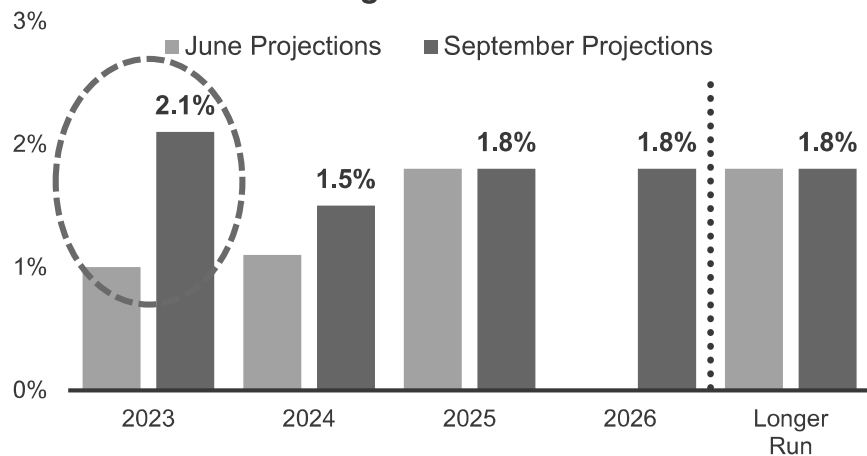
Fed Participants' Assessments of 'Appropriate' Monetary Policy



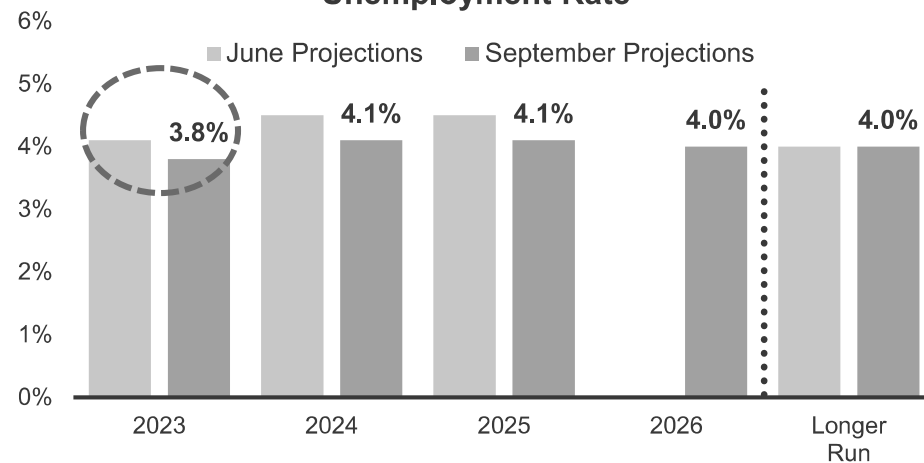
Source: Federal Reserve and Bloomberg. Individual dots represent each Fed members' judgement of the midpoint of the appropriate target range for the federal funds rate at each year-end.

The Fed's Protections for Growth and Employment Were More Upbeat

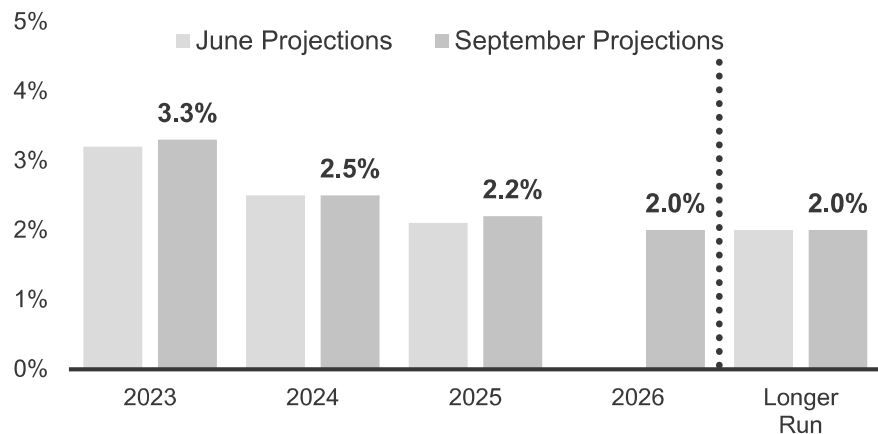
Change in Real GDP



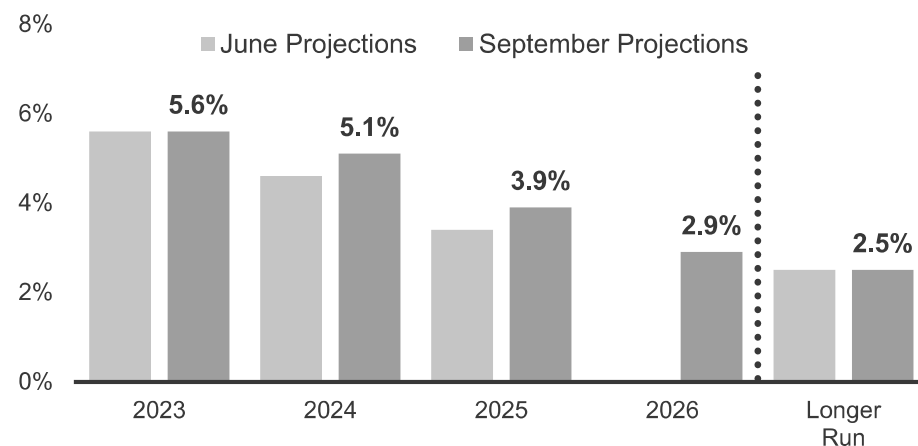
Unemployment Rate



PCE Inflation



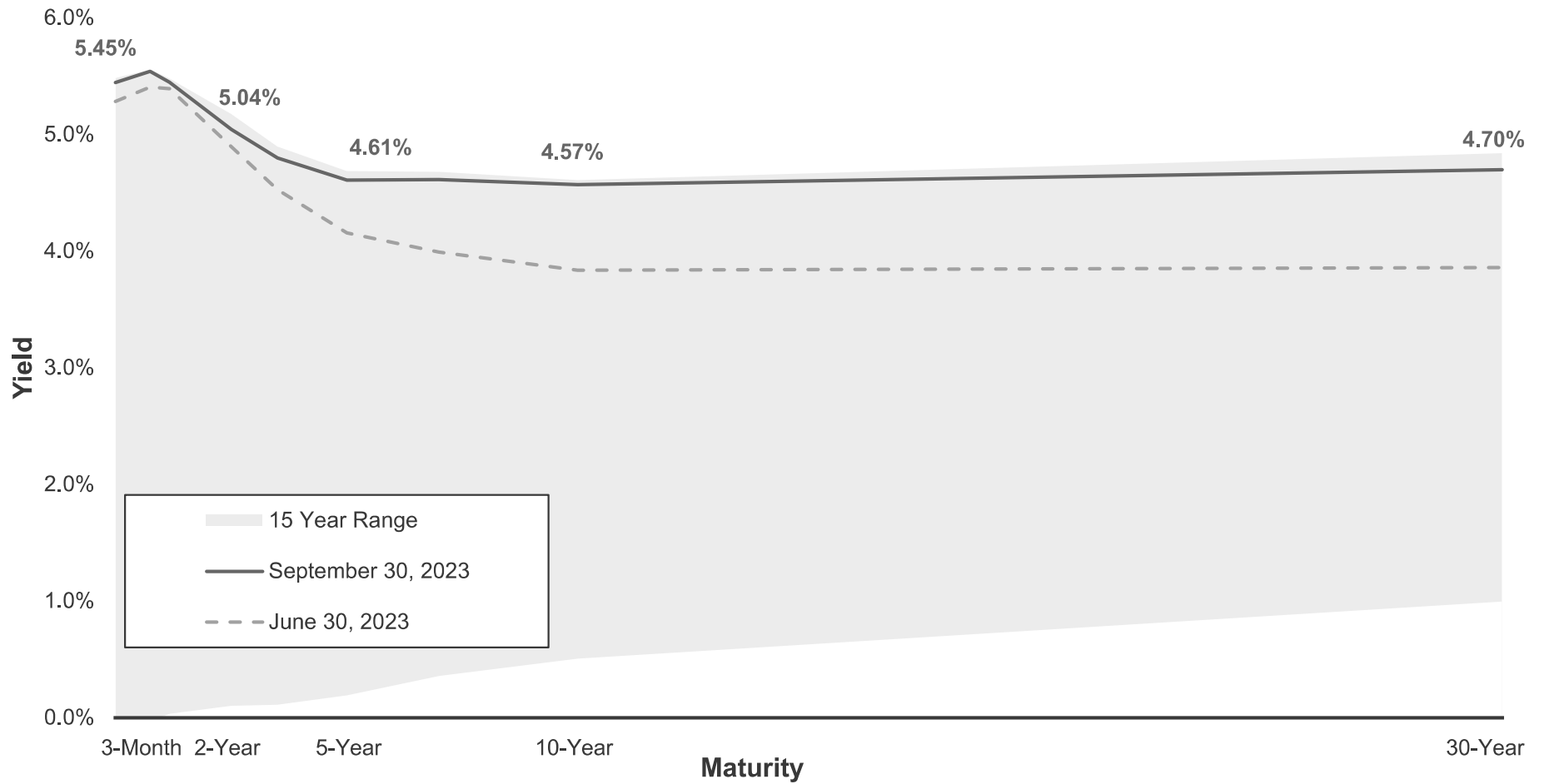
Federal Funds Rate



Source: Federal Reserve, latest economic projections as of September 2023.

Interest Rates Are At Their Highest Levels Since 2006-07

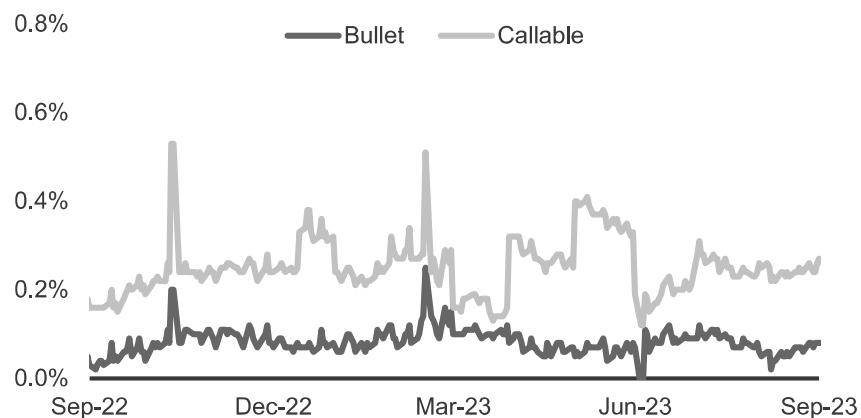
U.S. Treasury Yield Curve



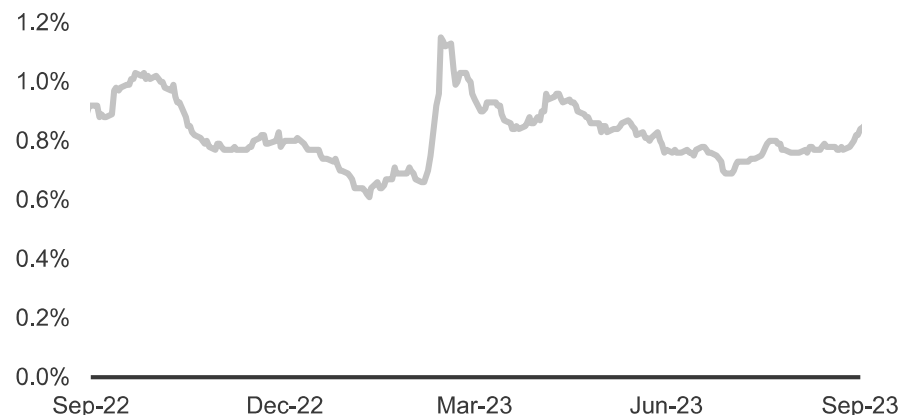
Source: Bloomberg, as of September 30, 2023.

Sector Yield Spreads

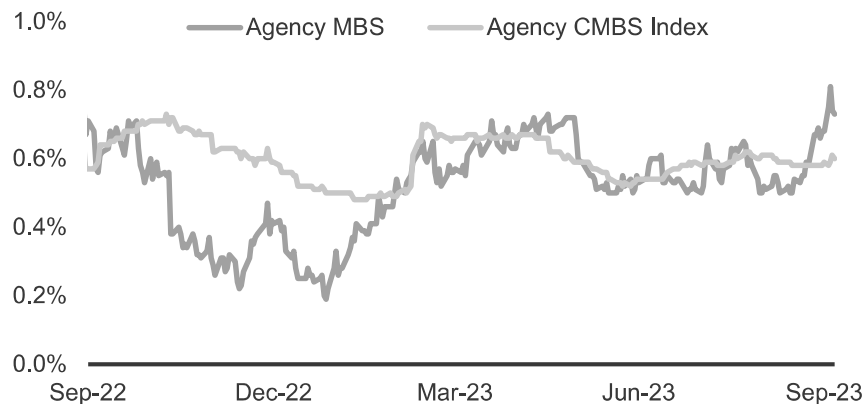
Federal Agency Yield Spreads



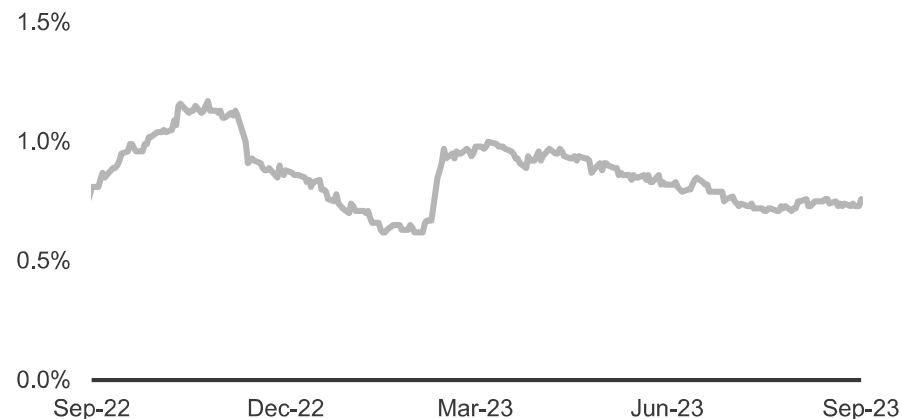
Corporate Notes A-AAA Yield Spreads



Mortgage-Backed Securities Yield Spreads



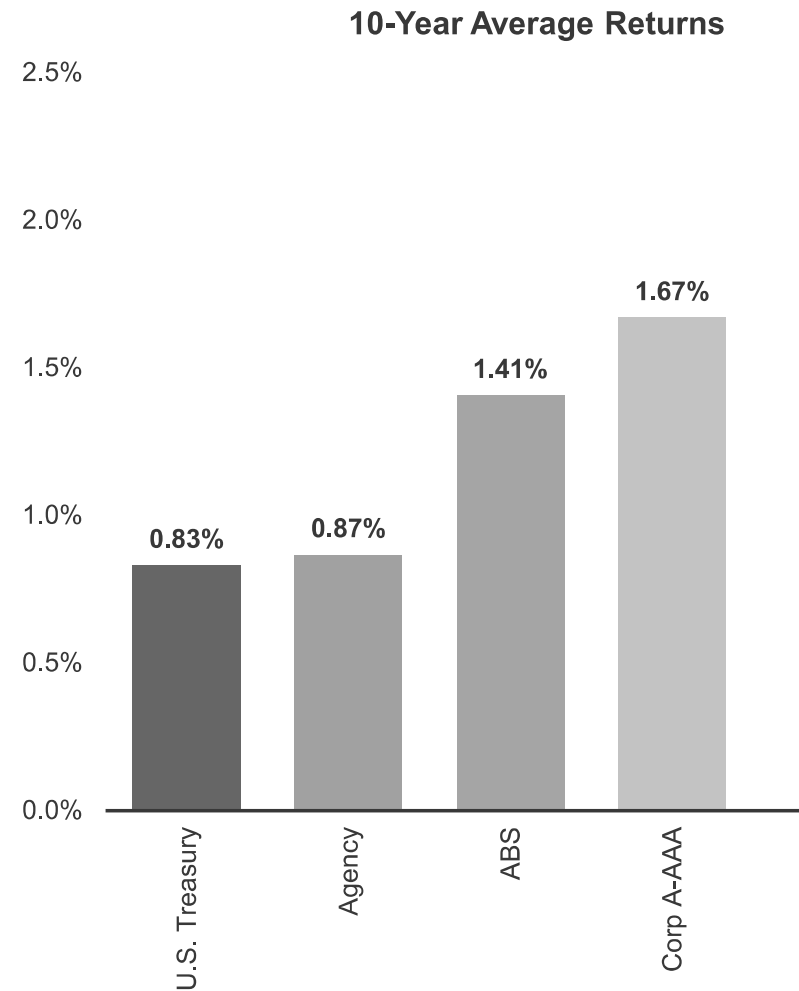
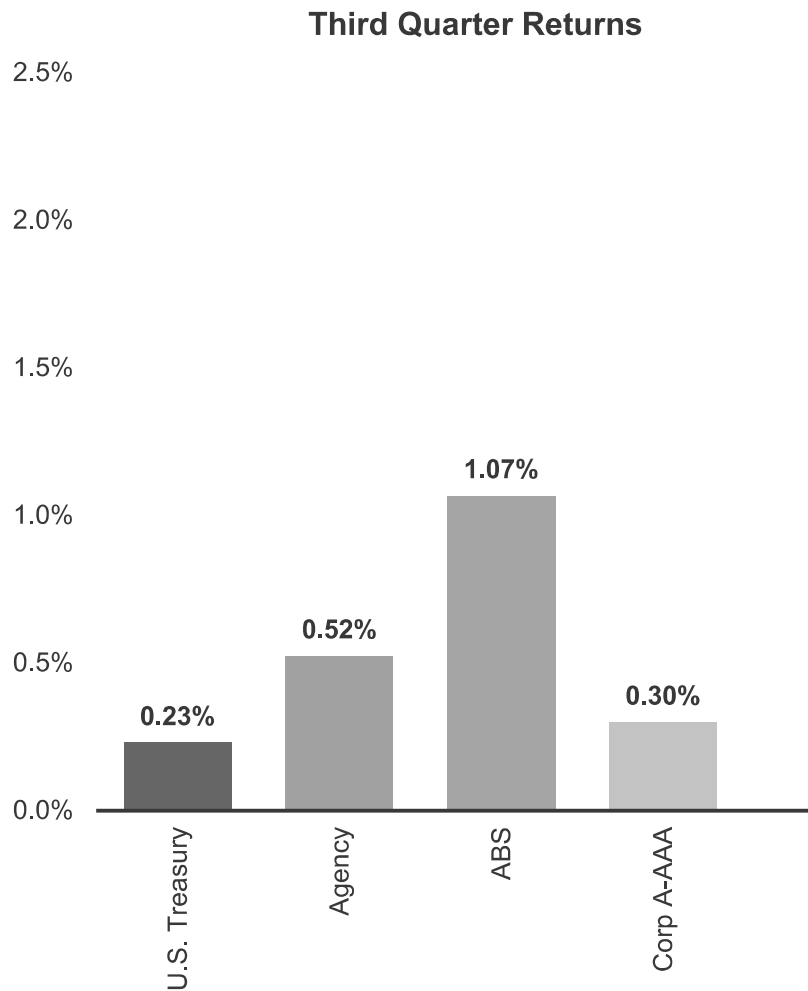
Asset-Backed Securities AAA Yield Spreads



Source: ICE BofAML 1-5 year Indices via Bloomberg, MarketAxess and PFMAM as of September 30, 2023. Spreads on ABS and MBS are option-adjusted spreads of 0-5 year indices based on weighted average life; spreads on agencies are relative to comparable maturity Treasuries. CMBS is Commercial Mortgage-Backed Securities and is represented by the ICE BofA Agency CMBS Index.

Fixed-Income Markets

1-5 Year Indices



Source: ICE BofAML Indices. ABS indices are 0-5 year, based on weighted average life. As of September 30, 2023.

Fixed-Income Sector Commentary – 3Q 2023

- ▶ **U.S. Treasuries:** Fitch rating agency downgraded the U.S. Government from AAA to AA- citing erosion of governance standards, repeated debt-limit standoffs, and rising general government deficits. Yields hit their highest level since 2006-07, but the Treasury yield curve remains inverted despite the notable increase in the 10-year yield over the 3rd quarter.
- ▶ **Federal agency** yield spreads remained narrow, favoring opportunities in other sectors. Fitch followed their U.S. Government ratings action with downgrades to Fannie Mae and Freddie Mac, although the impact to spreads was muted.
- ▶ **Supranational** spreads, similar to agencies, remained low and range bound in the single digits for much of the quarter. Value was limited and the spread curve on supras is generally flat.
- ▶ **Investment-Grade Corporates:** Financial issuers outperformed industrials and lower-rated issues outperformed higher-rated issues as higher incremental yields offset a few basis points of spread widening during the 3rd quarter. Good fundamentals, modestly attractive spreads and a positive economic outlook make credit attractive, but higher yields are a headwind for financials and the economy as a whole.
- ▶ **Asset-Backed Securities** performed exceedingly well in Q3 as spreads tightened marginally over the quarter on strong consumer sentiment and robust investor appetite for the sector. Incremental income from the sector is quite attractive from a historical perspective and offers value.
- ▶ **Mortgage-Backed Securities** were one of the worst performing sectors during the quarter, regardless of structure. Spreads widened, approaching multi-year highs, while volatility remained historically high and bank balance sheet sales weighed on valuations.
- ▶ **Taxable Municipals** issuance remained heavily oversubscribed due to a lack of new issuance. The secondary market had sporadic but limited opportunities that offered an attractive pickup versus corporates industrials.
- ▶ **Short-term credit** (commercial paper and CDs) yields increased over the quarter steepening the short-term credit curve. Similarly, Treasury Bill yields rose to reflect the Fed rate hike in July and the significant increase in T-Bill issuance since the resolution of the debt ceiling. 6- to 12-month CP/CDs continued to offer notable incremental spread income for enhanced cash and other short-duration portfolios, and in some instances carried yields close to 6%.

Fixed-Income Sector Outlook – 4Q 2023

Sector	Our Investment Preferences
COMMERCIAL PAPER / CD	
TREASURIES	
T-Bill	
T-Note	
FEDERAL AGENCIES	
Bullets	
Callables	
SUPRANATIONALS	
CORPORATES	
Financials	
Industrials	
SECURITIZED	
Asset-Backed	
Agency Mortgage-Backed	
Agency CMBS	
MUNICIPALS	

● Current outlook ○ Outlook one quarter ago
Negative Slightly Negative Neutral Slightly Positive Positive

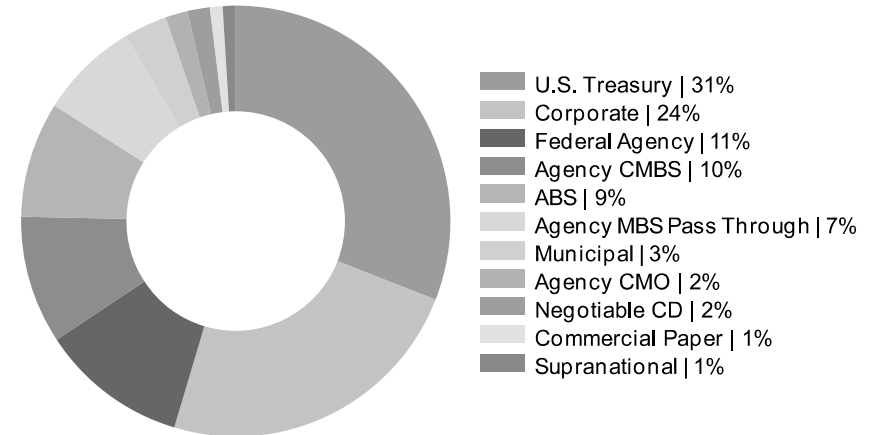
Account Summary

Consolidated Summary

Account Summary

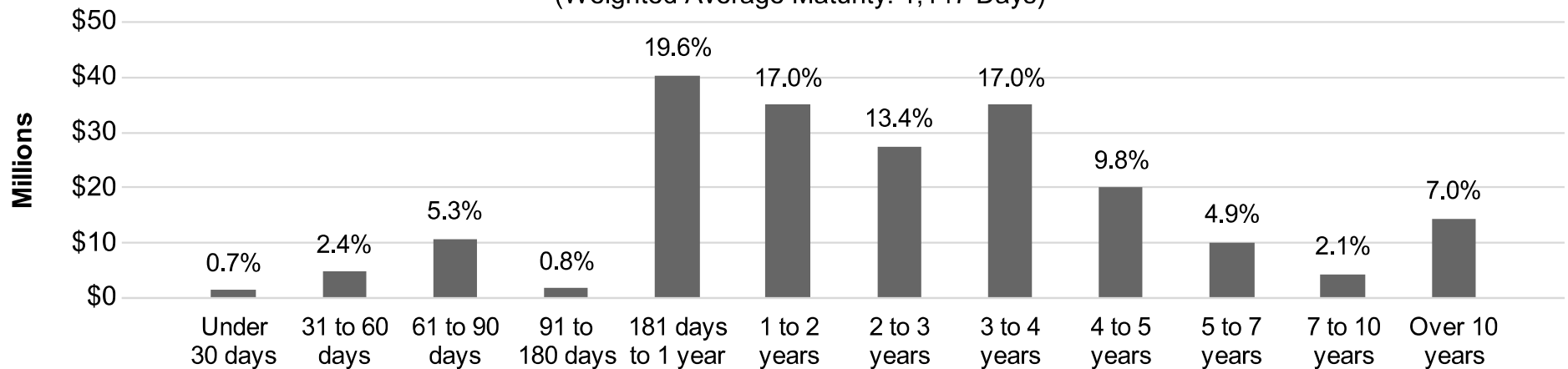
PFMAM Managed Account	\$206,839,714
Total Program	\$206,839,714

Sector Allocation



Maturity Distribution

(Weighted Average Maturity: 1,147 Days)



1. Account summary and sector allocation include market values, accrued interest, and overnight balances. Maturity distribution includes market values and excludes accrued interest and overnight balances

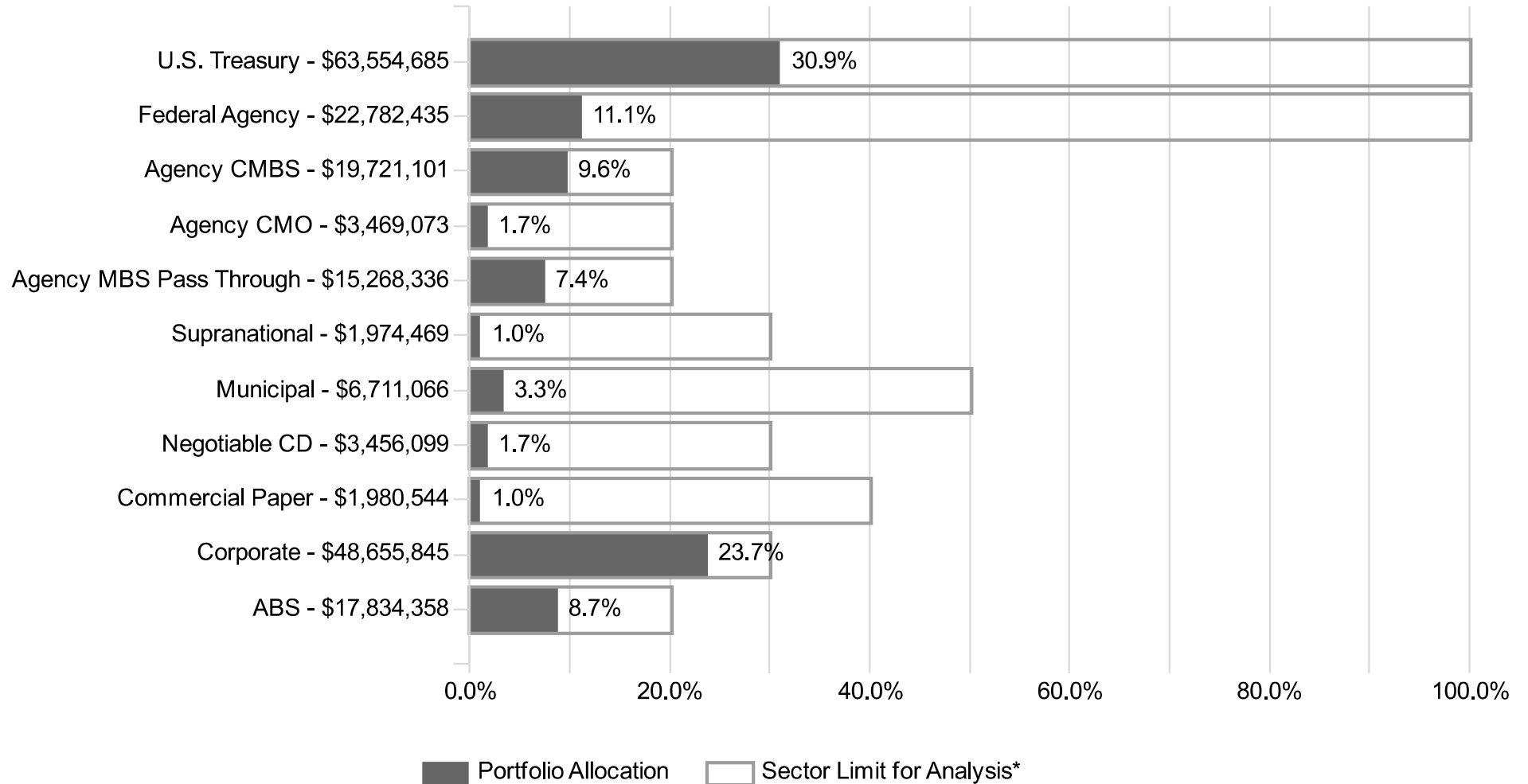
Account Summary

SAN MATEO COUNTY TRANS DIST RESERVE			
Portfolio Values	<u>September 30, 2023</u>	Analytics ¹	<u>September 30, 2023</u>
PFMAM Managed Account	\$178,159,656	Yield at Market	5.04%
Amortized Cost	\$186,545,839	Yield on Cost	2.30%
Market Value	\$178,159,656	Portfolio Duration	2.01
Accrued Interest	\$819,547		
Cash	\$529,851		

SAN MATEO COUNTY TRANS DIST PARATRANSIT			
Portfolio Values	<u>September 30, 2023</u>	Analytics ¹	<u>September 30, 2023</u>
PFMAM Managed Account	\$26,293,362	Yield at Market	4.99%
Amortized Cost	\$27,565,238	Yield on Cost	2.49%
Market Value	\$26,293,362	Portfolio Duration	2.08
Accrued Interest	\$135,446		
Cash	\$901,852		

1. Yield at market, yield on cost, and portfolio duration only include investments held within the separately managed account(s), excludes balances invested in overnight funds.

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.

Issuer Diversification

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
U.S. Treasury	30.9%	
UNITED STATES TREASURY	30.9%	AA / Aaa / AA
Federal Agency	11.1%	
FANNIE MAE	3.2%	AA / Aaa / AA
FEDERAL HOME LOAN BANKS	0.9%	AA / Aaa / NR
FREDDIE MAC	7.0%	AA / Aaa / AA
Agency CMBS	9.6%	
FREDDIE MAC	9.6%	AA / Aaa / AA
Agency CMO	1.7%	
FANNIE MAE	0.9%	AA / Aaa / AA
FREDDIE MAC	0.8%	AA / Aaa / AA
Agency MBS Pass Through	7.4%	
FANNIE MAE	5.9%	AA / Aaa / AA
FREDDIE MAC	1.5%	AA / Aaa / AA
Supranational	1.0%	
INTL BANK OF RECONSTRUCTION AND DEV	1.0%	AAA / Aaa / AAA
Municipal	3.3%	
CALIFORNIA STATE UNIVERSITY	0.2%	AA / Aa / NR
CHAFFEY JOINT UNION HIGH SCHOOL DISTRICT	0.1%	AA / Aa / NR
FLORIDA STATE BOARD OF ADMIN FIN CORP	0.7%	AA / Aa / AA
LOS ANGELES COMMUNITY COLLEGE DISTRICT	0.3%	AA / Aaa / NR
NEW JERSEY TURNPIKE AUTHORITY	0.2%	AA / A / A
NEW YORK ST URBAN DEVELOPMENT CORP	0.8%	NR / NR / AA
SAN JUAN UNIFIED SCHOOL DISTRICT	0.3%	NR / Aa / NR
STATE OF MARYLAND	0.4%	AAA / Aaa / AAA
STATE OF MINNESOTA	0.2%	AAA / Aaa / AAA

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
Negotiable CD	1.7%	
NORDEA BANK ABP	0.2%	AA / Aa / AA
TORONTO-DOMINION BANK	1.5%	A / A / NR
Commercial Paper	1.0%	
MITSUBISHI UFJ FINANCIAL GROUP INC	1.0%	A / Aa / A
Corporate	23.7%	
ABBOTT LABORATORIES	0.4%	AA / Aa / NR
AMAZON.COM INC	1.2%	AA / A / AA
AMERICAN HONDA FINANCE	0.5%	A / A / A
APPLE INC	1.4%	AA / Aaa / NR
ASTRAZENECA PLC	0.7%	A / A / A
BANK OF AMERICA CO	1.2%	A / A / AA
BERKSHIRE HATHAWAY INC	1.4%	AA / Aa / A
BMW FINANCIAL SERVICES NA LLC	0.6%	A / A / NR
CATERPILLAR INC	0.7%	A / A / A
CHARLES SCHWAB	0.3%	A / A / A
CHEVRON CORPORATION	0.4%	AA / Aa / NR
CINTAS CORPORATION NO. 2	0.2%	A / A / NR
DEERE & COMPANY	0.7%	A / A / A
EXXON MOBIL CORP	0.4%	AA / Aa / NR
GOLDMAN SACHS GROUP INC	0.6%	BBB / A / A
HOME DEPOT INC	0.1%	A / A / A
IBM CORP	0.7%	A / A / NR
JP MORGAN CHASE & CO	1.0%	A / A / AA
LOCKHEED MARTIN CORP	0.1%	A / A / A
MERCK & CO INC	0.3%	A / A / NR
MORGAN STANLEY	0.7%	A / A / A

Ratings shown are calculated by assigning a numeral value to each security rating, then calculating a weighted average rating for each security type / issuer category using all available security ratings, excluding Not-Rated (NR) ratings. For security type / issuer categories where a rating from the applicable NRSRO is not available, a rating of NR is assigned. Includes accrued interest and excludes balances invested in overnight funds.

Issuer Diversification

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
Corporate	23.7%	
NATIONAL AUSTRALIA BANK LTD	1.4%	AA / Aa / NR
NATIONAL RURAL UTILITIES CO FINANCE CORP	0.3%	A / A / A
PACCAR FINANCIAL CORP	0.3%	A / A / NR
PNC FINANCIAL SERVICES GROUP	0.6%	A / A / A
ROCHE HOLDINGS INC	1.3%	AA / Aa / AA
STATE STREET CORPORATION	0.2%	A / A / AA
TARGET CORP	0.1%	A / A / A
THE BANK OF NEW YORK MELLON CORPORATION	1.4%	A / A / AA
THE WALT DISNEY CORPORATION	0.6%	A / A / A
TOYOTA MOTOR CORP	0.5%	A / A / A
TRUIST FIN CORP	0.5%	A / A / A
UNILEVER PLC	0.1%	A / A / A
UNITEDHEALTH GROUP INC	0.6%	A / A / A
US BANCORP	0.9%	A / A / A
USAA CAPITAL CORP	0.7%	AA / Aa / NR
WAL-MART STORES INC	0.5%	AA / Aa / AA
ABS	8.7%	
AMERICAN EXPRESS CO	0.4%	AAA / NR / AAA
BANK OF AMERICA CO	0.3%	AAA / NR / AAA
CAPITAL ONE FINANCIAL CORP	1.7%	AAA / Aaa / AAA
CARMAX AUTO OWNER TRUST	0.8%	AAA / NR / AAA
CHASE ISSURANCE	0.8%	AAA / NR / AAA
DISCOVER FINANCIAL SERVICES	1.2%	AAA / Aaa / NR
FIFTH THIRD AUTO TRUST	0.7%	AAA / Aaa / NR
FORD CREDIT AUTO OWNER TRUST	0.3%	AAA / NR / AAA

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
ABS	8.7%	
GM FINANCIAL CONSUMER AUTOMOBILE TRUST	0.5%	AAA / Aaa / AAA
HONDA AUTO RECEIVABLES	0.2%	NR / Aaa / AAA
HYUNDAI AUTO RECEIVABLES	0.4%	AAA / NR / AAA
JOHN DEERE OWNER TRUST	0.0%	NR / Aaa / AAA
KUBOTA CREDIT OWNER TRUST	0.1%	NR / Aaa / AAA
NISSAN AUTO RECEIVABLES	0.4%	AAA / Aaa / NR
TOYOTA MOTOR CORP	0.0%	AAA / Aaa / NR
VERIZON OWNER TRUST	0.0%	NR / Aaa / AAA
VOLKSWAGEN AUTO LEASE TURST	0.3%	NR / Aaa / AAA
VOLKSWAGEN OF AMERICA	0.3%	AAA / Aaa / NR
WORLD OMNI AUTO REC TRUST	0.3%	AAA / NR / AAA
Total	100.0%	

Ratings shown are calculated by assigning a numeral value to each security rating, then calculating a weighted average rating for each security type / issuer category using all available security ratings, excluding Not-Rated (NR) ratings. For security type / issuer categories where a rating from the applicable NRSRO is not available, a rating of NR is assigned. Includes accrued interest and excludes balances invested in overnight funds.

Certificate of Compliance

During the reporting period for the quarter ended September 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*

SamTrans affirms that it has the ability to meet cash flow needs for the next six months of budgeted revenues and expenditures.

Note: Pre- and post-trade compliance for the account(s) managed by PFM Asset Management is provided via Bloomberg Asset and Investment Management ("AIM").

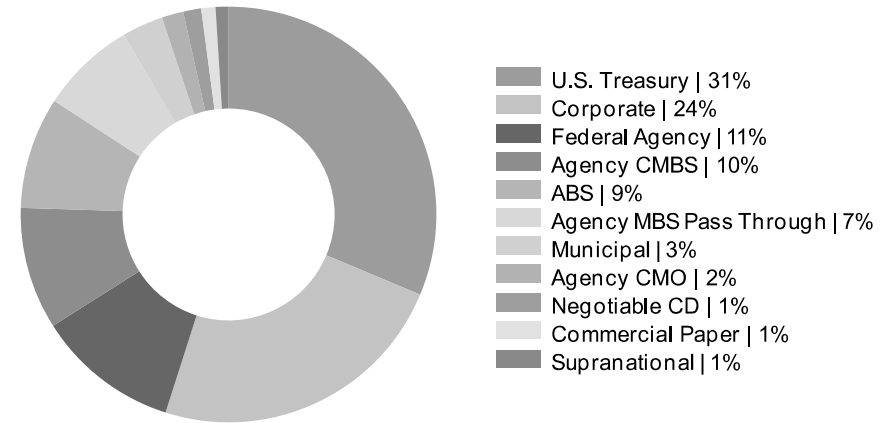
Portfolio Review: SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST RESERVE¹

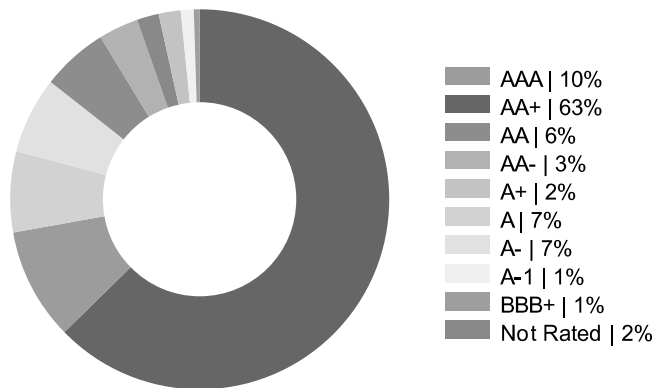
Portfolio Statistics

Total Market Value	\$179,509,053.84
<i>Securities Sub-Total</i>	\$178,159,656.48
<i>Accrued Interest</i>	\$819,546.74
<i>Cash</i>	\$529,850.62
Portfolio Effective Duration	2.01 years
Benchmark Effective Duration	1.98 years
Yield At Cost	2.30%
Yield At Market	5.04%
Portfolio Credit Quality	AA

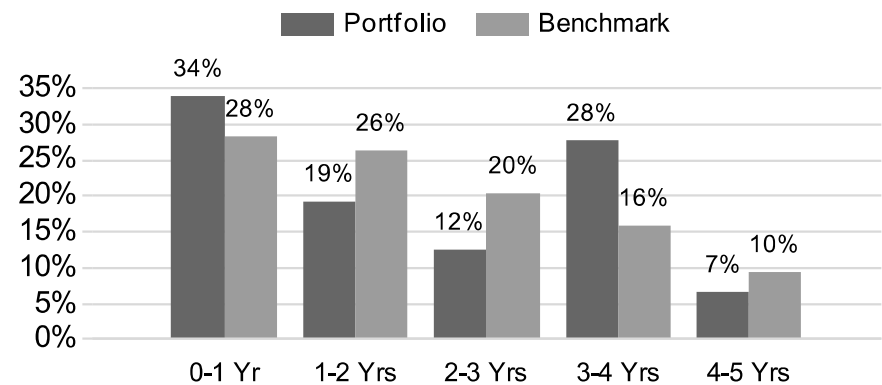
Sector Allocation



Credit Quality - S&P



Duration Distribution

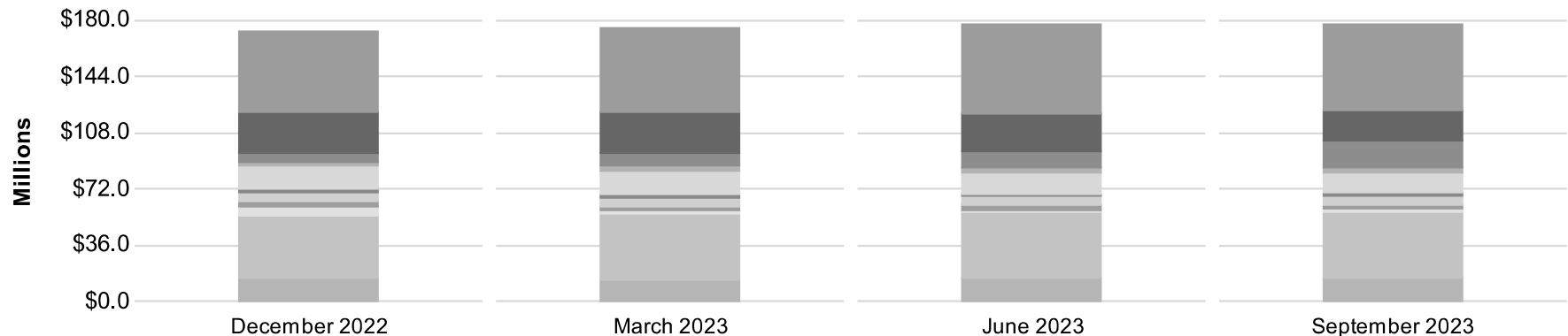


1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate 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 Review - SAN MATEO COUNTY TRANS DIST RESERVE

Security Type	Dec-22	% of Total	Mar-23	% of Total	Jun-23	% of Total	Sep-23	% of Total
U.S. Treasury	\$51.3	29.7%	\$53.7	30.6%	\$56.3	31.7%	\$55.6	31.3%
Federal Agency	\$26.1	15.1%	\$26.5	15.1%	\$24.6	13.9%	\$19.8	11.1%
Agency CMBS	\$6.3	3.6%	\$8.1	4.6%	\$9.7	5.5%	\$16.9	9.5%
Agency CMO	\$1.8	1.0%	\$3.5	2.0%	\$3.3	1.9%	\$3.1	1.7%
Agency MBS Pass Through	\$15.5	8.9%	\$14.9	8.5%	\$14.1	7.9%	\$13.2	7.4%
Supranational	\$1.7	1.0%	\$1.8	1.0%	\$1.7	1.0%	\$1.7	1.0%
Municipal	\$5.9	3.4%	\$6.0	3.4%	\$5.9	3.4%	\$5.7	3.2%
Negotiable CD	\$3.7	2.1%	\$2.5	1.4%	\$2.5	1.4%	\$2.5	1.4%
Commercial Paper	\$5.2	3.0%	\$1.9	1.1%	\$2.0	1.1%	\$2.0	1.1%
Corporate	\$40.8	23.6%	\$42.5	24.2%	\$42.2	23.8%	\$42.1	23.6%
ABS	\$14.9	8.6%	\$14.1	8.1%	\$14.8	8.4%	\$15.5	8.7%
Total	\$173.1	100.0%	\$175.5	100.0%	\$177.1	100.0%	\$178.2	100.0%

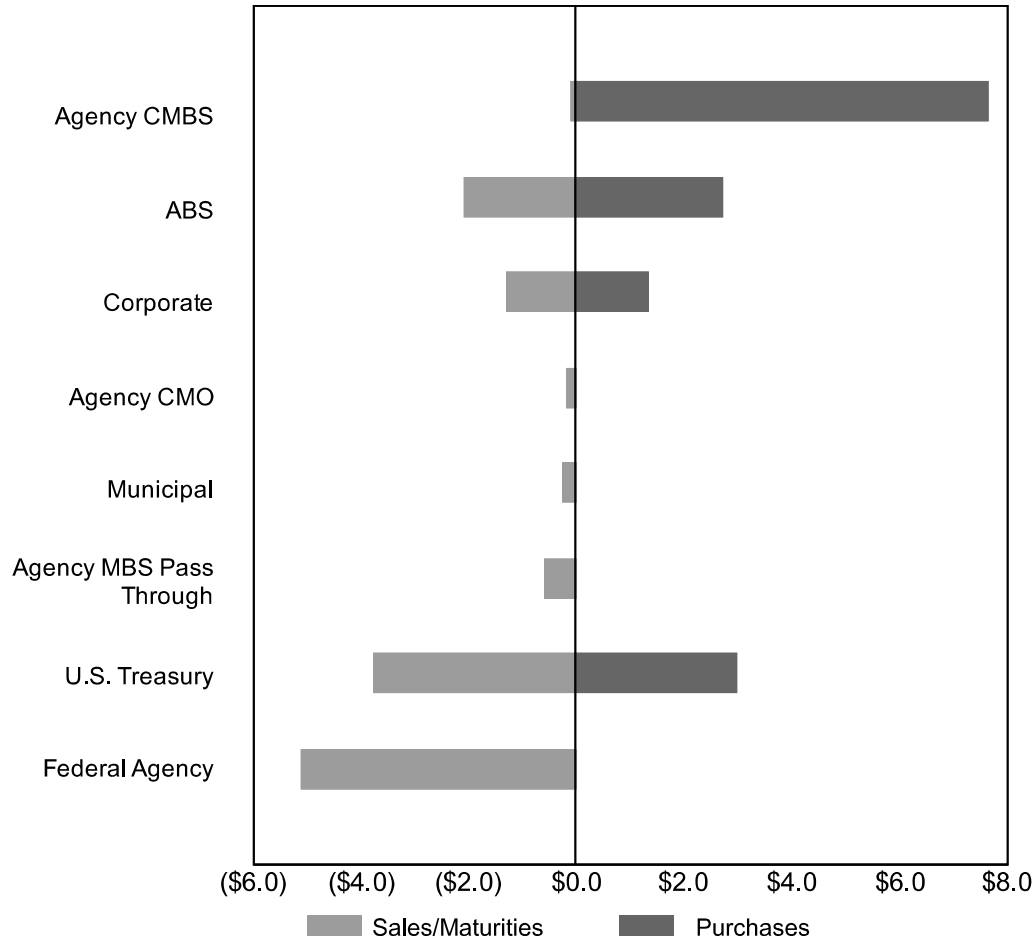
U.S. Treasury
 Agency CMBS
 Agency MBS Pass Through
 Municipal
 Negotiable CD
 Commercial Paper
 Corporate
 ABS
 Federal Agency
 Agency CMO
 Supranational



Market values, excluding accrued interest. Only includes fixed-income securities held within the separately managed account(s) and LGIPs managed by PFMAM. Detail may not add to total due to rounding.

Portfolio Activity - SAN MATEO COUNTY TRANS DIST RESERVE

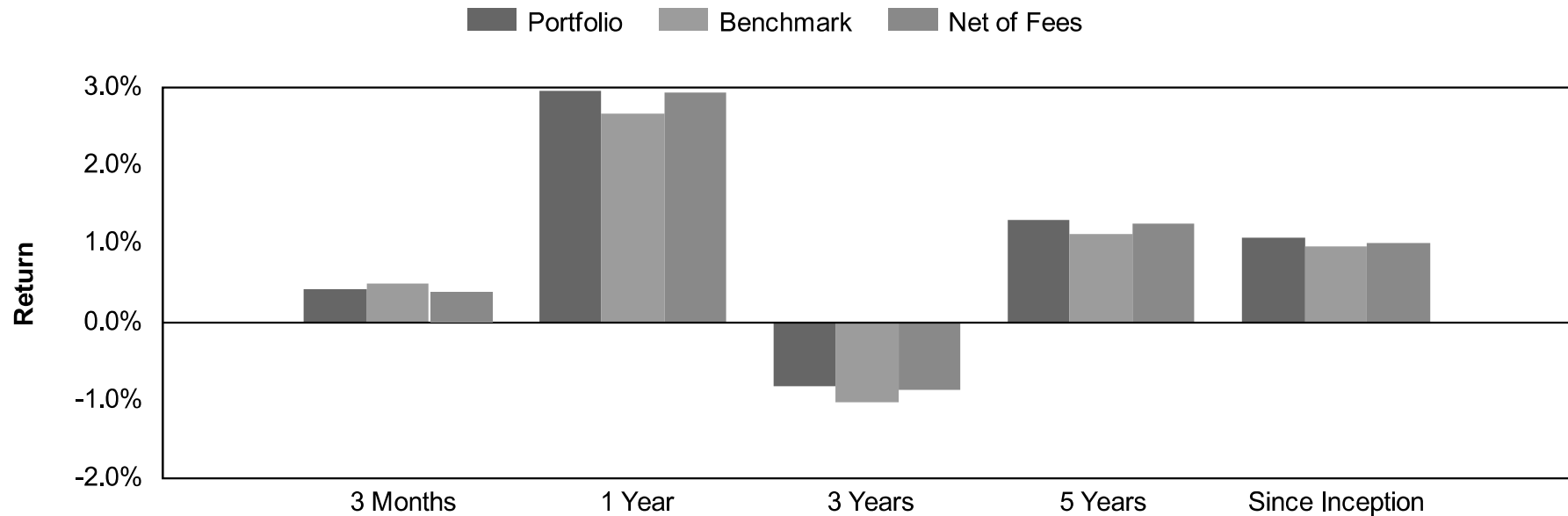
Net Activity by Sector
 (\$ millions)



Sector	Net Activity
Agency CMBS	\$7,559,932
ABS	\$643,913
Corporate	\$15,875
Agency CMO	(\$168,585)
Municipal	(\$256,883)
Agency MBS Pass Through	(\$574,297)
U.S. Treasury	(\$797,896)
Federal Agency	(\$5,104,636)
Total Net Activity	\$1,317,422

Based on total proceeds (principal and accrued interest) of buys, sells, maturities, and principal paydowns. Detail may not add to total due to rounding.

Portfolio Performance - SAN MATEO COUNTY TRANS DIST RESERVE



Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	Since Inception ¹
Interest Earned ²	\$955,825	\$3,306,352	\$7,581,703	\$11,382,762	\$15,504,311
Change in Market Value	(\$194,567)	\$1,859,270	(\$12,059,724)	(\$7,313,725)	(\$9,206,715)
Total Dollar Return	\$761,258	\$5,165,622	(\$4,478,021)	\$4,069,037	\$6,297,596
Total Return³					
Portfolio	0.43%	2.96%	-0.83%	1.31%	1.07%
Benchmark ⁴	0.50%	2.67%	-1.04%	1.13%	0.97%
Basis Point Fee	0.04%	0.04%	0.04%	0.04%	0.05%
Net of Fee Return	0.39%	2.93%	-0.87%	1.27%	1.02%

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.

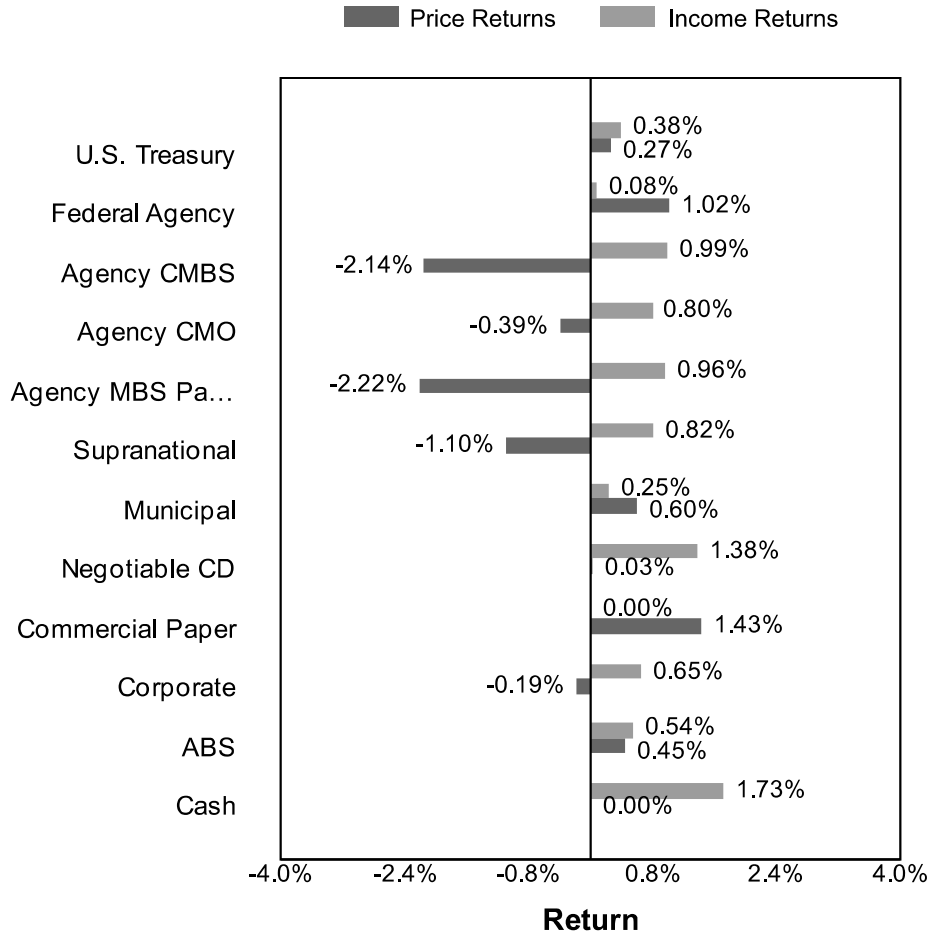
2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.

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.

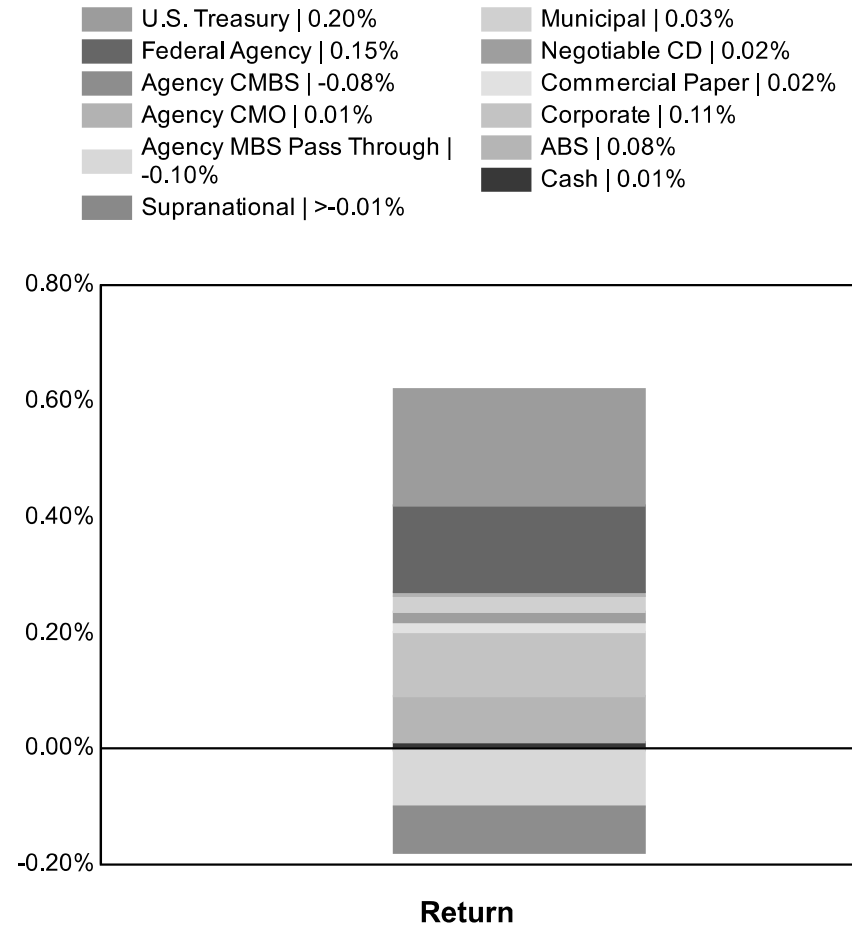
4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index.. Source: Bloomberg.

Quarterly Sector Performance - SAN MATEO COUNTY TRANS DIST RESERVE

Total Return by Sector

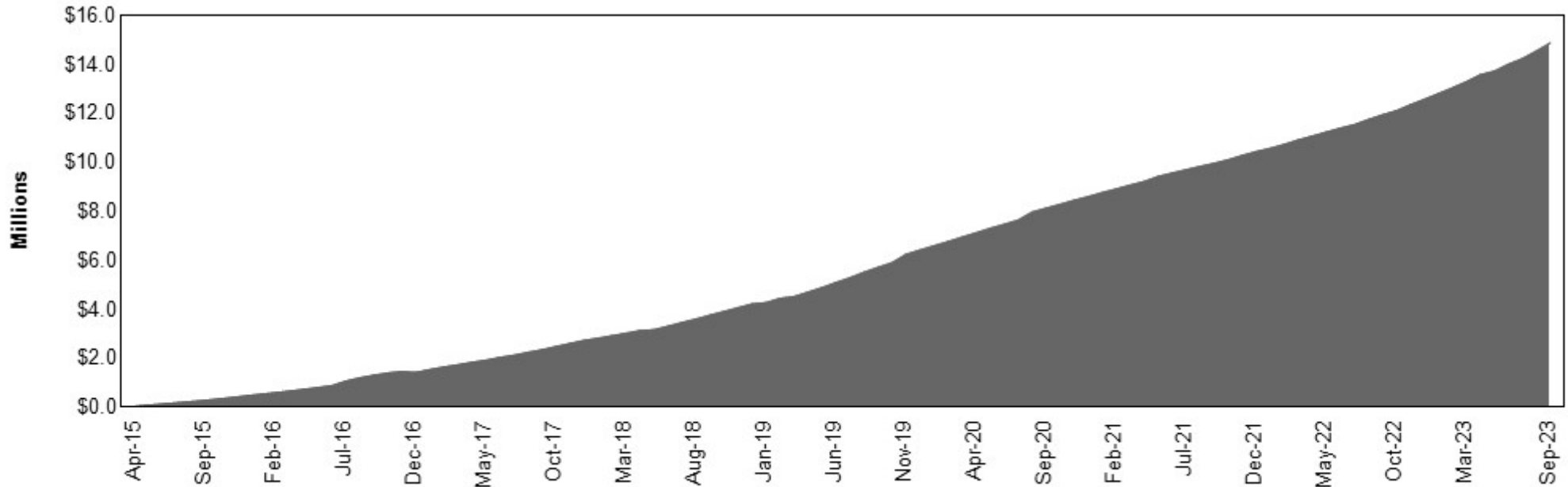


Contribution to Total Return



1. Performance on trade-date basis, gross (i.e., before fees), in accordance with the CFA Institute's Global Investment Performance Standards (GIPS).
2. Income returns calculated as interest earned on investments during the period.
3. Price returns calculated as the change in market value of each security for the period.
4. Returns are presented on a periodic basis.

Accrual Basis Earnings - SAN MATEO COUNTY TRANS DIST RESERVE



Accrual Basis Earnings	3 Months	1 Year	3 Years	5 Year	Since Inception ¹
Interest Earned ²	\$955,825	\$3,306,352	\$7,581,703	\$11,382,762	\$15,504,311
Realized Gains / (Losses) ³	(\$103,264)	(\$343,981)	(\$269,605)	(\$114,003)	(\$374,937)
Change in Amortized Cost	\$14,773	(\$22,671)	(\$563,121)	(\$154,172)	(\$251,606)
Total Earnings	\$867,334	\$2,939,700	\$6,748,978	\$11,114,586	\$14,877,767

1. The lesser of 10 years or since inception is 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. Realized gains / (losses) are shown on an amortized cost basis.

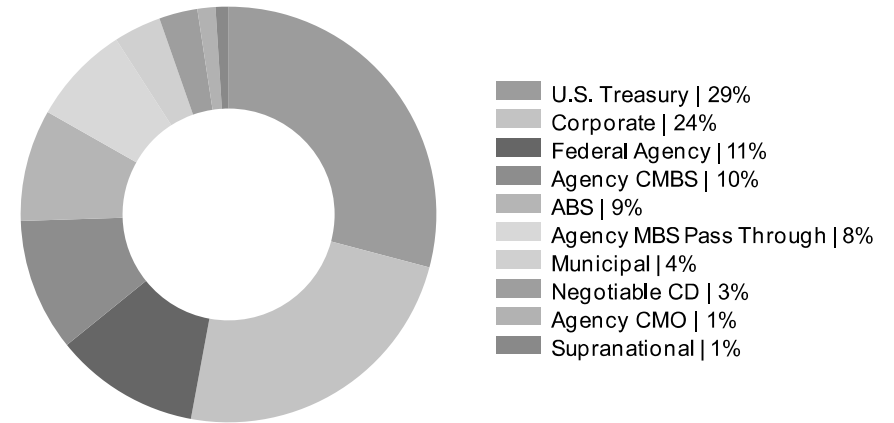
Portfolio Review: SAN MATEO COUNTY TRANS DIST PARATRANSIT

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST PARATRANSIT¹

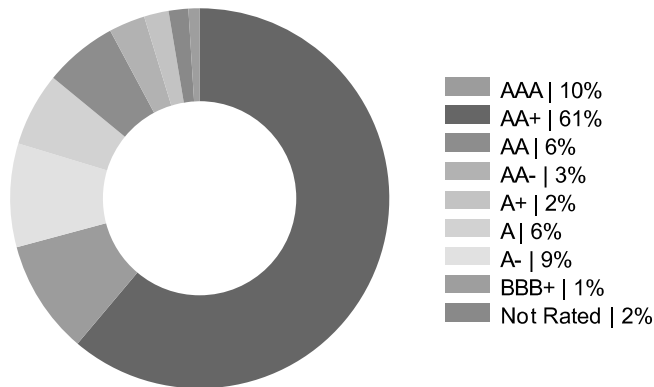
Portfolio Statistics

Total Market Value	\$27,330,659.90
<i>Securities Sub-Total</i>	\$26,293,362.35
<i>Accrued Interest</i>	\$135,446.04
<i>Cash</i>	\$901,851.51
Portfolio Effective Duration	2.08 years
Benchmark Effective Duration	1.98 years
Yield At Cost	2.49%
Yield At Market	4.99%
Portfolio Credit Quality	AA

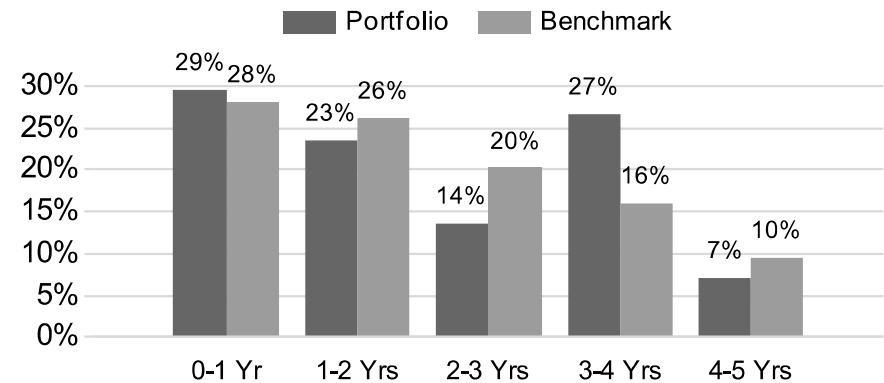
Sector Allocation



Credit Quality - S&P



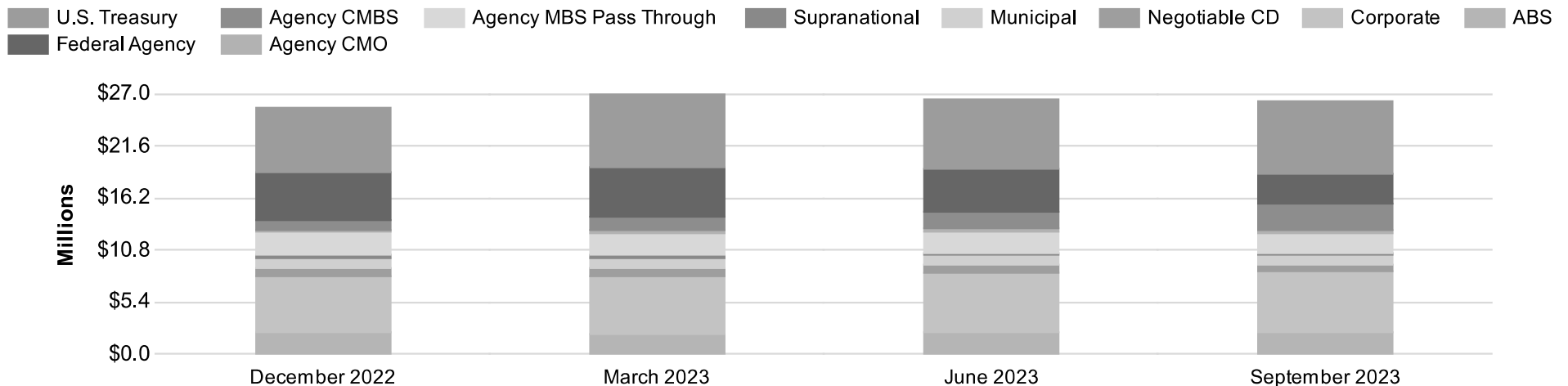
Duration Distribution



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 Review - SAN MATEO COUNTY TRANS DIST PARATRANSIT

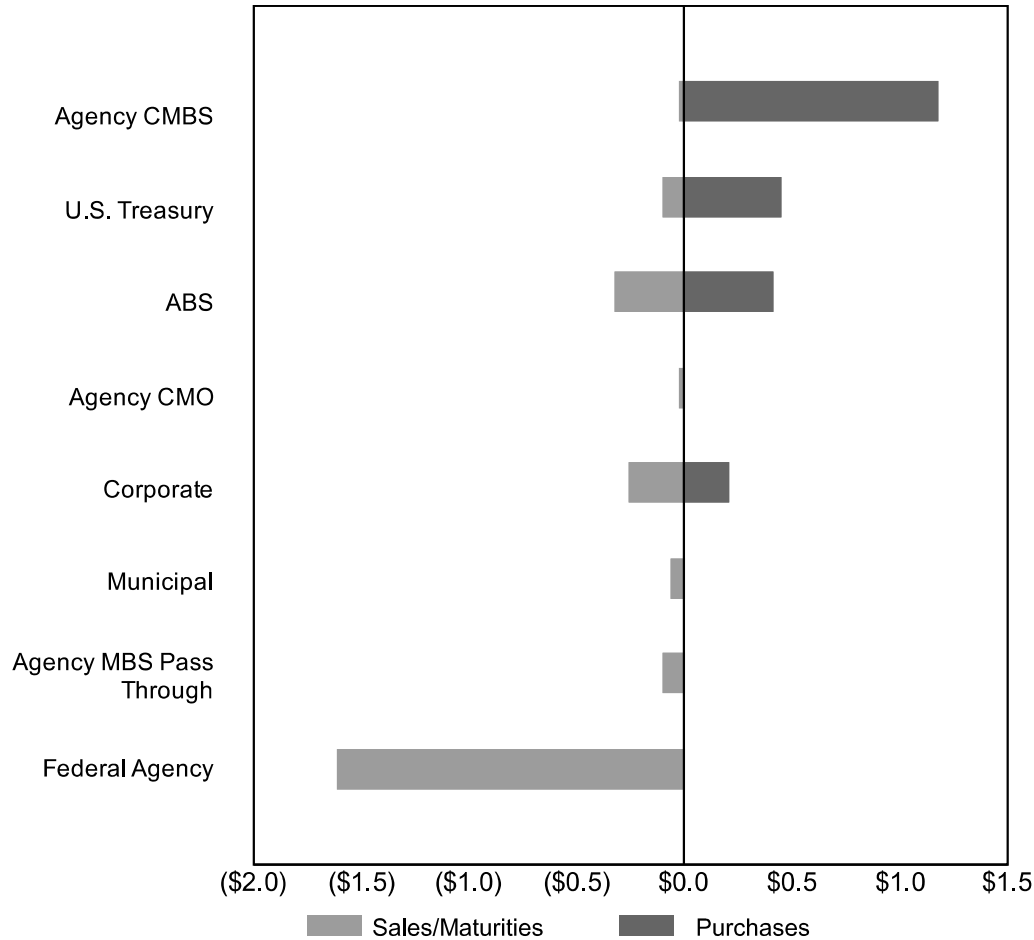
Security Type	Dec-22	% of Total	Mar-23	% of Total	Jun-23	% of Total	Sep-23	% of Total
U.S. Treasury	\$6.7	26.1%	\$7.5	27.9%	\$7.3	27.3%	\$7.6	29.1%
Federal Agency	\$5.0	19.5%	\$5.1	18.9%	\$4.5	17.1%	\$3.0	11.3%
Agency CMBS	\$1.1	4.3%	\$1.4	5.1%	\$1.6	6.1%	\$2.7	10.3%
Agency CMO	\$0.1	0.6%	\$0.4	1.5%	\$0.4	1.5%	\$0.4	1.4%
Agency MBS Pass Through	\$2.4	9.3%	\$2.3	8.5%	\$2.2	8.2%	\$2.0	7.7%
Supranational	\$0.3	1.0%	\$0.3	1.0%	\$0.3	1.0%	\$0.3	1.0%
Municipal	\$1.0	4.0%	\$1.0	3.8%	\$1.0	3.9%	\$1.0	3.7%
Negotiable CD	\$1.0	3.9%	\$0.8	3.0%	\$0.8	3.0%	\$0.8	3.0%
Corporate	\$5.8	22.7%	\$6.1	22.6%	\$6.3	23.7%	\$6.3	23.8%
ABS	\$2.2	8.6%	\$2.1	7.7%	\$2.2	8.2%	\$2.3	8.7%
Total	\$25.6	100.0%	\$26.9	100.0%	\$26.5	100.0%	\$26.3	100.0%



Market values, excluding accrued interest. Only includes fixed-income securities held within the separately managed account(s) and LGIPs managed by PFMAM. Detail may not add to total due to rounding.

Portfolio Activity - SAN MATEO COUNTY TRANS DIST PARATRANSIT

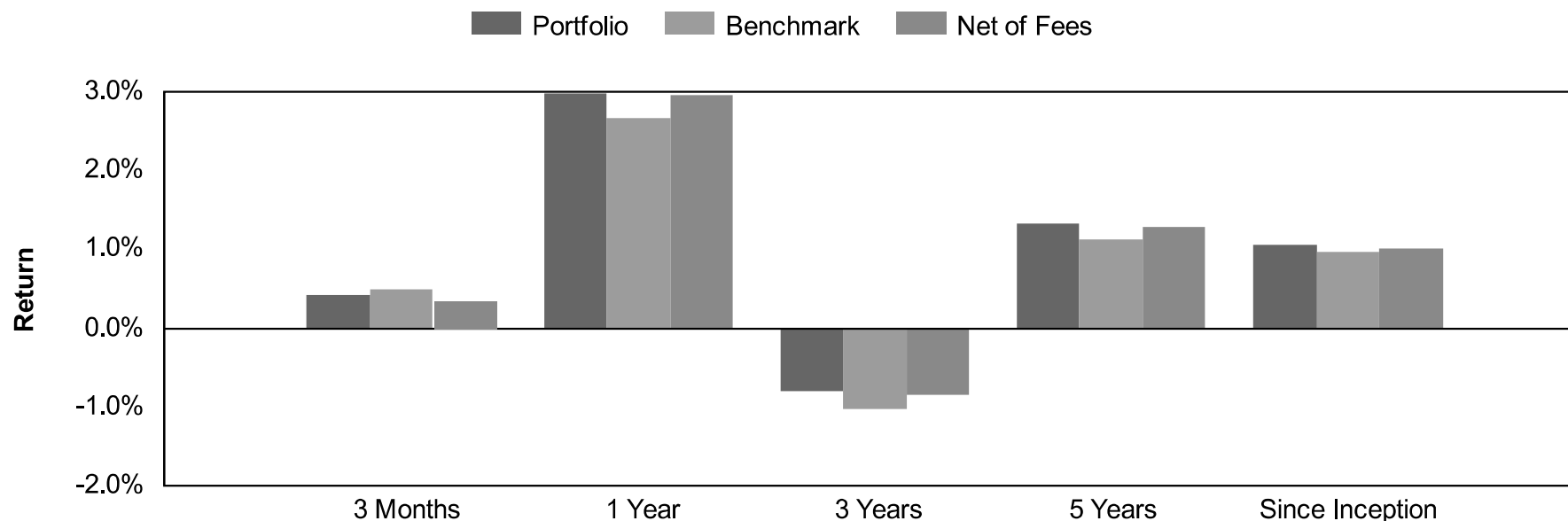
Net Activity by Sector
 (\$ millions)



Sector	Net Activity
Agency CMBS	\$1,157,523
U.S. Treasury	\$359,460
ABS	\$101,405
Agency CMO	(\$16,357)
Corporate	(\$50,175)
Municipal	(\$55,406)
Agency MBS Pass Through	(\$89,969)
Federal Agency	(\$1,602,000)
Total Net Activity	(\$195,519)

Based on total proceeds (principal and accrued interest) of buys, sells, maturities, and principal paydowns. Detail may not add to total due to rounding.

Portfolio Performance - SAN MATEO COUNTY TRANS DIST PARATRANSIT

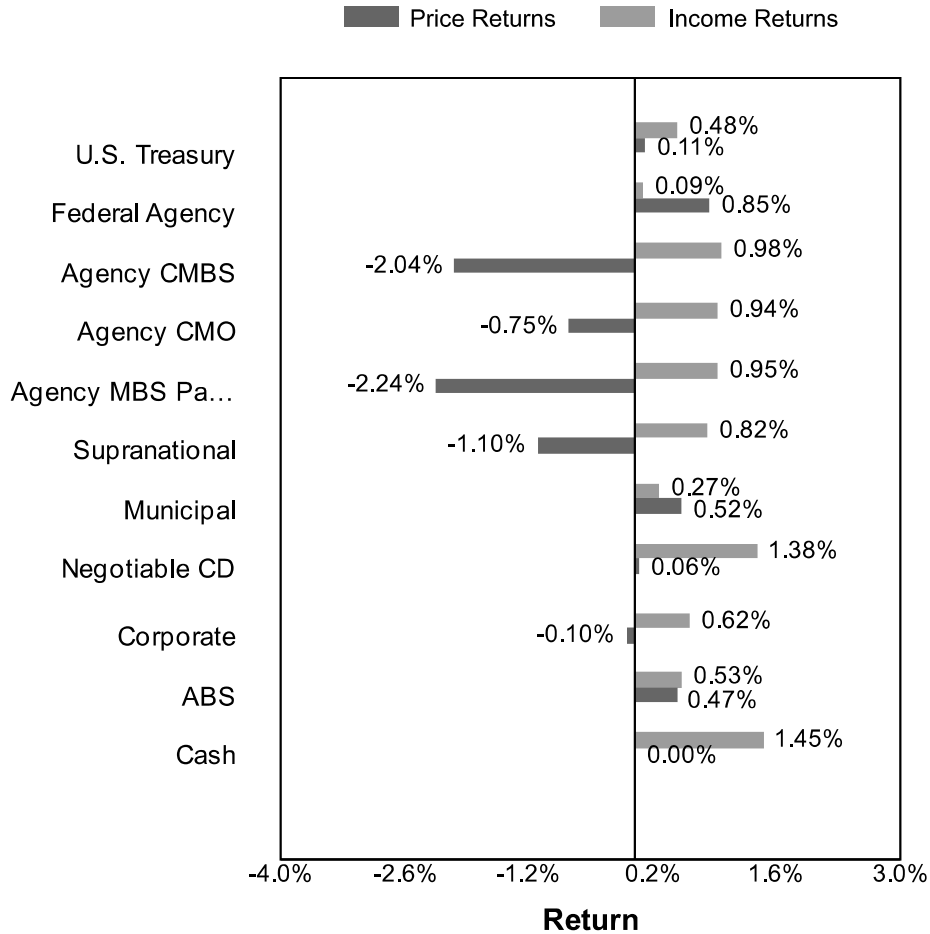


Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	Since Inception ¹
Interest Earned ²	\$156,752	\$540,332	\$1,361,624	\$2,429,150	\$3,586,590
Change in Market Value	(\$44,340)	\$251,889	(\$2,037,100)	(\$700,575)	(\$1,266,847)
Total Dollar Return	\$112,412	\$792,221	(\$675,476)	\$1,728,575	\$2,319,743
Total Return³					
Portfolio	0.41%	2.99%	-0.81%	1.32%	1.06%
Benchmark ⁴	0.50%	2.67%	-1.04%	1.13%	0.97%
Basis Point Fee	0.04%	0.04%	0.04%	0.05%	0.05%
Net of Fee Return	0.37%	2.95%	-0.85%	1.27%	1.00%

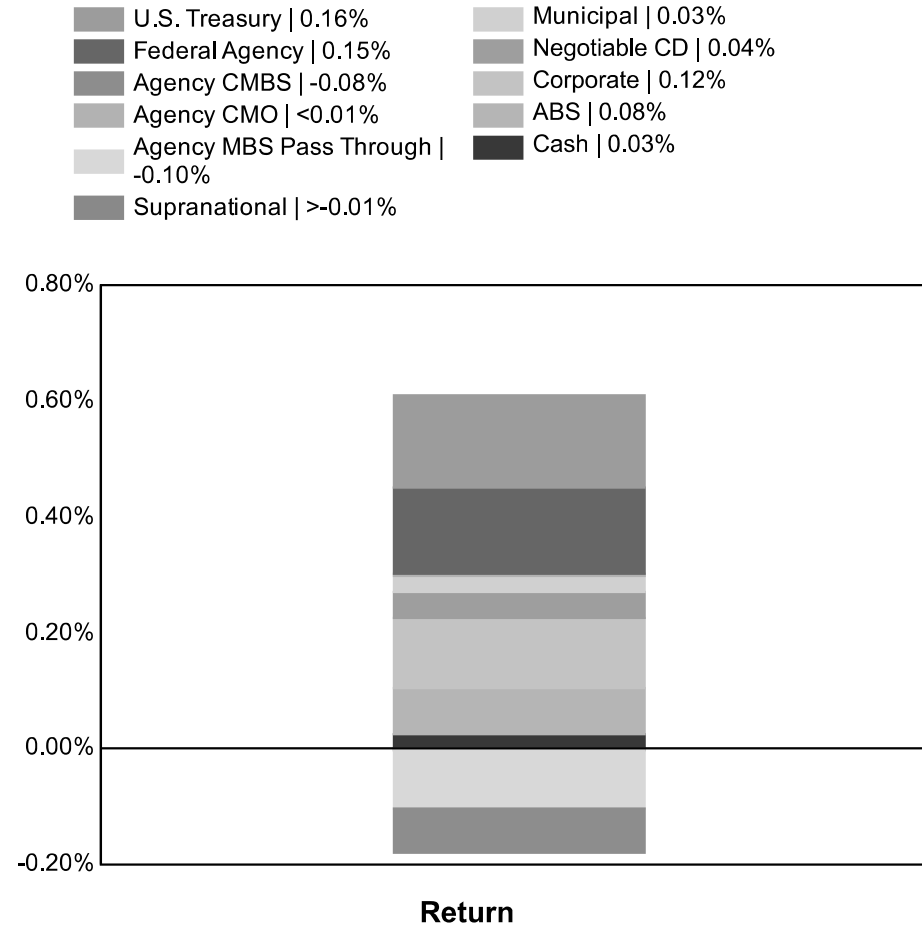
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Portfolio Performance - SAN MATEO COUNTY TRANS DIST PARATRANSIT

Total Return by Sector

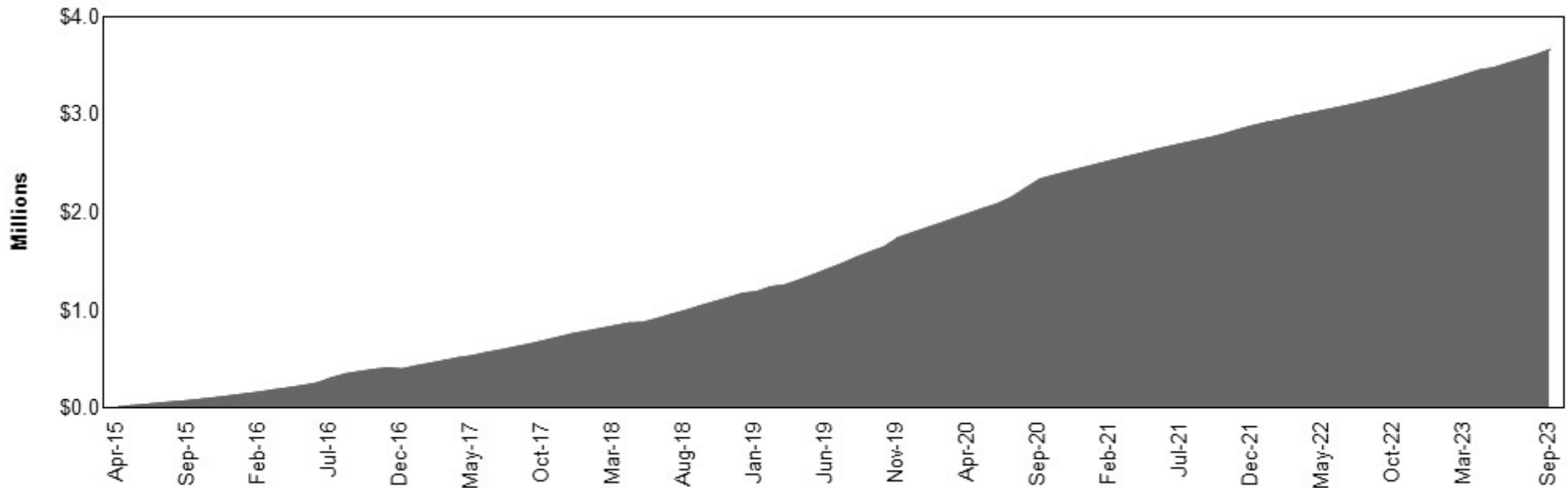


Contribution to Total Return



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3. Price returns calculated as the change in market value of each security for the period.
4. Returns are presented on a periodic basis.

Accrual Basis Earnings - SAN MATEO COUNTY TRANS DIST PARATRANSIT



Accrual Basis Earnings	3 Months	1 Year	3 Years	5 Year	Since Inception ¹
Interest Earned ²	\$156,752	\$540,332	\$1,361,624	\$2,429,150	\$3,586,590
Realized Gains / (Losses) ³	(\$17,205)	(\$40,950)	\$1,607	\$120,057	\$41,457
Change in Amortized Cost	\$1,590	(\$3,156)	(\$37,060)	\$73,788	\$40,730
Total Earnings	\$141,138	\$496,225	\$1,326,171	\$2,622,995	\$3,668,777

1. The lesser of 10 years or since inception is 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. Realized gains / (losses) are shown on an amortized cost basis.

Important Disclosures

This material is for general information purposes only and is not intended to provide specific advice or a specific recommendation, as it was prepared without regard to any specific objectives or financial circumstances.

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It is not possible to invest directly in an index. The index returns shown throughout this material do not represent the results of actual trading of investor assets. Third-party providers maintain the indices shown and calculate the index levels and performance shown or discussed. Index returns do not reflect payment of any sales charges or fees an investor would pay to purchase the securities they represent. The imposition of these fees and charges would cause investment performance to be lower than the performance shown.

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Important Disclosures

- Market values that include accrued interest are derived from closing bid prices as of the last business day of the month as supplied by Refinitiv, 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.
- In accordance with generally accepted accounting principles, information is presented on a trade date basis; forward settling purchases are included in the monthly balances, and forward settling sales are excluded.
- Performance is presented in accordance with the CFA Institute's Global Investment Performance Standards (GIPS). Unless otherwise noted, performance is shown gross of fees. Quarterly returns are presented on an unannualized basis. Returns for periods greater than one year are presented on an annualized basis. Past performance is not indicative of future returns.
- Bank of America/Merrill Lynch Indices provided by Bloomberg Financial Markets.
- Money market fund/cash balances are included in performance and duration computations.
- Standard & Poor's is the source of the credit ratings. Distribution of credit rating is exclusive of money market fund/LGIP holdings.
- Callable securities in the portfolio are included in the maturity distribution analysis to their stated maturity date, although, they may be called prior to maturity.
- MBS maturities are represented by expected average life.

Glossary

- **Accrued Interest:** Interest that is due on a bond or other fixed income security since the last interest payment was made.
- **Agencies:** Federal agency securities and/or Government-sponsored enterprises.
- **Amortized Cost:** The original cost of the principal of the security is adjusted for the amount of the periodic reduction of any discount or premium from the purchase date until the date of the report. Discount or premium with respect to short-term securities (those with less than one year to maturity at time of issuance) is amortized on a straight line basis. Such discount or premium with respect to longer-term securities is amortized using the constant yield basis.
- **Asset-Backed Security:** A financial instrument collateralized by an underlying pool of assets – usually ones that generate a cash flow from debt, such as loans, leases, credit card balances, and receivables.
- **Bankers' Acceptance:** A draft or bill or exchange accepted by a bank or trust company. The accepting institution guarantees payment of the bill as well as the insurer.
- **Commercial Paper:** An unsecured obligation issued by a corporation or bank to finance its short-term credit needs, such as accounts receivable and inventory.
- **Contribution to Total Return:** The weight of each individual security multiplied by its return, then summed for each sector to determine how much each sector added or subtracted from the overall portfolio performance.
- **Effective Duration:** A measure of the sensitivity of a security's price to a change in interest rates, stated in years.
- **Effective Yield:** The total yield an investor receives in relation to the nominal yield or coupon of a bond. Effective yield takes into account the power of compounding on investment returns, while nominal yield does not.
- **FDIC:** Federal Deposit Insurance Corporation. A federal agency that insures bank deposits to a specified amount.
- **Interest Rate:** Interest per year divided by principal amount and expressed as a percentage.
- **Market Value:** The value that would be received or paid for an investment in an orderly transaction between market participants at the measurement date.
- **Maturity:** The date upon which the principal or stated value of an investment becomes due and payable.
- **Negotiable Certificates of Deposit:** A CD with a very large denomination, usually \$1 million or more, that can be traded in secondary markets.
- **Par Value:** The nominal dollar face amount of a security.
- **Pass-through Security:** A security representing pooled debt obligations that passes income from debtors to its shareholders. The most common type is the mortgage-backed security.

Glossary

- Repurchase Agreements: A holder of securities sells these securities to an investor with an agreement to repurchase them at a fixed price on a fixed date.
- Settle Date: The date on which the transaction is settled and monies/securities are exchanged. If the settle date of the transaction (i.e., coupon payments and maturity proceeds) occurs on a non-business day, the funds are exchanged on the next business day.
- Supranational: A multinational union or association in which member countries cede authority and sovereignty on at least some internal matters to the group, whose decisions are binding on its members.
- Trade Date: The date on which the transaction occurred; however, the final consummation of the security transaction and payment has not yet taken place.
- Unsettled Trade: A trade which has been executed; however, the final consummation of the security transaction and payment has not yet taken place.
- U.S. Treasury: The department of the U.S. government that issues Treasury securities.
- Yield: The rate of return based on the current market value, the annual interest receipts, maturity value, and the time period remaining until maturity, stated as a percentage on an annualized basis.
- YTM at Cost: The yield to maturity at cost is the expected rate of return based on the original cost, the annual interest receipts, maturity value, and the time period from purchase date to maturity, stated as a percentage on an annualized basis.
- YTM at Market: The yield to maturity at market is the rate of return based on the current market value, the annual interest receipts, maturity value, and the time period remaining until maturity, stated as a percentage on an annualized basis.

**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 1st Quarter Fiscal Year 2024**

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



1st Quarter Fiscal Year 2024 (July to September 2023)

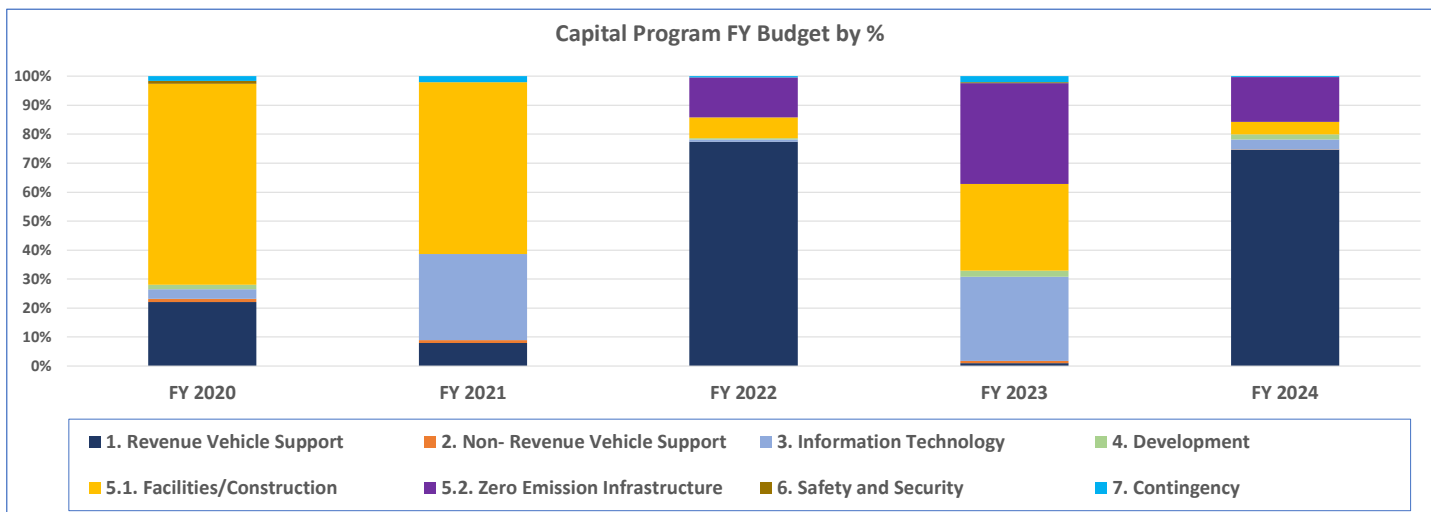
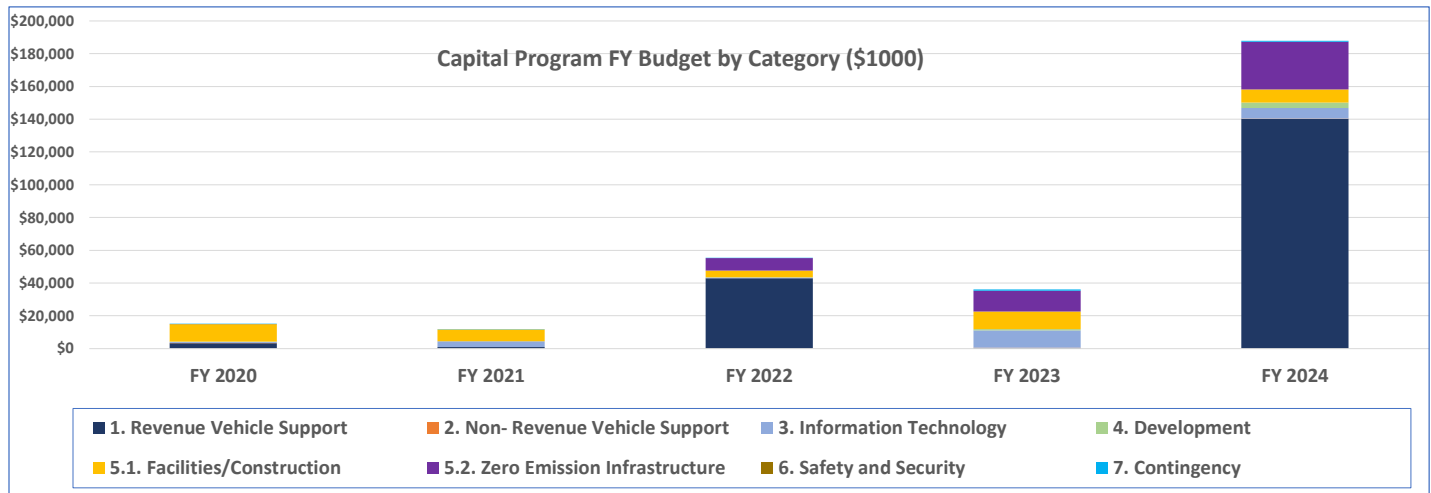
Prepared for the November 1, 2023 SamTrans Board Meeting

Capital Program Budget Status Summary (\$1000)

Programs	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
1. Revenue Vehicle Support	\$3,382	\$952	\$42,955	\$359	\$140,237
2. Non- Revenue Vehicle Support	\$164	\$117	\$0	\$285	\$245
3. Information Technology	\$500	\$3,529	\$431	\$10,488	\$6,388
4. Development	\$250	\$0	\$250	\$741	\$3,370
5.1. Facilities/Construction	\$10,612	\$7,052	\$4,007	\$10,782	\$7,959
5.2. Zero Emission Infrastructure	\$0	\$0	\$7,626	\$12,566	\$28,977
6. Safety and Security	\$150	\$0	\$0	\$114	\$0
7. Contingency	\$250	\$250	\$250	\$750	\$750
Total Board Approved Budget by FY*	\$15,308	\$11,899	\$55,520	\$36,085	\$187,926

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 - FY24

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
100469	NB Washer Replacement	\$ 935,000

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 - FY24 Q1									
Project ID	Project Name	Project Manager	Schedule		Budget		Funding		Page
			Jul-23	Sep-23	Jul-23	Sep-23	Jul-23	Sep-23	
Revenue Vehicle Support Projects									
021502	Major Bus Components	Daniel Stewart	●	●	●	●	●	●	8
100353	FY19 Maintenance Support Equipment	David Harbour	●	●	●	●	●	●	10
100585	Purchase 17 Battery Electric Bus	David Harbour	●	●	●	●	●	●	12
100633	Purchase (21) Paratransit Cutaway	David Parsons	●	●	●	●	●	●	14
100634	Replace (10) 2017 RW Minivans	David Harbour	●	●	●	●	●	●	16
100635	Replace (135) 2009 Gillig Buses	David Harbour	●	●	●	●	●	●	18
Non-Revenue Vehicle Support									
100462	Replacement Non-Rev Toyota Priuses	Steve Prieto	●	●	●	●	●	●	20
100549	Replacement Non-Rev Vehicles	Steve Prieto	●	●	●	●	●	●	22
Information Technology Projects									
021505	Technology Refresh Project	Michael Salazar	●	●	●	●	●	●	24
100016	Mobile View (Wi-Fi) Enhancement	Karambir Cheema	●	●	●	●	●	●	26
100248	FY18 EPM Replacement	Mike Torres	●	●	●	●	●	●	28
100463	SPEAR System Improvement	David Harbour	●	●	●	●	●	●	30
100534	Onboard Wi-Fi	Karambir Cheema	●	●	●	●	●	●	32
100546	Automating Daily Dispatch	Jonathan Stekete	●	●	●	●	●	●	34
100628	APC Validation	Jonathan Stekete	●	●	●	●	●	●	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
Facilities/Construction Projects									
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
100763	Interim Workspace Enhancement	Ron Robertson	N/a	●	N/a	●	N/a	●	85
100767	Mobile Construction Office Trailers	Ron Robertson	N/a	●	N/a	●	N/a	●	87
Zero Emission Infrastructure Projects									
100547	SB Switchgear Replacement and Charger Installation	Jeffrey Shu	●	●	●	●	●	●	89
100631	SB 37 BEB Charger Infrastructure	Liria Larano	●	●	●	●	●	●	92
100631-01	NB Interim Chargers Installation Implementation and Deployment	Jeff Shu	●	●	●	●	●	●	94
100712	North Base Sea Level Rise and Erosion Mitigation	Liria Larano	●	●	●	●	●	●	97
100723-01	North Base Maintenance Modifications for FCEBs	Yoko Watanabe	●	●	●	●	●	●	99
100723-02	North Base H2 Fueling Station for 10 FCEBs (Interim Solution)	Liria Larano	●	●	●	●	●	●	101

SamTrans Capital Projects Master Schedule - September 2023

Legend:		Planning	Final Design	Procurement	Implementation																																												
		Preliminary Design	Right of Way	Construction	Close out																																												
Prj. ID	Project Name	2023												2024												2025												2026											
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
North Base Projects																																																	
021502	Major Bus Components (Maintenance)	[Procurement]																																															
100018	Lighting Upgrade at North Base	[Construction]																																															
100353	FY19 Maintenance Support Equipment (Maintenance)	[Procurement]																																															
100469	NB Washer Replacement	[Construction]																																															
100548	North Base 200 Transportation Building	[Planning]												[Final Design]												[Procurement]												[Implementation]											
100631-01	North Base Interim Charger Installation	[Construction]																																															
100712	North Base Sea Level Rise and Erosion Mitigation	[Planning]												[Final Design]												[Procurement]												[Implementation]											
100723-02	North Base Hydrogen Fueling Station for 10 FCEBs	[Procurement]												[Construction]																																			
100723-01	North Base Modifications for FCEBs	[Procurement]												[Construction]																																			
South Base Projects																																																	
100474	SB Bus Washer Walls	[Procurement]												[Construction]																																			
100547	South Base Switchgear Replacement and Charger Installation	[Construction]												[On hold for long lead Equip.]												[Procurement]												[Implementation]											
100631	SB 37 BEB Charger Infrastructure	[Procurement]												[On hold for long lead Equip.]												[Pre-Construction]												[Award Construction Contract]											
100710	South Base Water Utility Lines Replacement	[Planning]												[Final Design]												[Procurement]												[Implementation]											
North Base and South Base Projects																																																	
021507	Facilities Smaller Projects	[Procurement]																																															
100016	Mobile View (Wi-Fi) Enhancement	[Implementation]																																															
100466	Remodel North and South Base Employee Areas	[Procurement]												[Construction]																																			
100468	NB & SB Bus Vacuum Replacement	[Preliminary Design]																																															
100476	North and South Base Exterior Painting	[Procurement]												[Construction]																																			
100538	NB / SB Front Entrance Modifications	[Planning]												[Preliminary Design]																																			
100546	Automating Daily Dispatch	[Implementation]																																															
100763	Interim Workspace Enhancement	[Construction]																																															
100767	Mobile Construction Office Trailers	[Planning]												[Procurement]												[Construction]																							
Central Building Projects																																																	
100252	FY18 Central Bldg. Roof Replacement	[Procurement]												[Construction]												[Implementation]																							
100472	Central Building Development Options	[Planning]												[Final Design]												[Procurement]												[Implementation]											
100473	Central Building Various Site Improvements	[Procurement]												[Construction]												[Implementation]																							
100629	EV Chargers Non-Rev Vehicles at Central Garage	[Procurement]												[Construction]																																			
System Wide Information Technology Projects																																																	
021505	Technology Refresh Project	[Procurement]												[Construction]																																			
100248	FY18 Enterprise Performance Management Replacement	[Planning]												[Final Design]												[Procurement]												[Implementation]											
100707	Cybersecurity Program	[Planning]												[Final Design]												[Implementation]																							
100708	Paratransit Scheduling Software	[Procurement]												[Implementation]																																			
100715	Multi Platform Upgrades	[Implementation]																																															
System Wide Development and Study																																																	
100628	APC Validation	[Procurement]												[Implementation]																																			
Vehicle Procurement Projects																																																	
100462	Replace Non-Rev Toyota Priuses	[Procurement]												[Delivery of Vehicles]																																			
100549	Replacement Non-Rev Vehicles	[Procurement]												[Delivery of Vehicles]																																			
100585	Purchase 17 Battery Electric Bus	[Procurement]												[Serial Buses]												[SB 10 ABB Chargers Delivery]												[17 BEBs delivered]											
100633	Purchase (21) Paratransit Cutaway	[Procurement]												[Construction]																																			
100634	Replace (10) 2017 RW Minivans	[Procurement]												[Construction]																																			
100635	Replace (135) 2009 Gillig Buses	[10 FCEBs]												[1 Hydrogen Bus Delivered]												[20 BEBs]												[105 ZEBs]											
Vehicle Support Projects																																																	
100463	SPEAR System Improvement	[Procurement]												[Implementation]																																			
100534	Onboard Wi-Fi	[Implementation]																																															
100706	Intelligent Transportation System (ITS)	[Planning]												[Final Design]												[Procurement]												[Implementation]											
Location Projects within Cities of San Mateo County																																																	
100352	ADA Self Evaluation Plan	[Planning]												[Final Design]												[Implementation]												[Close out]											
100475	ADA Study & Phase 1 Retrofits	[Planning]												[Final Design]												[Implementation]												[Close out]											
100711	Bus Shelter Upgrades and Replacements	[Procurement]												[Construction]												[Implementation]												[Close out]											

Major Bus Components

Period: FY24 Q1 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	92%	92.2%	\$ 7,562,517

Schedule

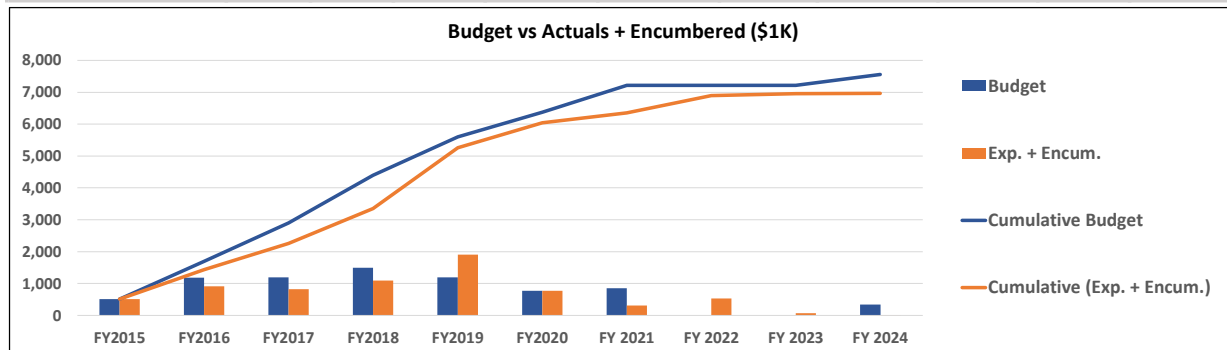
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	07/01/15	07/01/15			0	0	
Project Finish			06/30/24	06/30/24	0	0	Duration is expanded to the end 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		7,563	0	13	6,970	6,970	592
Totals	7,563	0	7,563	0	7,563	0	13	6,970	6,970	592

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			0	-6				74	68	264
FY 2024	341		341				13	13	13	592
Totals	7,563	0	7,563	0	7,563	0	0	6,970	6,970	592



Major Bus Components

Period: FY24 Q1 Project ID: 021502

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(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	
Totals		7,563	0	0	7,563	7,563	0	

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

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Maintenance Support Equipment

Period: FY24 Q1

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	94.4%	52.6%	\$ 1,326,246

Schedule

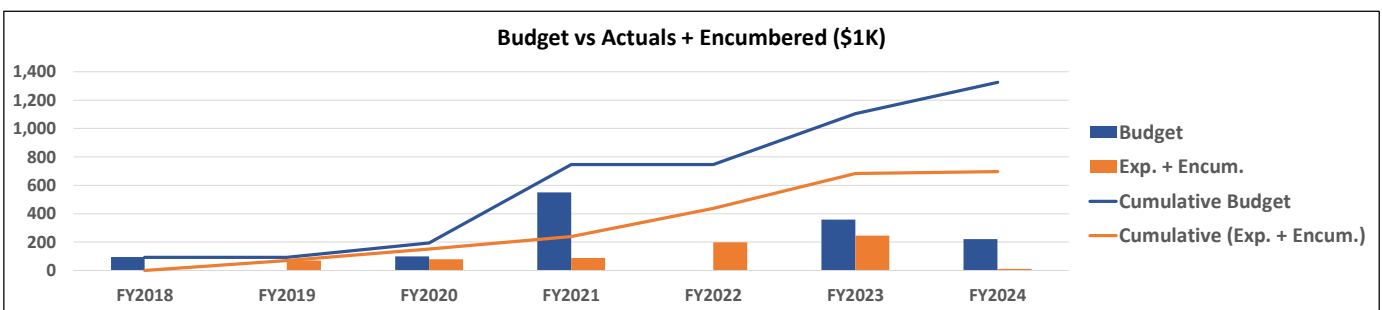
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/19	07/01/19			0	0	
Finish			12/31/23	12/31/23	0	0	

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

Activity	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,326		1,326	98	1,326	0		599	697	629
Totals	1,326	0	1,326	98	1,326	0	0	599	697	629

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)						
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				312	246	642
FY2024	221			13			0		13	629
Totals	1,326	0	1,326	98	1,326	0	0	599	697	629



Maintenance Support Equipment

Period: FY24 Q1

Prj. ID: 100353

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	1,326	0		1,326	1,326	0	
Totals		1,326	0	0	1,326	1,326	0	

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

--

Express Bus - BEB (Purchase 17 Battery Electr Bus)

Period: FY24 Q1

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
\$ 21,707,908	43%	96.6%	\$ 21,707,908

Project Manager: David Harbour

Schedule

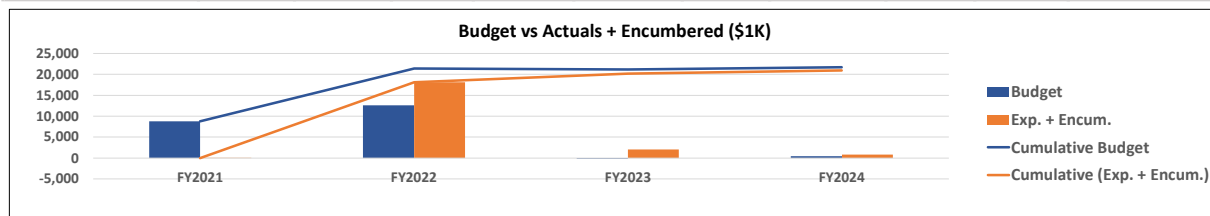
Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
Research bus type and COOP purchasing	01/01/21	01/01/21	03/05/21	03/05/21	0	0	Initial 7 BEB as Expansion; Add 10 BEB to replace Proterras
Procurement: Staff Report/Reso, BOD, Agreement, Amendment, PO	03/05/21	03/05/21	04/20/22	04/20/22	0	0	Agreement signed 6/30/21; Amendment signed 4/20/22
Pre-Production Meetings, Bus Configurations	06/04/21	06/04/21	06/23/22	06/23/22			
Production, Inspection, Quality Control	07/01/22	07/01/22	04/24/23	04/24/23	0	0	Pilot Bus delayed by 2 month. Supply chain caused delay at New Flyer Plant.
NB 2 ABB Temporary Chargers: Delivery to North Base; Payment; Commissioning	08/08/22	08/08/22	09/15/22	12/12/22	0	-88	2 Temp Chargers delivered 8/8/22; started commissioning 11/29/22 and completed 12/12/22.
1 Pilot Bus: Delivery, Acceptance, In-Service, Payments	09/12/22	11/14/22	10/12/22	01/13/23	-63	-93	Pilot Bus delivered on 11/14/22; conditional acceptance 1/13/23
NB 8 ABB Chargers: 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.
16 Serial Buses: Delivery, Acceptance, In-Service, Payments	02/10/23	07/21/23	06/09/23	10/30/23	-161	-143	Serial Buses; expecting delay to production schedule with door controller/annunciator shortages; ESS recall retrofit
SB 10 ABB Chargers: Delivery to South Base; Payment; Commissioning	09/15/23	09/15/23	10/15/23	11/01/24	0	-383	Received 10/11/23; Commissioning will be 1 year later Est. 11/1/2024
Post Delivery	10/16/23	11/02/24	05/30/24	05/30/24	-383	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	21,708		21,708	9,266	21,708		9,040	11,713	20,979	729
Totals	21,708	0	21,708	9,266	21,708	0	9,040	11,713	20,979	729

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				979	2,067	1,042
FY2024	474		474	-8,253			9,040	9,040	786	729
Totals	21,708	0	21,708	9,266	21,708	0	9,040	11,713	20,979	729



Express Bus - BEB (Purchase 17 Battery Electr Bus)

Period: FY24 Q1

Prj. ID: 100585

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	5,295	0		5,295	5,295	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		0		0	0	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)	Federal	2,250	0		2,250	2,250	0	
BAAQMD - 16HDZ005 Electric Bus (04209)	Federal	474	0		474	474	0	
Totals		21,708	0	0	21,708	21,708	0	

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

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

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

Issue	Status
Price increased by Mfg.	Negotiated price increase with Mfg.; signed Amendment 2
Supply Chain issues: Vapor controller and voice annunciator	Delayed parts for production and delivery of buses: Parts delayed until mid-2023
Delayed production of buses	Received revised schedule from New Flyer regarding remaining 16 BEB on 5/19/23

KEY ACTIVITIES - Current Reporting Month (top 5)

Accepted the following Buses: 1002, 1003, 1004, 1005
All Buses received at North Base
North Base - 10 chargers will be ready for use
South Base - 10 ABB chargers delivery in Q3 2023; purchased extended warranty; Amendment 3 signed 8/24/23

KEY ACTIVITIES - Next Reporting Month (top 5)

Accepted the following Buses:
Submit Payment for Accepted Buses: 1002, 1003, 1004, 1005
In-Service Buses: 1002, 1003
North Base - 10 chargers will be ready for use
South Base - 10 ABB chargers delivered on 10/11/2023; purchased extended warranty; Amendment 3 signed 8/24/23

Project Notes

Purch (21) Paratransit Cutaway

Period: FY24 Q1

Prj. ID: 100633

Project Manager: David Harbour

SCOPE Summary

STATUS Summary

Phase: Procurement

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

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

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

Schedule

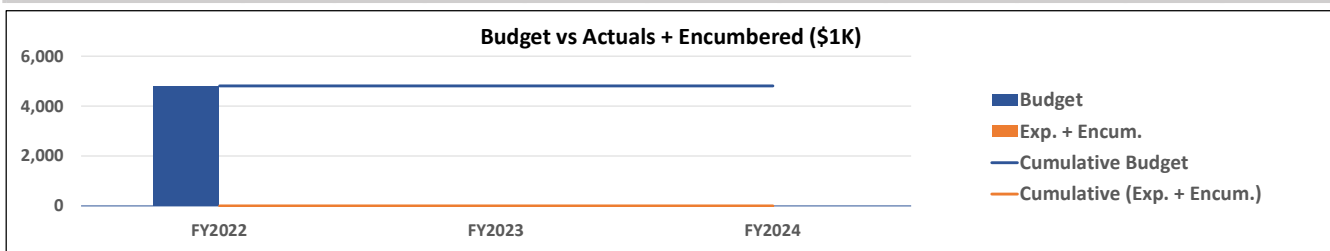
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	10/31/22	01/30/23	0	-91	El Dorado Aerotechs are no longer available for purchase; Supply chain delays
Procurement: Staff Report/Reso, BOD, Agreement, PO	11/01/22	02/01/23	05/17/23	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
Totals	4,807	0	4,807	0	4,807	0	0	0	0	4,807

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2022	4,807		4,807						0	4,807
FY2023			0				0		0	4,807
FY2024			0				0		0	4,807
Totals	4,807	0	4,807	0	4,807	0	0	0	0	4,807



Purch (21) Paratransit Cutaway

Period: FY24 Q1

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	
Totals		4,807	0	0	4,807	4,807	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Submit Revised Staff Report/Resolution to C&P for OnBase routing for Agenda Review in October
Board authorization in November
Review agreement terms

KEY ACTIVITIES - Next Reporting Month (top 5)

Agenda Review
Board authorization in November
Complete agreement for signature

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

Period: Sep-23

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%	85.3%	\$ 1,093,876

Schedule

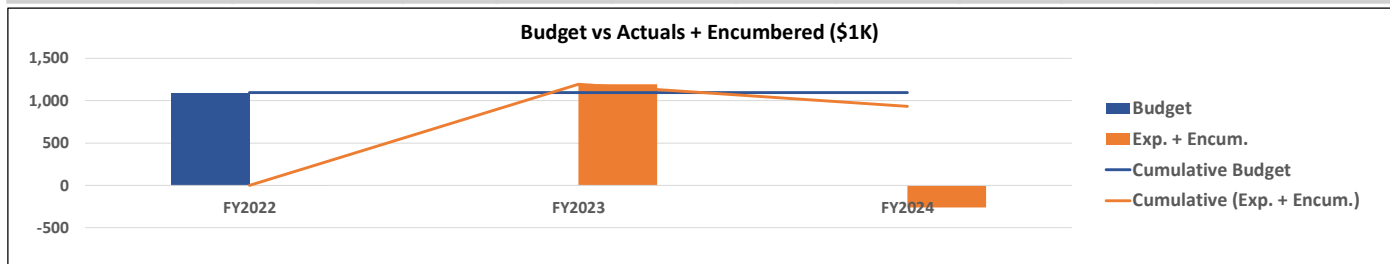
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	04/01/22	04/01/22	0	0	
Procurement: Staff Report/Reso, 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	09/15/23	-147	-245	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	10	1,094	0	5	923	933	161
Totals	1,094	0	1,094	10	1,094	0	5	923	933	161

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				918	1,194	-100
FY2024				-266			5	5	-261	161
Totals	1,094	0	1,094	10	0	0	5	923	933	161



Repl (10) 2017 RW Minivans

Period: FY24 Q1

Prj. ID: 100634

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	438	0		438	438	0	
Sec5307 Grant -CA-2021-082 (02904)	Federal	568	0		568	568	0	
FY20 AB664 Bridge Toll Funds (04124)	Local	60	0		60	60	0	
FY21 MTC AB664 Bridge Toll-SAM (04127)	Federal	28	0		28	28	0	
Totals		1,094	0	0	1,094	1,094	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Received, Accepted, and Paid Invoices for all 10 NorCal Vans
10 Vans in service
Prepare for disposition of 2017 minivans

KEY ACTIVITIES - Next Reporting Month (top 5)

Prepare for disposition of 2017 minivans

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

Period: FY24 Q1

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%	86.5%	\$ 42,584,078

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
PHASE 1: 30 ZERO EMISSION BUSES							
Research bus type and COOP purchasing	04/01/22	04/01/22	05/03/22	05/03/22	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	05/02/22	05/02/22	09/30/22	09/30/22	0	0	
Gillig (20 BEB): Pre-Production Meetings, Bus Configurations	10/17/22	10/24/22	07/21/23	07/21/23	-7	0	
Gillig (20 BEB): Production, Inspection, Quality Control	07/24/23	07/24/23	11/10/23	11/10/23	0	0	
Gillig (1 Pilot BEB): Delivery, Acceptance, In-Service, Payments	08/01/23	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	09/08/23	08/14/23	10/09/23	-88	-56	Pilot delivered 9/08/23; 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
PHASE 2: 105 ZERO EMISSION BUSES							
Research bus type and COOP purchasing	01/09/23	01/09/23	01/31/23	09/28/23	0	-240	Completed selection analysis 9/28/23
Procurement: Staff Report/Reso, BOD, Agreement, PO	02/01/23	02/01/23	06/30/23	06/30/23	0	0	Draft Staff/Reso sent for Agenda
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	36,080	42,584	0	633	751	36,831	5,753
Totals	42,584	0	42,584	36,080	42,584	0	633	751	36,831	5,753

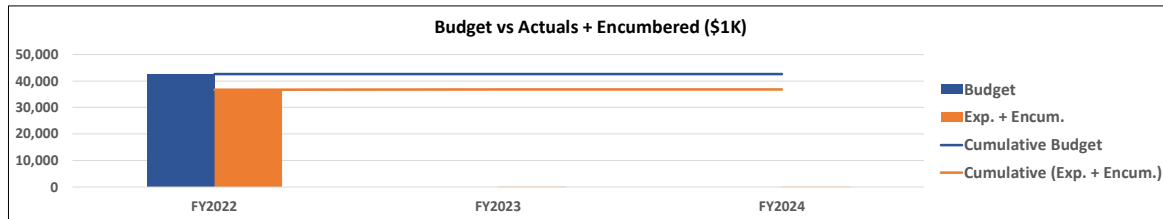
Replace (135) 2009 Gillig Buses

Period: FY24 Q1

Prj. ID: 100635

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2022	42,584		42,584	36,699				1	36,701	5,883
FY2023			0	-11				116	105	5,778
FY2024			0	-608			633	633	25	5,753
Totals	42,584	0	42,584	36,080	42,584	0	633	751	36,831	5,753



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original (A)	Changes (B)					
Mesure W Sales Tax (01024)	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 18 PTMISEA FY14 (03954)	State	9,160			9,160	9,160	0	
Totals		42,584	0	0	42,584	42,584	0	

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

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

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

Issue Title	Status
Delayed production of buses	Received revised schedule from New Flyer regarding FCEB on 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 #1
- Phase 1: Gillig BEB project on HOLD until closer to production date in 2024
- Phase 1: Amendment 1 signed 8/24/23 for New Flyer; Amendment 1 signed 5/11/23 for Gillig
- Phase 2: Decision made to purchase 105 FCEBs; Est Delivery Q4 2025 through Q1 2027; Revised procurement Agenda in October and Board in November

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 #1
- Phase 1: Gillig BEB project on HOLD until closer to production date in 2024
- Phase 1: Amendment 1 signed 8/24/23 for New Flyer; Amendment 1 signed 5/11/23 for Gillig
- Phase 2: Prepare for Agenda in October and Board in December

Project Notes

Multiple Phases procurement and different zero emission technology buses

Replace Non-Rev Toyota Priuses

Period: FY24 Q1

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%	88%	\$ 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

Period: FY24 Q1

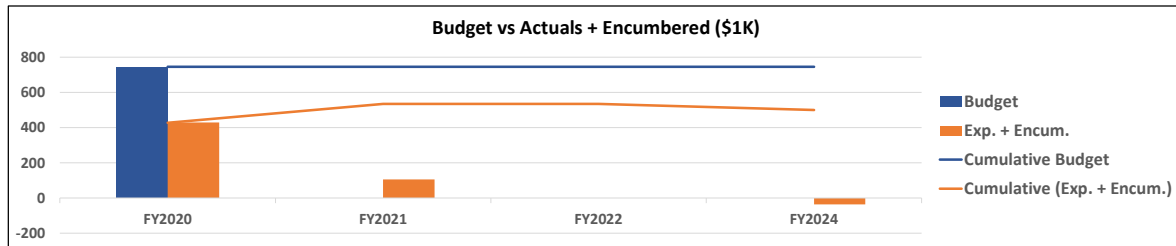
Prj. ID: 100462

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	4	744	0	39	651	654	90
Totals	744	0	744	4	744	0	39	651	654	90

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	428				0	428	316
FY2021	0		0	-426				533	107	210
FY2022	0		0						0	210
FY2023	0		0	76				79	155	55
FY2024	0		0	-75			39	39	-35	90
Totals	744	0	744	4	744	0	39	651	654	90



FUNDING (in thousands of \$)

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

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

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

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

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

Period: FY24 Q1

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
\$ 600,559	33.3%	20.3%	\$ 600,559

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	12/31/23			-244	0	
Delivery - Class 23001	05/01/23	12/31/23			-244	0	
Acceptance - Class 10001	05/15/23	12/31/23			-230	0	
Acceptance - Class 23001	05/15/23	12/31/23			-230	0	
Close-out - Class 10001	05/31/23	12/31/23			-214	0	
Close-out - Class 23001	05/31/23	12/31/23			-214	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	601		601	1	601	0	80.5	121	122	479
Totals	601	0	601	1	601	0	80	121	122	479

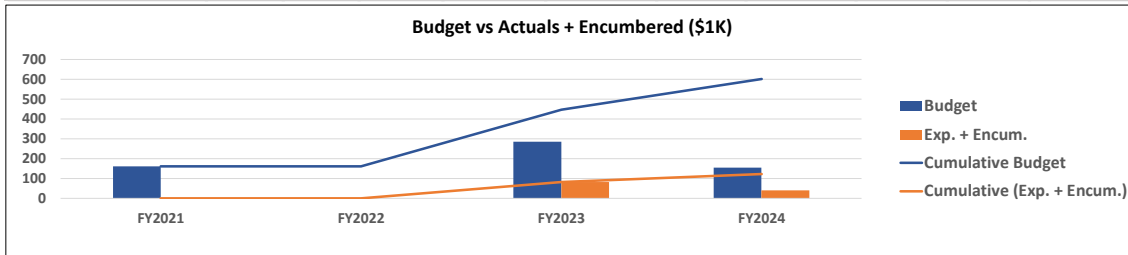
Replacement Non-Rev Vehicles

Period: FY24 Q1

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	162		162					0	162	
FY2023	285		285	42			40	82	203	
FY2024	154		154	-41		80	80	40	276	
Totals	601	0	601	1	601	0	80	121	479	



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	587	0		587	587	0	
Totals		587	0	0	587	587	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Verify quotes and availability 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

Period: FY24 Q1

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
\$ 7,485,421	92.5%	80.9%	\$ 7,485,421

Schedule

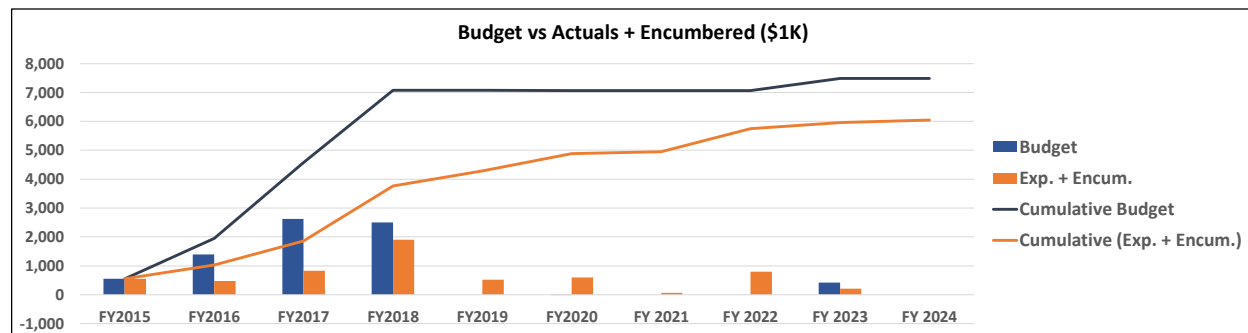
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/14	07/01/14			0	0	This project will span multiple years. Procurements will occur as needed throughout the project lifecycle.
Finish			06/30/24	06/30/24	0	0	The project will very likely be extended beyond the end of FY24.

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	7,485		7,485	305	7,485	0	128	5,748	6,052	1,433
Totals	7,485	0	7,485	305	7,485	0	128	5,748	6,052	1,433

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)						
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	-118				188	69	2,118
FY2022	0		0	253				539	792	1,325
FY2023	416		416	-31				242	212	1,530
FY2024			0	-31			128	128	96	1,433
Totals	7,485	0	7,485	305	7,485	0	128	5,748	6,052	1,433



Replace & Upgrade Servers & Out of Warranty Equipment

Period: FY24 Q1

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)	(F=E-D)	
General Capital Fund (01050)	Local	7,485	0		7,485	7,485	0	
Totals		7,485	0	0	7,485	7,485	0	

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Continued replacement of District's IT equipment on an as needed basis.
2. Work with IT management on prioritizing remaining funds.
3. End date adjusted to end of FY 24 as need will continue in the current fiscal year.

KEY ACTIVITIES - Next Reporting Month (top 5)

1. Continued replacement of District's IT equipment on an as needed basis.
2. 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

Period: FY24 Q1

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

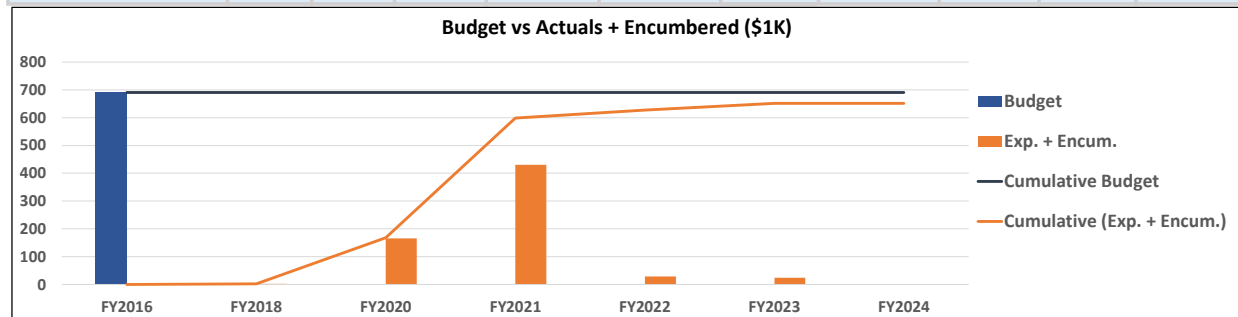
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Funding Released			03/26/17	03/26/18	0	-365	
Procurement of hardware and Base infrastructure installation	03/01/19	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	
Totals	690	0	690	5	690	0	0	646	39	

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			26	24	39	
FY2024			0			0			39	
Totals	690	0	690	5	690	0	0	646	39	



Wi-Fi Bases for Video Review

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	690	0		690	690	0	
Totals		690	0	0	690	690	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

1. 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

Period: FY24 Q1

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%	5.1%	\$ 2,300,000

Schedule

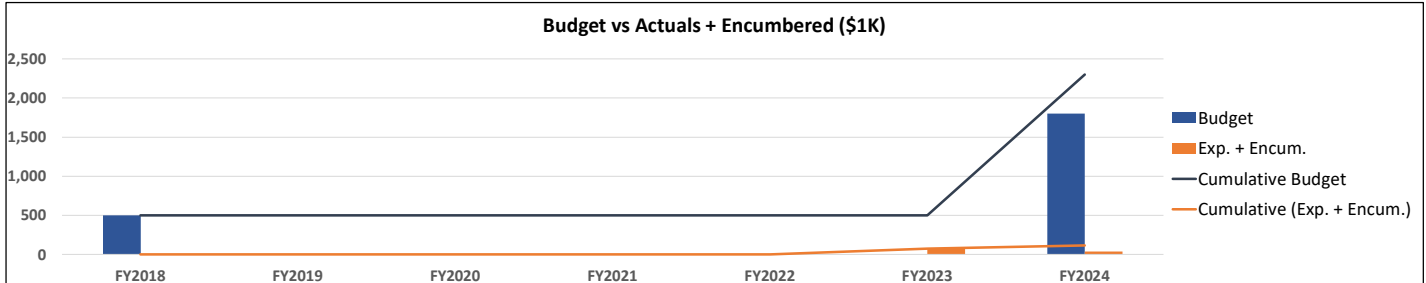
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Phase 0: Project Planning and Management	7/1/2019	7/25/2022	12/9/2022	12/9/2022	-1120	0	
Phase 1: Needs Assessment	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	
Phase 6: Select Vendor	02/29/24	02/29/24	02/28/25	02/28/25	0	0	
Phase 7: Implementation					0	0	
Phase 5: Issue RFP					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	2,300		2,300	27	2,300	0	13	91	117	2,183
Totals	2,300	0	2,300	27	2,300	0	13	91	117	2,183

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)						
FY2018	500		500						0	500
FY2019			0						0	500
FY2020			0						0	500
FY2021			0						0	500
FY2022			0						0	500
FY2023			0					78	78	422
FY2024	1,800		1,800	27			13	13	40	2,183
Totals	2,300	0	2,300	0	0	0	13	91	117	2,183



FY18 EPM Replacement

Period: FY24 Q1

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	
Totals		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.

SPEAR System Improvement

Period: FY24 Q1

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%	5.3%	\$ 5,644,352

Schedule

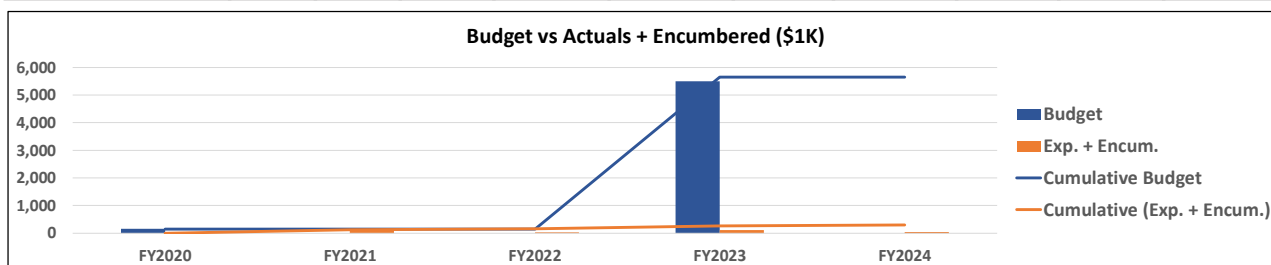
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Procurement	09/01/21	09/01/21	06/01/23	12/06/23	0	-188	Dec'23 BOD; negotiations delay award
Kick-off Implementation	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	27	277	300	5,344
Totals	5,644	0	5,644	23	5,644	0	27	277	300	5,344

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	39				79	118	32
FY2022	0		0	-3				34	32	0
FY2023	5,494		5,494	-27				137	110	5,385
FY2024			0	13			27	27	41	5,344
Totals	5,644	0	5,644	23	0	0	27	277	300	5,344



SPEAR System Improvement

Period: FY24 Q1

Prj. ID: 100463

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	5,337	0		5,337	5,337	0	
Measure W Sales Tax (01024)	Local	308	0		308	308	0	
Totals		5,644	0	0	5,644	5,644	0	

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

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

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

Continue negotiations with Vendor; Tentative completion in October
Internal team review of Scope, SLA, proposal, agreement, etc.

Project Notes

Currently in Procurement process

Onboard Wi-Fi Equipment Retrofit for 225 buses

Period: FY24 Q1

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

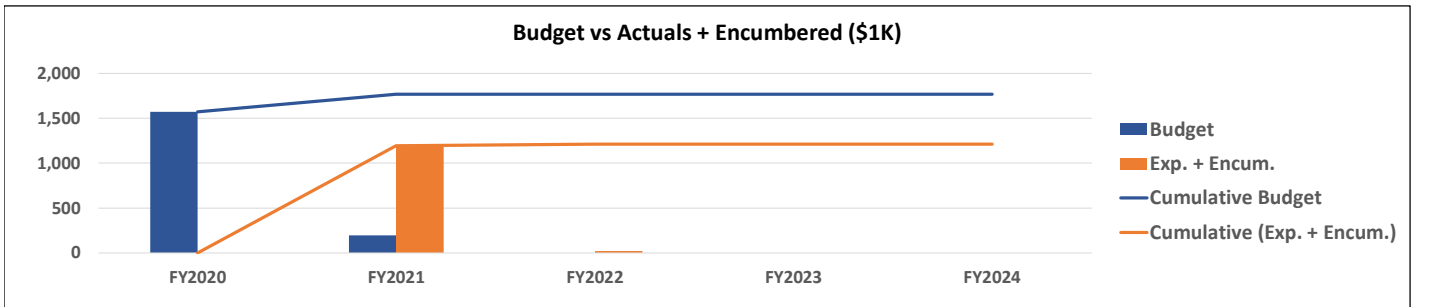
Schedule

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

FY	Budget				Estimate at Completion	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	1,572		1,572	0				0	1,572	
FY2021	194		194	153				1,040	1,193	
FY2022			0	-149				169	20	
FY2023			0					0	0	
FY2024			0				0	0	0	
Totals	1,766	0	1,766	3	1,766	0	0	1,209	1,212	



Onboard Wi-Fi Equipment Retrofit for 225 buses

Period: FY24 Q1

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 (F=E-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		
Totals		1,766	0	0	1,766	1,766	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

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Automating Daily Dispatch

Period: FY24 Q1

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%	65.9%	\$ 1,750,424

Schedule

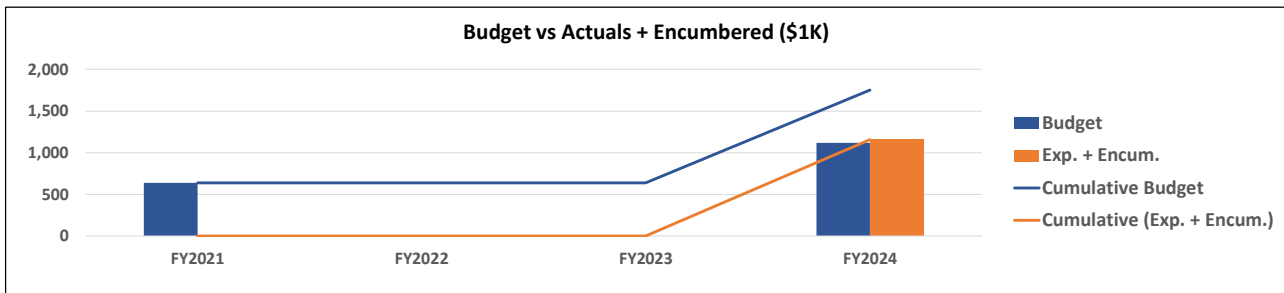
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Scope operational needs for software	06/01/20	06/01/20	01/30/21	12/15/20	0	46	
Determine Cloud best location	10/01/20	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)						
15 - Procurement	1,750		1,750	767	1,750	0	387	387	1,154	596
Totals	1,750	0	1,750	767	1,750	0	387	387	1,154	596

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	635		635	0				0	0	635
FY2022			0	0				0	0	635
FY2023			0	0				0	0	635
FY2024	1,115		1,115	767			387	387	1,154	596
Totals	1,750	0	1,750	767	1,750	0	387	387	1,154	596



Automating Daily Dispatch

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,750	0		1,750	1,750	0	
Totals		1,750	0	0	1,750	1,750	0	

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

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

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

Issue	Status
Delay in choice for who should host software	Complete

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

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

APC Validation

Period: FY24 Q1

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

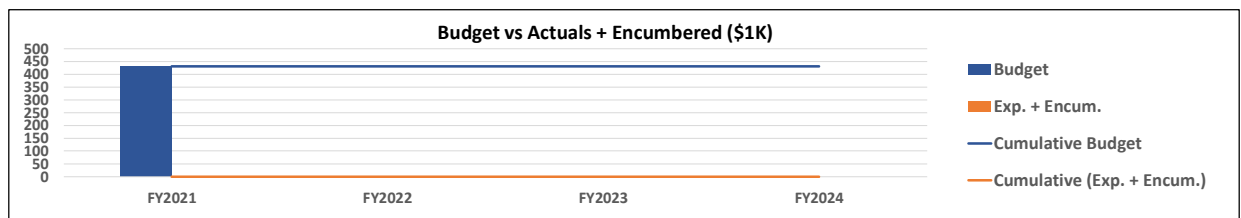
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Conduct Initial Ride Checks	04/01/22	04/01/22	06/30/22	05/28/22	0	33	
Analysis Initial Ride Checks	07/01/22	07/01/22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

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	431		431					0	431	
FY2022			0					0	431	
FY2023			0					0	431	
FY2024			0				0	0	431	
Totals	431	0	431	0	431	0	0	0	431	



APC Validation Period: FY24 Q1 **Prj. ID: 100628**

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	431	0		431	431	0	
Totals		431	0	0	431	431	0	

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

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

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Random ride check schedule created for January.

KEY ACTIVITIES - Next Reporting Month (top 5)

Ride check schedule will be created.

Project Notes

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Intelligent Transportation System (ITS)

Period: FY24 Q1

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

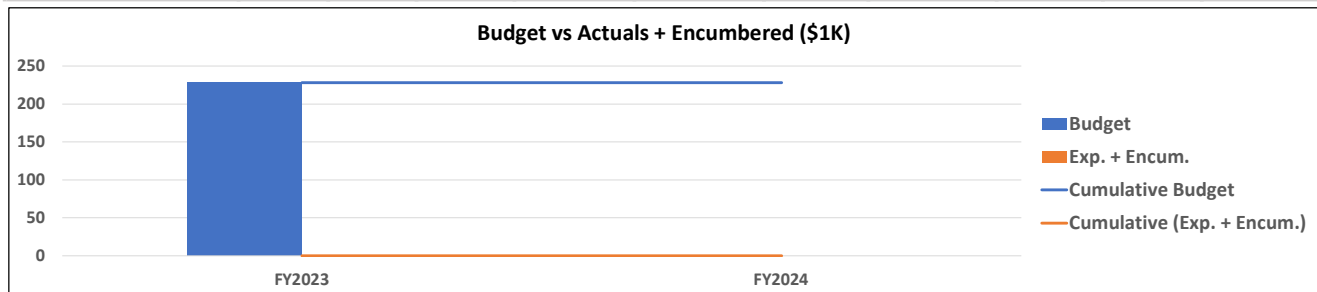
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Internal discussion to evaluate the current system and identify areas of improvement	12/01/22	12/01/22	12/31/23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

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)	E					
FY2023	228		228					0	228	
FY2024			0				0	0	228	
Totals	228	0	228	0	228	0	0	0	228	



Intelligent Transportation System (ITS)

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	228	0		228	228	0	
Totals		228	0	0	228	228	0	

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

Risk	Mitigation
Finding the experienced consulting service	

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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Cybersecurity Program

Period: FY24 Q1

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	41.6%	15.4%	\$ 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

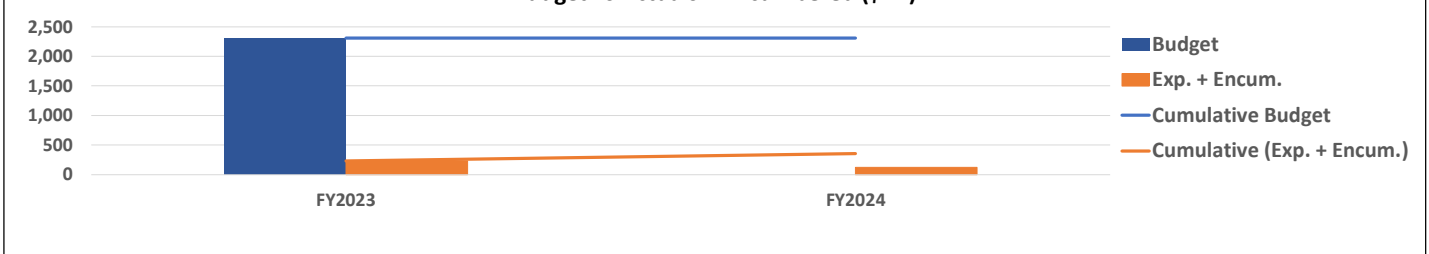
PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning	2,312		2,312	68	2,312	0	55	287	356	1,956
Totals	2,312	0	2,312	68	2,312	0	55	287	356	1,956

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY2023	2,312		2,312					232	232	2,079
FY2024			0	68			55	55	124	1,956
Totals	2,312	0	2,312	68	2,312	0	55	287	356	1,956

Budget vs Actuals + Encumbered (\$1K)



Cybersecurity Program

Period: FY24 Q1

Prj. ID: 100707

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	92	0		92	92	0	
General Capital Fund (01050)	Local	2,220	0		2,220	2,220	0	
Totals		2,312	0	0	2,312	2,312	0	

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

Risk	Mitigation
None	

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

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Continue 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

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Paratransit Scheduling Software

Period: FY24 Q1

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

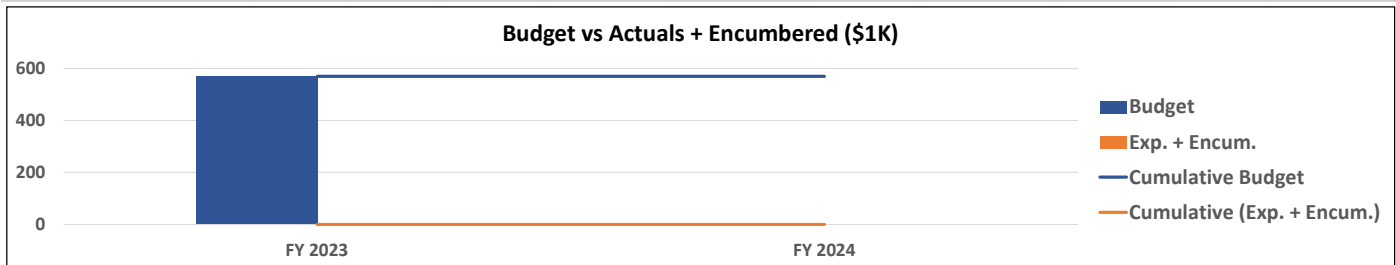
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Design/customize software	09/28/22	09/28/22	04/01/23	04/01/23	0	0	
User acceptance testing	04/02/23	04/02/23	08/30/23	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
Totals	570	0	570	0	570	0	0	0	0	570

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

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023	570		570						0	570
FY 2024			0				0		0	0
Totals	570	0	570	0	570	0	0	0	0	570



FUNDING (in thousands of \$)

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

Paratransit Scheduling Software

Period: FY24 Q1

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

Period: FY24 Q1

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%	26.2%	\$ 3,083,700

Schedule

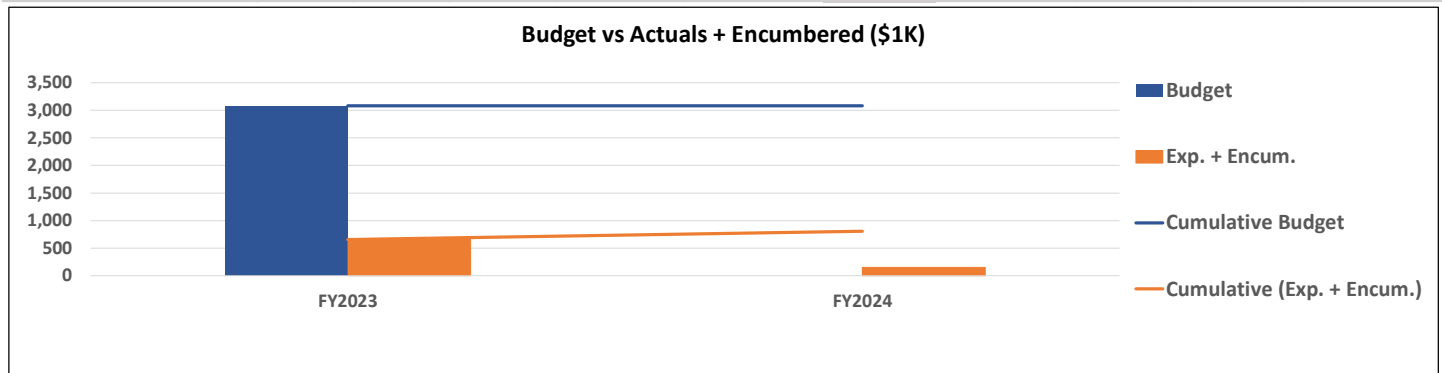
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
ITSM	07/01/22	07/01/22	12/30/22	08/30/23	0	-243	Several delays due to resource
SharePoint	07/01/22	07/01/22	06/30/23	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	86	3,084	0	175	724	809	2,274
Totals	3,084	0	3,084	86	3,084	0	175	724	809	2,274

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	3,084		3,084	109				548	657	2,427
FY2024			0	-23			175	175	152	2,274
Totals	3,084	0	3,084	86	3,084	0	175	724	809	2,274



Multi-Platform Upgrades

Period: FY24 Q1

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)	(F=E-D)	
General Capital Fund (01050)	Local	3,084	0		3,084	3,084	0	
Totals		3,084	0	0	3,084	3,084	0	
Risk								Mitigation
None								

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

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

1. Continue prioritizing remaining project tasks.
2

Project Notes

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Facility Smaller Projects

Period: FY24 Q1

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	97%	88.3%	\$ 3,879,317

Schedule

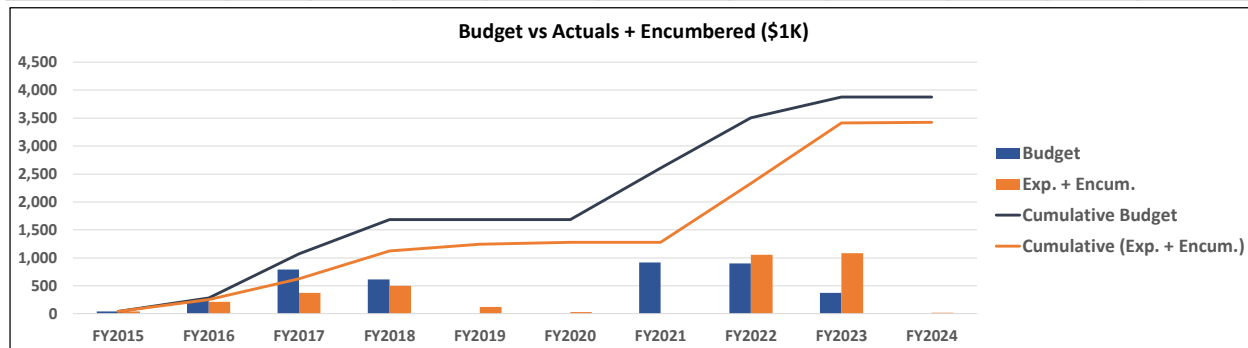
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/15	07/01/15			0	0	
Finish			12/31/23	12/31/23	0	0	

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)	E	(F=C-E)				
15 - Procurement	1,687		1,687	22	1,687	0	2	1,254	1,276	411
16 - Construction	2,192		2,192	95	2,192	0	93	2,055	2,149	43
Totals	3,879	0	3,879	117	3,879	0	95	3,309	3,426	453

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	75				1,004	1,080	469
FY2024			0	-80				95	95	453
Totals	3,879	0	3,879	117	3,879	0	95	3,309	3,426	453



Facility Smaller Projects

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	3,879	0		3,879	3,879	0	
Totals		3,879	0	0	3,879	3,879	0	

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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

Period: FY24 Q1

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
\$ 3,227,126	99.40%	59.0%	\$ 3,227,126

Schedule

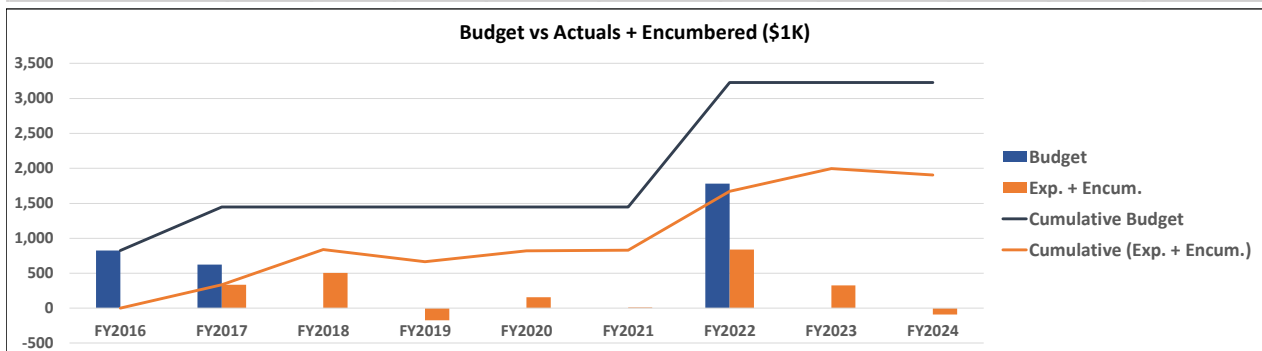
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/15	07/01/15			0	0	
Procurement	06/28/21	06/28/21	03/03/22	03/03/22	0	0	
Construction	03/04/22	03/04/22	08/31/22	04/30/23	0	-242	
Close out	11/01/22	05/01/23	05/01/23	10/31/23	-181	-183	Extended per CO #5

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	84		84		84	0		82	82	2
16 - Construction	3,144		3,144	102	3,144	0	17	1,720	1,822	1,321
Totals	3,227	0	3,227	102	3,227	0	17	1,802	1,904	1,323

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)				
FY2016	825		825	0					0	825
FY2017	620		620	334					334	1,111
FY2018	0		0	-245				750	505	606
FY2019	0		0	-73				-100	-173	779
FY2020	0		0	74				80	153	626
FY2021	0		0	-73				83	11	615
FY2022	1,782		1,782	781				59	840	1,558
FY2023			0	-543				869	326	1,232
FY2024			0	-153				17	62	1,323
Totals	3,227	0	3,227	102	3,227	0	17	1,802	1,904	1,323



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

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,422	0		1,422	1,422	0	
Measure W Sales Tax (01024)	Local	59	0		59	59	0	
SOGR FY20 (03126)	State	258			258	258		
SOGR FY20 (03134)	State	1,488			1,488	1,488		
Totals		3,227	0	0	3,227	3,227	0	

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 #5 extends completion time to 10/31/2023
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 100% complete
Project has reached substantial completion and District has beneficial usage

KEY ACTIVITIES - Next Reporting Month (top 5)

Contractor is proceeding with administrative submittals
District staff have begun administrative close-out.

Project Notes

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Central Roof Replacement

Period: FY24 Q1

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%	0.7%	\$ 1,275,000

Schedule

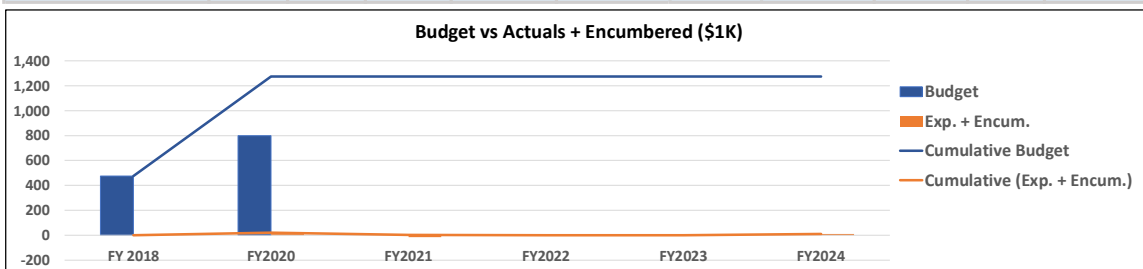
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	09/01/19	08/30/22			-1094	0	
Design	09/30/22	03/30/23	01/31/23	08/31/23	-181	-212	
Procurement	02/01/23	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	10	10	10	965
19 - Closeout	20		20		20	0			0	20
Totals	1,275	0	1,275	0	1,275	0	10	10	10	1,265

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	
FY2024							10	10	1,265	
Totals	1,275	0	1,275	0	1,275	0	10	10	1,265	



Central Roof Replacement

Period: FY24 Q1

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 (F=E-D)	Comments
		Original (A)	Changes (B)					
General Capital Fund (01050)	Local	1,275	0		1,275	1,275	0	
Totals		1,275	0	0	1,275	1,275	0	

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

Risk	Mitigation
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)

District staff have implemented a patching program for 'interim' remediation

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

A new baseline for schedule and budget are forthcoming
--

ADA Self Eval Plan

Period: FY24 Q1

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	40.0%	0.0%	\$ 200,000

Schedule

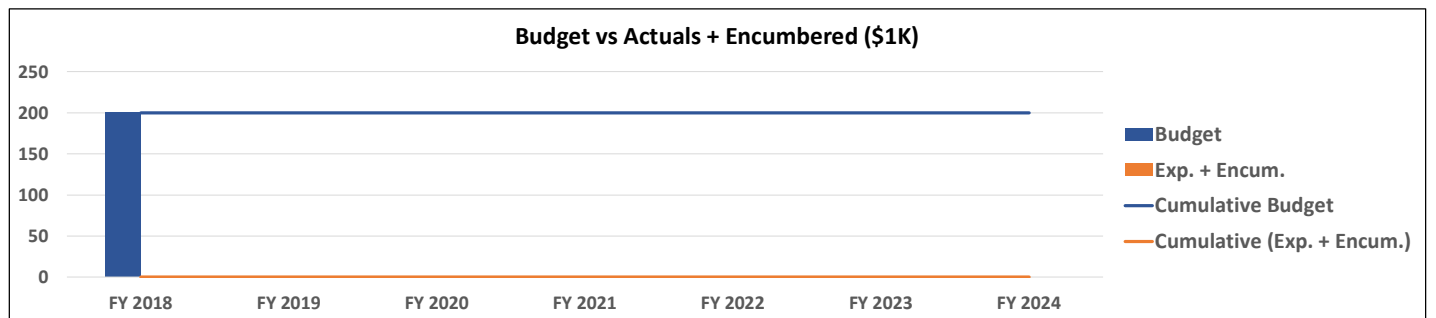
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning & Development	07/01/18	07/01/22	06/30/24	06/30/24	-1461	0	Was initially planned as consultant work, but 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	
Totals	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					0	200	
FY 2019			0					0	200	
FY 2020			0					0	200	
FY 2021			0					0	200	
FY 2022			0					0	200	
FY 2023			0					0	200	
FY 2024			0				0	0	200	
Totals	200	0	200	0	200	0	0	0	200	



ADA Self Eval Plan

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	200	0		200	200	0	
Totals		200	0	0	200	200	0	

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

Risk	Mitigation

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

Issue	Status
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)

District's draft self-evaluation plan continues in joint development between District staff and Counsel.

KEY ACTIVITIES - Next Reporting Month (top 5)

The Draft self-evaluation plan will proceed into public outreach during the 2nd half of 2023.

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

Period: FY24 Q1

Prj. ID: 100466

Project Manager: Jeffrey Thomas

SCOPE Summary

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.

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 520,000	17.0%	41.5%	\$ 520,000

Schedule

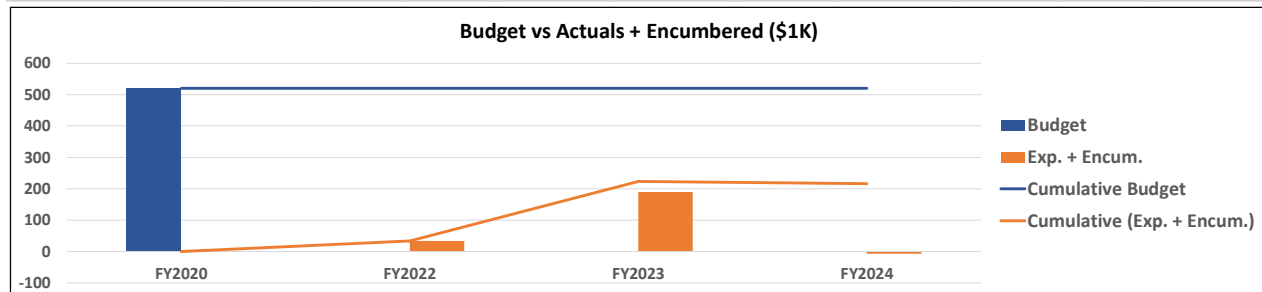
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	06/01/22	10/31/22	10/31/22	-700	0	
PE/Env/PSE (Preliminary Design)	08/01/22	08/01/22	01/31/23	01/31/23	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	16	35	0	1	19	35	0
12- PE/Env/PSE	45		45	23	45	0	2	22	45	0
13 - Final Design	35		35	16	35	0	3	21	37	-2
15 - Procurement	20		20	0	20	0		1	1	19
16 - Construction	375		375	11	375	0	1	85	97	278
19 - Closeout	10		10	0	10	0			0	10
Totals	520	0	520	67	520	0	6	149	216	304

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				33	487	
FY2023			0	80				109	297	
FY2024			0	-13			6	6	-8	304
Totals	520	0	520	67	520	0	6	149	216	304



Remodel North and South Base Employee Areas

Period: FY24 Q1

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)	(F=E-D)	
General Capital Fund (01050)	Local	520	0		520	520	0	
Totals		520	0	0	520	520	0	

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

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

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

Issue	Status
Work elements expanding beyond current scope and budget	Select building improvements as requested present large-scale and long-term structural consideration. 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 were reviewed by stakeholders and accepted
Design consultants are currently in-process with final design and projected cost estimates

KEY ACTIVITIES - Next Reporting Month (top 5)

Construction is aligned into three (3) construction zones for prioritized work with three (3) optional zones contingent on funding availability

Project Notes

A new baseline for schedule and budget are forthcoming
--

NB SB Bus Vacuum Replacement

Period: FY24 Q1

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-yrns 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	40%	4.5%	\$ 150,000

Schedule

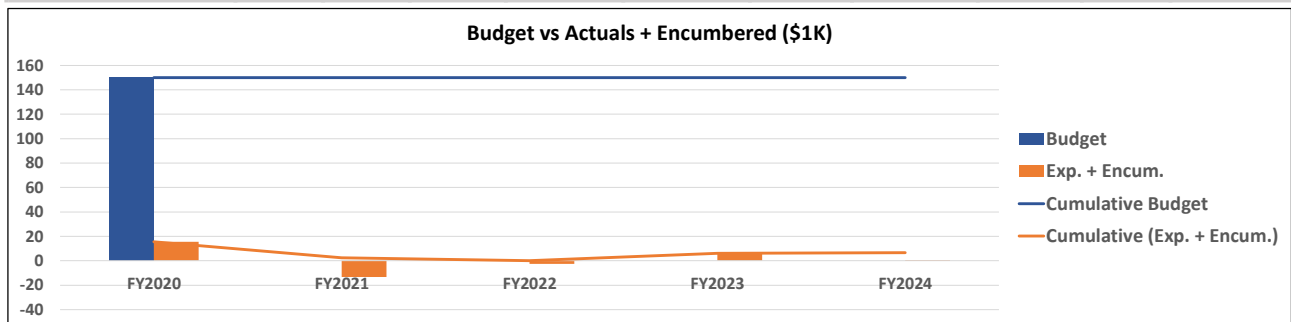
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Preliminary Design	07/01/21	05/01/22	05/01/23	05/01/23	-304	0	
					0	0	
					0	0	
					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
12 - PE/Env/PSE	150		150		150	0	1	7	7	143
Totals	150	0	150	0	150	0	1	7	7	143

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	150		150	16					16	134
FY2021	0		0	-13					-13	148
FY2022	0		0	-2					-2	150
FY2023			0					6	6	144
FY2024			0				1	1	1	143
Totals	150	0	150	0	150	0	1	7	7	143



NB SB Bus Vacuum Replacement

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
SOGR FY20 (03126)	State	150	0		150	150	0	
Totals		150	0	0	150	150	0	

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

Risk	Mitigation
Evolving 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)

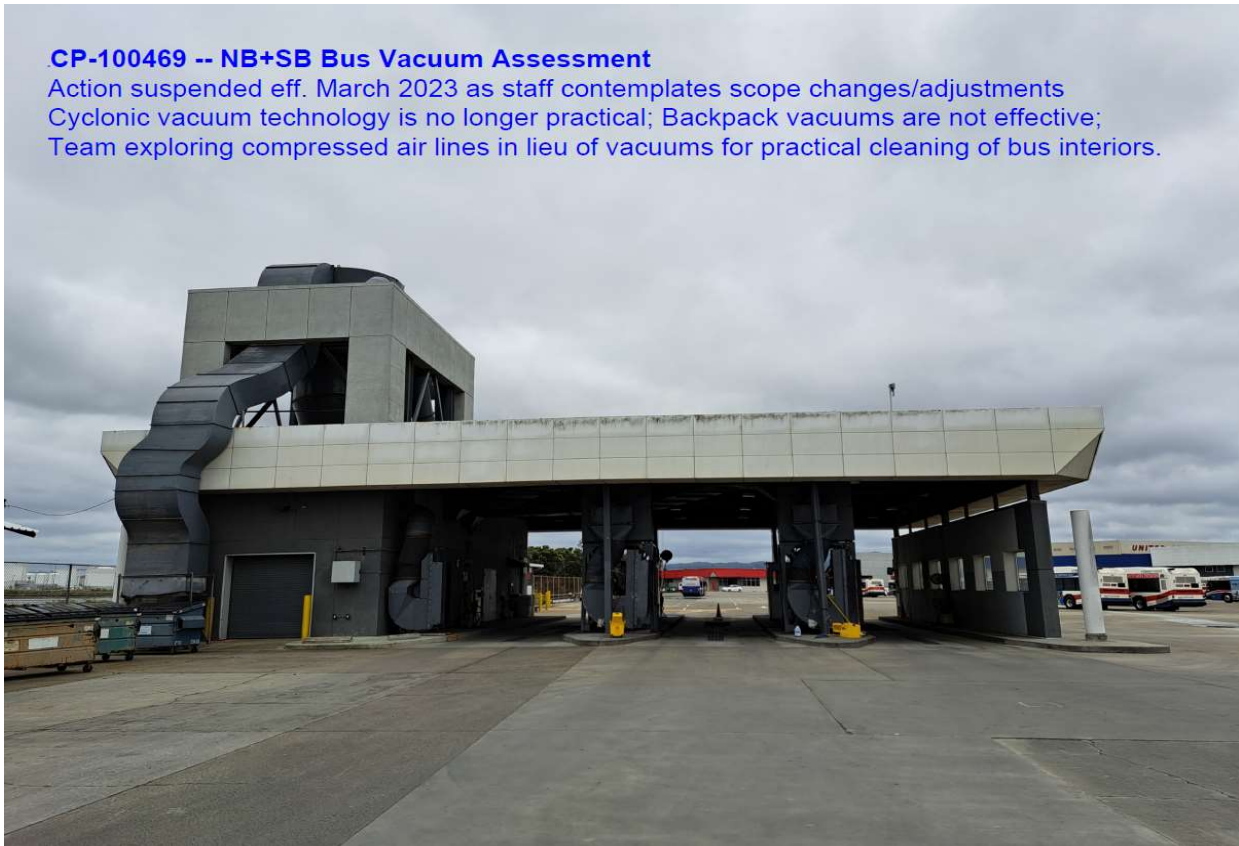
Project Team will engage a design team for compressed air methods along with safety analysis.

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

Period: FY24 Q1

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	99.5%	90.0%	\$ 934,999

Schedule

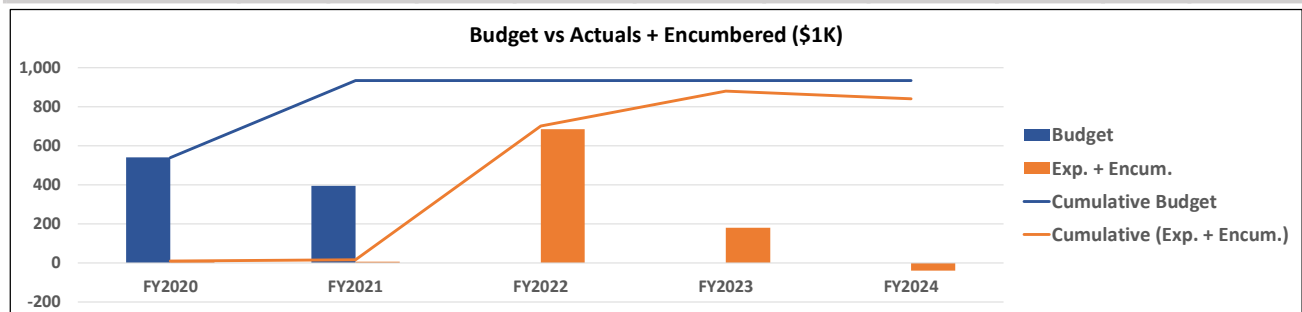
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	08/01/20	08/01/20	06/23/21	06/23/21	0	0	
Procurement	06/24/21	06/24/21	03/18/22	03/18/22	0	0	
Construction	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	09/30/23	-59	-214	

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		842		12	747	747	95
19 - Closeout	65		65		65		18	67	67	-2
Totals	935	0	935	0	935	0	30	842	842	93

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)						
General	540		540	10				0	10	530
FY2021	395		395	-5				12	6	919
FY2022	0		0	620				65	685	234
FY2023	0		0	-555				735	180	54
FY2024	0		0	-69			30	30	-39	93
Totals	935	0	935	0	935	0	30	842	842	93



North Base Bus Washer Replacement

Period: FY24 Q1

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 (F=E-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	
Totals		935	0	0	935	935	0	

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

Risk	Mitigation

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

Issue	Status
Supply line issues on select components	GC/District have provided for 90 additional days for project completion
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 completion and District issued a written Notice of Acceptance in June'23

KEY ACTIVITIES - Next Reporting Month (top 5)

District anticipates final closeout in Sept'23

Project Notes

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Central Building Development Options

Period: FY24 Q1

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%	70.6%	\$ 1,630,000

Schedule

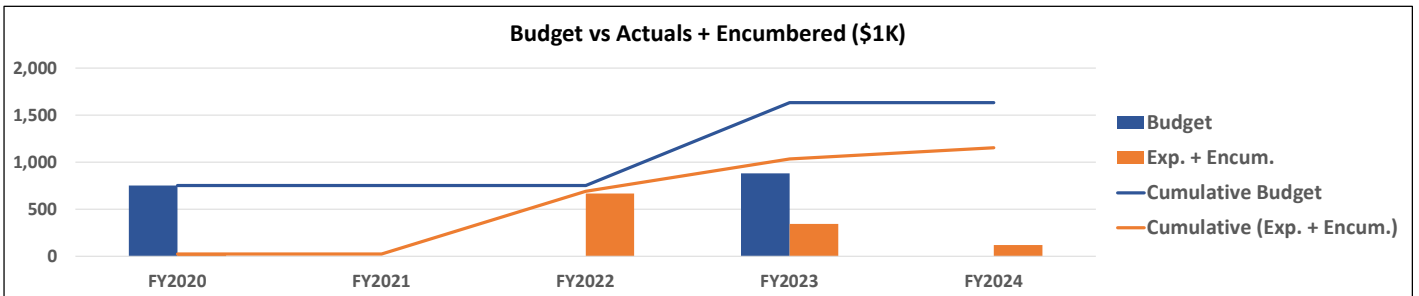
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	01/01/21	01/01/21			0	0	
Development of project scope	01/01/21	01/01/21	09/30/23	09/30/23	0	0	
Development 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	445	1,630		102	706	1,151	479
Totals	1,630	0	1,630	445	1,630	0	102	706	1,151	479

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	575				92	667	60
FY2023	880		880	63				280	343	597
FY2024			0	16			102	102	118	479
Totals	1,630	0	1,630	445	1,630	0	102	706	1,151	479



Central Building

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,600	0		1,600	1,600	0	
Measure W Sales Tax (01024)	Local	30	0		30	30	0	
Totals		1,630	0	0	1,630	1,630	0	

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

--

Central Building Various Site Improvements

Period: FY24 Q1

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	9%	26%	\$ 1,849,200

Schedule

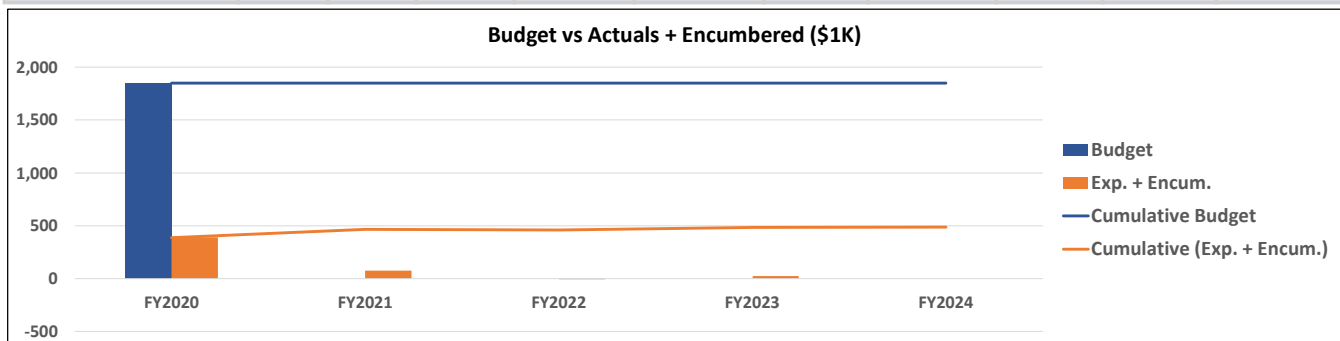
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	07/01/20			0	0	Initial work for carpets, blinds, ceiling tile, modular furniture
Design	10/01/20	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		2	470	487	1,362
Totals	1,849	0	1,849	17	1,849	0	2	470	487	1,362

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				9	26	1,364
FY2024	0		0				2	2	2	1,362
Totals	1,849	0	1,849	17	0	0	2	470	487	1,362



Central Building Various Site Improvements

Period: FY24 Q1

Prj. ID: 100473

FUNDING (in thousands of \$)

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

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

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

Design team has proposed a preliminary work plan and draft project manual

KEY ACTIVITIES - Next Reporting Month (top 5)

District and Design team are working jointly on a final project plan/manual for bidding

Project Notes

A new baseline for schedule and budget are forthcoming
--

South Base Bus Washer Walls Rehab

Period: FY24 Q1

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%	34.4%	\$ 358,613

Schedule

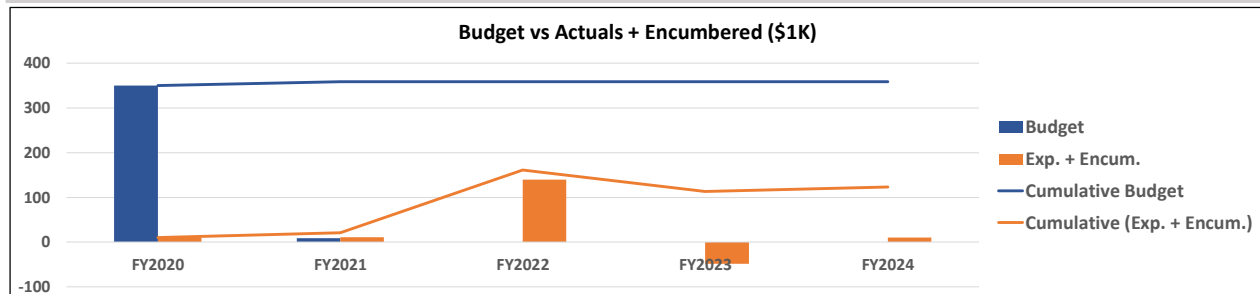
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/20	11/01/20	03/31/21	03/31/21	0	0	Initial engineering assessment/report
Final Design	12/01/21	12/01/21	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	4	50		2	30	16	
13 - Final Design	48		48	0	48		4	57	-9	
15 -Procurement	20		20		20			0	20	
16 - Construction	201		201		201			11	189	
19 - Closeout	20		20	0	20			10	10	
Totals	359	0	359	4	359	0	6	119	235	

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	337	
FY2022	0		0	79				61	197	
FY2023	0		0	-89				41	246	
FY2024	0		0	4			6	6	235	
Totals	359	0	359	4	359	0	6	119	235	



South Base Bus Washer Walls Rehab

Period: FY24 Q1

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 (F=E-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	
Totals		359	0	0	359	359	0	

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

Risk	Mitigation
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)

Final design plans and construction documents are yet in process; anticipated in Sept'23.

Project Notes

A new baseline for schedule and budget are forthcoming
--



ADA Study & Phase 1 Retrofits

Period: FY24 Q1

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	40.0%	24.6%	\$ 1,225,000

Schedule

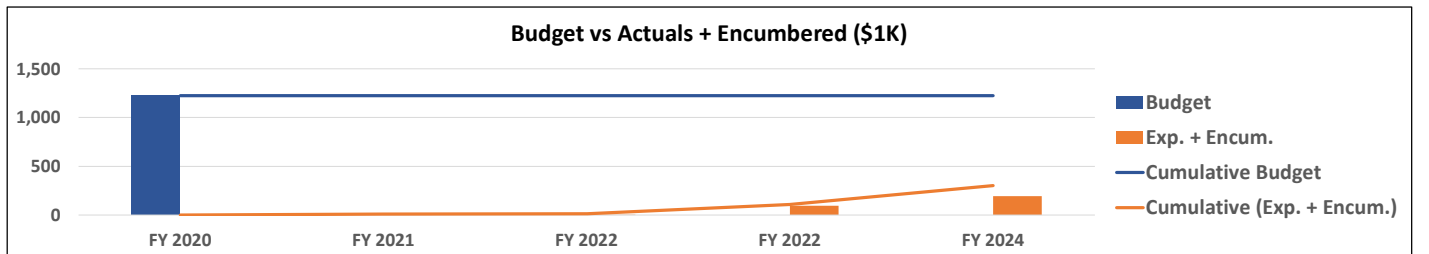
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning & Development	07/01/20	10/01/22	06/30/24	06/30/24	-822	0	
Final Design							
Procurement							
Construction							
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	23	100	0	13	68	91	9
13 - Final Design	100		100	14	100	0	4	31	45	55
15 - Procurement	25		25	0	25	0		0	0	25
16 - Construction	1,000		1,000	141	1,000	0	22	24	165	835
Totals	1,225	0	1,225	178	1,225	0	39	124	301	924

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	22				72	94	1,118
FY 2024			0	155			39	39	194	924
Totals	1,225	0	1,225	178	1,225	0	39	124	301	924



ADA Self Eval Plan

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	1,225	0		1,225	1,225	0	
Totals		1,225	0	0	1,225	1,225	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 are currently reviewing the Draft ADA Transition Plan

KEY ACTIVITIES - Current Reporting Month (top 5)

District staff are currently reviewing the Draft ADA Transition Plan
ADA Transition Plan allows for select construction during plan development
Bidding & construction of select bus stop improvements at various sites will be recurrent throughout this program.
Design is in process for three new sites
Constructio work is authorized for two sites

KEY ACTIVITIES - Next Reporting Month (top 5)

Construction for two (2) sites will begin in Oct'23.
Future construction sites are pending coordination with multiple departments and subject cities.

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

Period: FY24 Q1

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

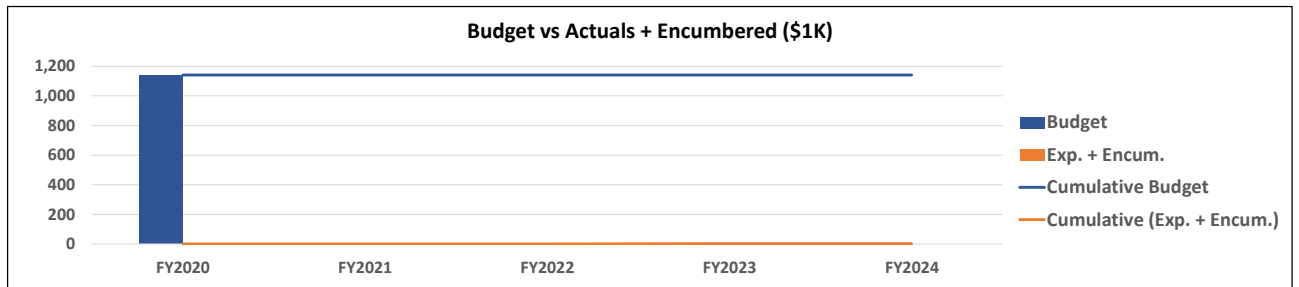
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	03/01/21	03/31/22			-395	0	
Preliminary Plans	04/01/22	02/01/23	07/31/22	04/01/23	-306	-244	
Final Plans	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		0	3	3	7
13 - Final Design	50		50	0	50			0	0	50
15 -Procurement	20		20	0	20			0	0	20
16 - Construction	1,060		1,060	0	1,060				0	1,060
Totals	1,140	0	1,140	0	1,140	0	0	3	3	1,137

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								1	1	1,137
FY2024							0	0	0	1,137
Totals	1,140	0	1,140	0	1,140	0	0	3	3	1,137



North and South Base Exterior Painting

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	1	0		1	1	0	
General Capital Fund (01050)	Local	1,139	0		1,139	1,139	0	
Totals		1,140	0	0	1,140	1,140	0	

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

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

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

A new baseline for schedule and budget are forthcoming
--

NB / SB Front Entrance Modification

Period: FY24 Q1

Prj. ID: 100538

Project Manager: Jeffrey Thomas

SCOPE Summary

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.

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 165,000	2.3%	2%	\$ 165,000

Schedule

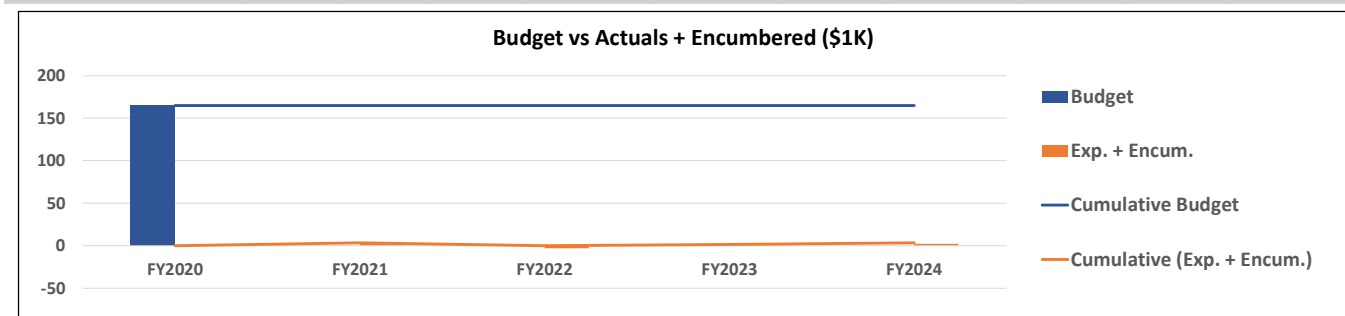
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/21	07/01/22	01/31/23	01/31/23	-365	0	
Final Design	02/01/23	02/01/23	08/30/23	08/30/23	0	0	

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	2	3	3	122
13 - Final Design	40		40	0	40	0	0	0	0	40
Totals	165	0	165	0	165	0	2	4	4	161

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				3	162	
FY2022	0		0	-3			0	-3	165	
FY2023	0		0					1	164	
FY2024	0		0				2	2	161	
Totals	165	0	165	0	165	0	2	4	161	



NB / SB Front Entrance Mod

Period: FY24 Q1

Prj. ID: 100538

FUNDING (in thousands of \$)

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

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

Risk	Mitigation
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
Design team has begun preliminary site evaluation and construction parameters.

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

Period: FY24 Q1

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	30.7%	15.7%	\$ 6,513,926

Schedule

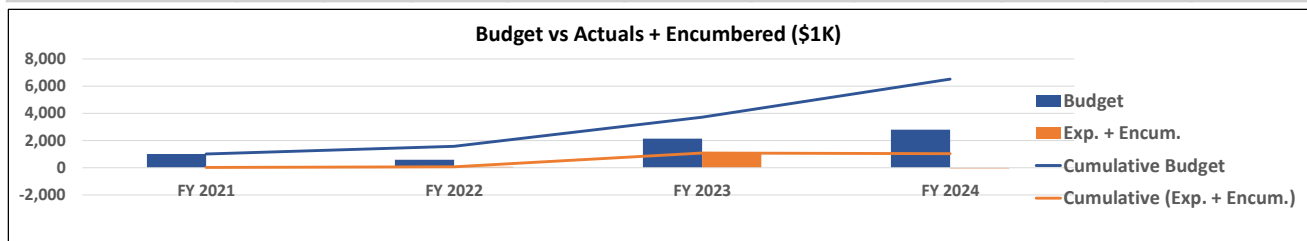
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	07/01/20	07/01/20			0	0	Initial part of the planning work was done prior to the starting date of 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 the up-to-date schedule. The geotechnical laboratory test results are expected in January 2023.
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	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	946		946	210	946	0	32	487	697	249
12 - PE/Env/PSE	2,739		2,739	32	2,739	0	45	97	130	2,609
13 - Final Design	575		575	80	575	0	11	116	196	379
15 - Procurement	1,254		1,254		1,254	0			0	1,254
16 - Construction	1,000		1,000		1,000	0			0	1,000
Totals	6,514	0	6,514	322	6,514	0	87	701	1,024	5,490

PROJECT BUDGET vs Actuals & Encumbrance

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)						
FY 2021	1,000		1,000	7				7	993	
FY 2022	575		575	-7				71	1,504	
FY 2023	2,143		2,143	463				543	2,641	
FY 2024	2,796		2,796	-141			87	87	-54	5,490
Totals	6,514	0	6,514	322	6,514	0	87	701	1,024	5,490



North Base Building 200 Replacement

Period: FY24 Q1

Prj. ID: 100548

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding
		Original	Changes				
		(A)	(B)				
Measure W Sales Tax - Capital (01024)	Local	495	0		495	495	0
General Capital Fund (01050)	Local	6,019			6,019	6,019	0
Totals		6,514	0	0	6,514	6,514	0

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

Risk	Mitigation
None	

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

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

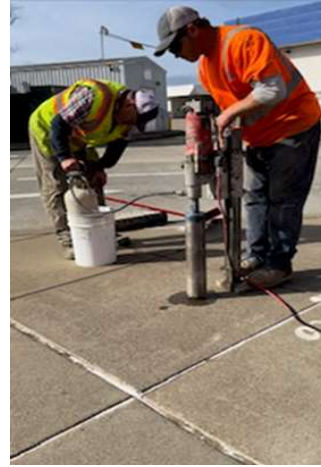
1. Commencement of WD 20529 under Project 100548 - North Base Building 200 - Assessment of the Building Condition
2. Floor level survey was completed and the preliminary analysis was done.

KEY ACTIVITIES - Next Reporting Month (top 5)

1. The Study findings and Space Program will be presented to the board member on 4 October 2023 for the site section and funding approval.
2. 35% Design WD will be issued to On-Call Consultant.

Project Notes

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

EV Chargers Non-Rev Vehicles at Central Garage

Period: FY24 Q1

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%	13%	\$ 575,000

Schedule

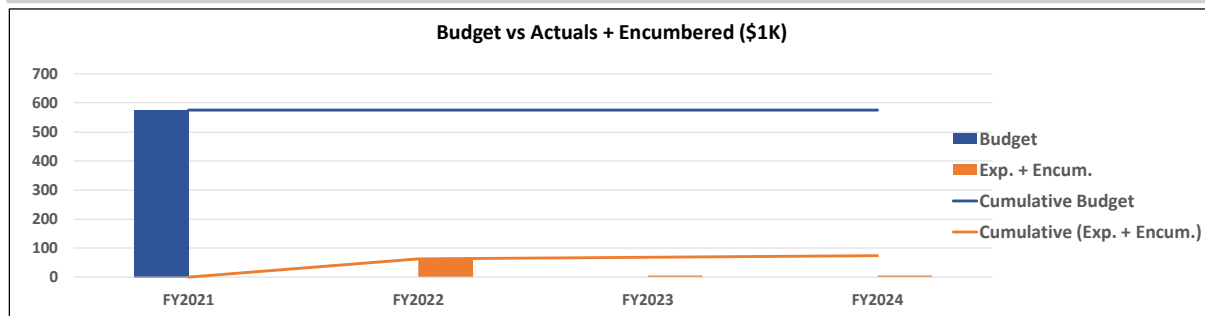
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/21	11/01/21			0	0	
Final Design	05/01/22	05/01/22	10/31/22	10/31/22	0	0	
Procurement	11/01/22	11/01/22	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	49	81	0	2	25	74	6
15 - Procurement	17		17	0	17	0			0	17
16 - Construction	460		460	0	460	0			0	460
19 - Closeout	17		17	0	17	0			0	17
Totals	575	0	575	49	575	0	2	25	74	501

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

FY	Budget				Estimate at Completion E	Variance F=E-D	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				2.1	512	
FY2023	0		0	-16				21.1	507	
FY2024	0		0	4			2	2.1	501	
Totals	575	0	575	49	575	0	2	25	501	



EV Chargers Non-Rev Vehicles

Period: FY24 Q1

Prj. ID: 100629

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original (A)	Changes (B)					
General Capital Fund (01050)	Local	573	0		573	573	0	
Measure W Sales Tax (01024)	Local	2	0		2	2	0	
Totals		575	0	0	573	573	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 is six (6) chargers at North Base and six (6) chargers at South Base.
Suspend design at Central pending future use/development of the site.
Design team requested a 'load capacity' assessment by District in advance of further planning.

KEY ACTIVITIES - Next Reporting Month (top 5)

District has commissioned a load capacity assessment in Sept-Oct'23

Project Notes

A new baseline for schedule and budget are forthcoming
--

South Base Water Utility Lines Replacement

Period: FY24 Q1

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

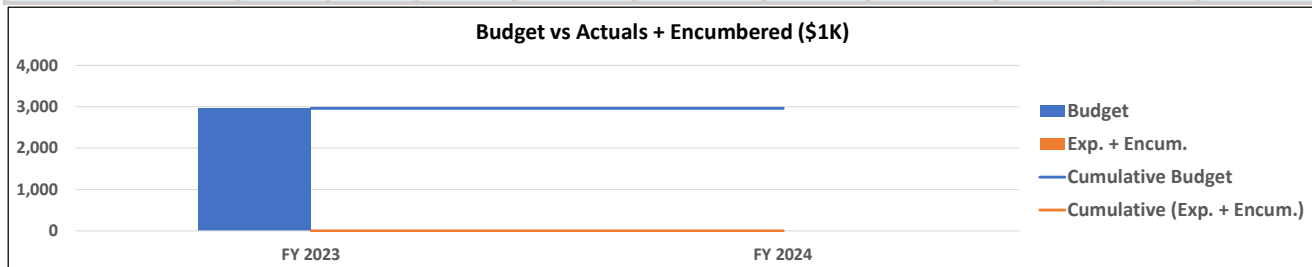
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	09/01/22	03/01/23	11/30/22	06/30/23	-181	-212	
12- Preliminary Design	12/01/22	05/01/23	03/31/23	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	
Totals	2,964	0	2,964	0	2,964	0	0	0	2,964	

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

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2023	2,964		2,964		2,964			0	2,964	
FY 2024			0		0		0	0	0	
Totals	2,964	0	2,964	0	2,964	0	0	0	2,964	



South Base Water Utility Lines Replacement

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	2,964	0		2,964	2,964	0	
Totals		2,964	0	0	2,964	2,964	0	

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

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

Period: FY24 Q1

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%	0.2%	\$ 2,946,900

Schedule

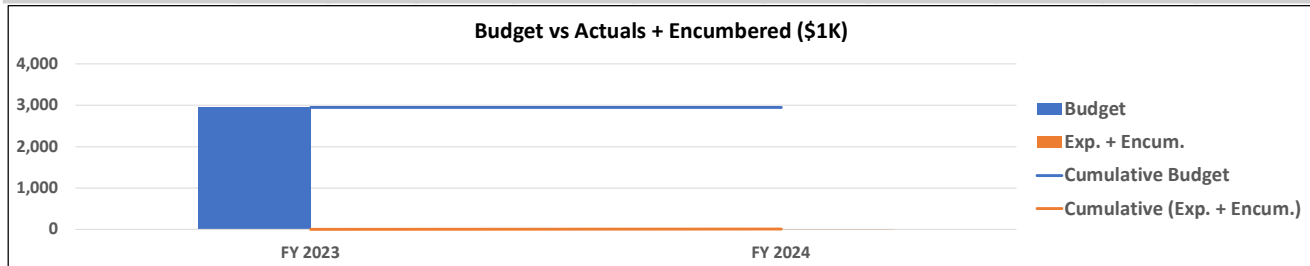
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	10/01/22	10/01/22	12/30/22	12/30/22	0	0	
12- Preliminary Design	01/01/23	01/01/23	05/30/23	05/30/23	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 (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	103		103			5	103		
12- Preliminary Design	103		103	0	103	0		0	103	
13- Final Design	137		137	0	137	0		0	137	
15- Procurement	40		40	0	40	0		0	40	
16- Construction	2,508		2,508	0	2,508	0		0	2,508	
19- Close out	57		57	0	57	0		0	57	
Totals	2,947	0	2,947	5	2,947	0	0	5	2,942	

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 2023	2,947		2,947				2,947		
FY 2024			0	5	0		0	5	2,942	
Totals	2,947	0	2,947	5	2,947	0	0	5	2,942	



Bus Shelter Upgrades and Replacements

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
STA State of Good Repair-Capital (03139)	State	1,541	0		1,541	1,541	0	
Measure W Sales Tax - Capital (01024)	Local	1,406	0		1,406	1,406	0	
Totals		2,947	0	0	2,947	2,947	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

A new baseline for schedule and budget are forthcoming
--

Interim Workspace Enhancement

Period: FY24 Q1

Project ID: 100763

Project Manager: Ron Robertson

SCOPE Summary

Replace carpet as needed, repaint as needed, re-arrange and or replace cubicles as needed at District buildings.

STATUS Summary

Phase: Planning

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

Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 1,000,000	24.9%	16.7%	\$ 1,000,000

Schedule

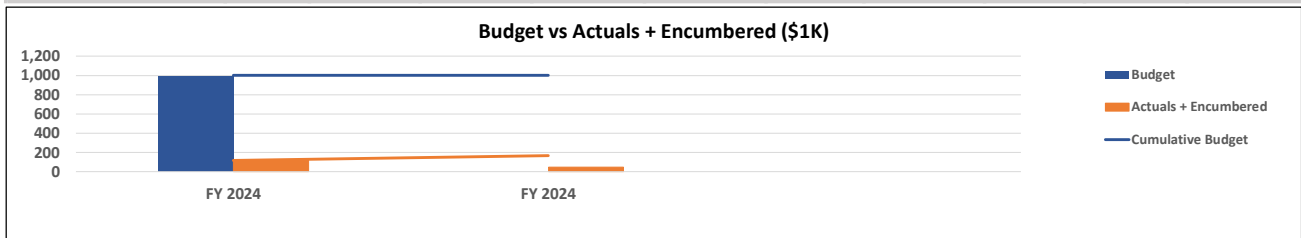
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
16- Construction	7/1/2023	7/1/2023	6/30/2024	6/30/2024	0	0	

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)		
16 - Construction	1,000		1,000	106	1,000	0	23	60	167	833
Totals	1,000	0	1,000	106	1,000	0	23	60	167	833

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)		
FY 2023	1,000		1,000	81				38	119	881
FY 2024				26			23	23	48	833
Totals	1,000	0	1,000	106	1,000	0	23	60	167	833



Interim Workspace Enhancement

Period: FY24 Q1

Project ID: 100763

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,000			1,000	1,000	0	
Totals		1,000	0	0	1,000	1,000	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)

Project Notes

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Mobile Construction Office Trailers

Period: FY24 Q1

Project ID: 100767

Project Manager: Ron Robertson

SCOPE Summary

District's current construction plans for North Base and South Base facilities are ever expanding. This budget request will allow for two (2) mobile construction office trailers, one each at North Base and South Case, to support District staff during phased site construction projects over the next 15 years.

STATUS Summary

Phase: Planning

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

Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 148,500	1.7%	0.0%	\$ 148,500

Schedule

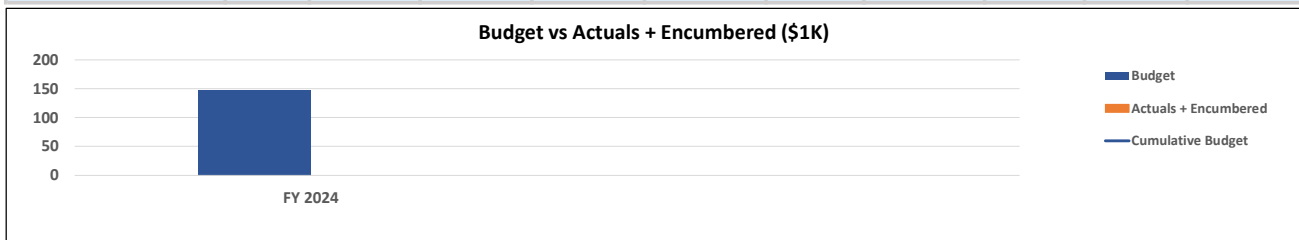
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning	7/1/2023	7/1/2023	12/31/2023	12/31/2023	0	0	
Procurement	1/1/2024	1/1/2024	12/31/2024	12/31/2024	0	0	
Construction	1/1/2025	1/1/2025	6/30/2025	6/30/2025	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	6		6		6	0			0	6
15 - Procurement	11		11		11	0				11
16 - Construction	132		132		132	0				132
Totals	149	0	149	0	149	0	0	0	0	149

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 2024	149		149		149			0	149	
Totals	149	0	149	0	149	0	0	0	149	



Mobile Construction Office Trailers

Period: FY24 Q1

Project ID: 100767

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	149			149	149	0	
Totals		149	0	0	149	149	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)

Working on the Protect Grant application
Working with Planning and Government Affairs to develop a framework for project delivery

KEY ACTIVITIES - Next Reporting Month (top 5)

Continue working on the Protect Grant application

Project Notes

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South Base Switchgear Replacement & BEB Chargers Installation

Period: FY24 Q1

Prj. ID: 100547

Project Manager: Jeffrey Shu

SCOPE Summary

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

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

STATUS Summary

Phase: Construction

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 6,700,000	44.7%	64.1%	\$ 6,700,000

Schedule

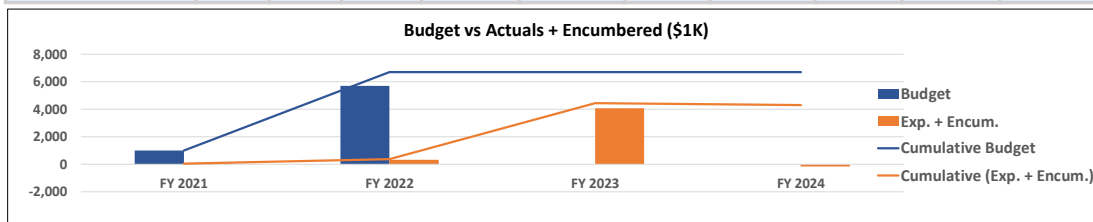
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	10/01/19	10/01/19	10/01/19	10/01/19	0	0	
13 - Final Design	04/01/22	04/01/22	08/30/22	10/20/22	0	-51	completed
15 - Procurement	09/01/22	10/20/22	12/31/22	03/20/23	-49	-79	completed
16 - Construction	01/02/23	01/23/23	03/31/24	02/09/25	-21	-315	-Owner-furnished 3000A Switchgear "production" is on track for June 2024 delivery. -Owner-furnished ABB Chargers are on track for October 2023 delivery. -2nd delay. 19 calendar day impact to the overall schedule. Related to procurement of contractor-furnished "MDPO2" switchboard
19 - Closeout	04/01/24	02/10/25	10/30/24	05/11/25	-315	-193	

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)				
12 - PE/Env, PSE Preliminary Design	131		131		131	0		120	120	11
13 - Final Design	268		268	3	268	0	8	251	255	13
15 - Procurement	120		120		120	0	5	112	112	8
16 - Construction	5,981		5,981	3,165	5,981	0	127	644	3,809	2,172
19 - Closeout	200		200		200	0			0	200
Totals	6,700	0	6,700	3,168	6,700	0	141	1,127	4,296	2,404

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)				
FY 2021	1,000		1,000	25				24	49	951
FY 2022	5,700		5,700	140				193	333	6,318
FY 2023			0	3,305				770	4,075	2,243
FY 2024			0	-301			141	141	-161	2,404
Totals	6,700	0	6,700	3,168	6,700	0	141	1,127	4,296	2,404



South Base Switchgear Replacement & BEB Chargers Installation

Period: FY24 Q1

Prj. ID: 100547

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original (A)	Changes (B)					
Measure W Sales Tax - (01024)	Local	5,917	0		5,917	5,917	0	
General Capital Fund (01050)	Local	783	0		783	783	0	
Totals		6,700	0	0	6,700	6,700	0	

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

Risk	Mitigation
The 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
The delivery date of the Owner-furnished 3000A Switchgear will be delayed a second time.	-SamTrans PM to gather additional information as to why additional delays are occurring. -SamTrans PM to follow up with the Vendor (Technology International) monthly for status updates. -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
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.
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
PGE may change the scope of the work and cause an additional delay to the project	Resident Engineer and Contractor shall keep PGE informed of all design, construction, and differing site conditions found and receive PG&E's approvals, in-writing and in-advance of the planned work. Contractor will have work ready for PG&E inspectors in-advance of the inspection dates and in-accordance with the previously coordinated PG&E-approvals

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

Issue	Status
The critical path and overall project schedule has been impacted by an additional 19 calendar days due to the Contractor-furnished MDPO-2 item. The Revised final completion date is February 9, 2023.	-Contractor has submitted the Construction Progress Schedule on September 8th, which shows the overall impact to the project. -the revised MDPO-2 product (manufacture red by Eaton) was submitted 9/1/2023 and approved by 9/6/2023. -Contractor is monitoring progress from their Vendor -Project Manager is consolidating the documentation related to this issue.
The project's total change orders is estimated to have already exceeded 75% of the original construction contract authority. More change orders are anticipated.	-The Resident Engineer's change order tracking log is current and up-to-date as of September 14, 2023. -work is not yet completed. Additional changes are anticipated.
ABB Charger Warranty will start earlier than necessary. Loss of Warranty period.	-Contractor submitted their formal ABB Charger Protection Plan on 9/18/2023, and it shows a change in dates for charger installation. Origin installation date was August 2023, but now the dates are in the future, to be determined. -The tracking number from ABB was received on 9/29/2023. The ABB Chargers are scheduled to be delivered to South Base the first week of October. -ABB's warranty period will start 6 months after ship date. -Resident Engineer will discuss the issue with the Contractor.

KEY ACTIVITIES - Current Reporting Month (top 5)

South Base Construction: Contractor's furnished MDPO-2 pre-production engineering drawing (Eaton's product) was submitted, reviewed, and approved by 9/6/2023.
3000A Switchgear: Project Manager received monthly update from Technology International that MDPO-1 is on track for a 10/16/2023 milestone update.
South Base Construction: ABB Charger Delivery is scheduled for delivery first week of October 2023
South Base Construction: Contractor's Construction Progress Schedule was submitted and reviewed. Contractor and Engineer will meet to discuss the Engineer's comments.
South Base Construction: Progress was made excavating for PG&E's trench and for the foundations and trenches within the "deadline" area

KEY ACTIVITIES - Next Reporting Month (top 5)

South Base Construction: Project Manager to apply pressure for the Contractor's other outstanding deliverables: Time Extension Request submission.
South Base Construction: Project Manager and Contractor will continue to discuss ongoing disputes related to MDPO-2 procurement and the 2nd impact to the overall contract duration
Contractor to continue to make progress on trenching, conduit installation within PG&E's trench and the "deadline" area.
Contractor to backfill and restore concrete within the "deadline" area and restore pavement within the AC Parking lot.
South Base Construction: Project Manager to manage the production of the Contractor's other long lead items: EBD and the Bus Duct

Project Notes

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Within South Base's "Deadline" Area, excavation for the new Chargers' foundations, dispenser's foundations, and trenches were completed.

ZEB Implementation and Deployment

Period: FY24 Q1

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
\$ 23,663,992	6.8%	16.2%	\$ 23,663,992

Schedule

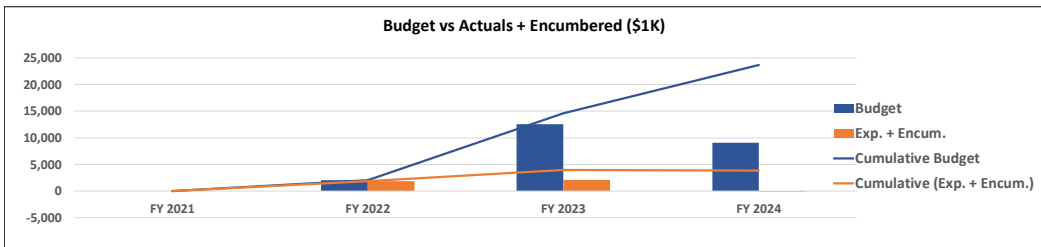
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	7/1/2021	07/01/21			0	0	
30% Design	07/01/21	07/01/21	04/30/22	04/30/22	0	0	Completed
End Environmental Phase			01/31/23	05/30/23	0	-119	CEQA obtained in Dec 2022- NEPA obtained allows to proceed with Final Design
Solicitation for Final Design for Charging Infrastructure in SB	07/01/23	07/01/23	10/30/23	10/30/23	0	0	Select Stantec or STV
Final Design for Permanent Charging Infrastructure in SB	11/01/23	11/01/23	09/30/24	09/30/24	0	0	
CMGC Solicitation	09/01/23	09/01/23	04/30/24	04/30/24	0	0	
Grant Requirements	02/01/24	02/01/24	09/30/25	09/30/25	0	0	Award Construction Contract no later than 10-15-24; SamTrans Board Meeting 10-2-24
Pre Construction Phase for Charging Infrastructure in SB	06/01/24	06/01/24	03/30/25	03/30/25	0	0	
Long Lead Equipment Procurement for Charging Infrastructure in SB	08/01/24	08/01/24	01/31/26	01/31/26	0	0	
Construction of Permanent Charging Infrastructure in SB	04/01/25	04/01/25	03/31/27	03/31/27	0	0	
Close out	04/01/27	04/01/27	09/30/27	09/30/27	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/CD/Env	1,007		1,007	53	1,007	0	13	880	933	73
12 - PE/Env/PSE	3,687		3,687		3,687	0	11	343	343	3,343
13 - Final Design	4,042		4,042	268	4,042	0	107	1,316	1,584	2,458
15 - Procurement	99		99	0	99	0	8	86	86	13
16 - Construction	5,755		5,755	159	5,755	0	12	737	896	4,859
19 - Closeout	23		23	0	23	0		0	0	23
TBD Pending Grant	9,052		9,052	0	9,052	0		0	0	9,052
Totals	23,664	0	23,664	481	23,664	0	151	3,361	3,842	19,822

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 2021			0					0	0	
FY 2022	2,046		2,046	869				1,009	1,878	
FY 2023	12,566		12,566	-126				2,201	2,076	
FY 2024 TBD Pending Grant	9,052		9,052	-263			151	151	-112	
Totals	23,664	0	23,664	481	23,664	0	151	3,361	3,842	



ZEB Implementation and Deployment

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax - (01024)	Local	8,674	0		8,674	8,674	0	
FY22-71 ROW Repayment LCTOP (03958)	State	4,600			4,600	4,600		
Prop 18 PTMISEA Interest (03636)	State	229			229	229	0	
Prop 18 PTMISEA FY14 (03639)	State	840			840	840	0	
Prob-18- PTMISAE FY15 (03643)	State	223			223	223	0	
Lifeline PTMISEA for NAB (03646)	State	46			46	46	0	
TBD	TBD	9,052			9,052		9,052	Pending Grant
Totals		23,664	0	0	23,664	14,612	9,052	

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
Addition of Options was approved for the CMGC	

KEY ACTIVITIES - Current Reporting Month (top 5)

Issued a Notice of Intent to potential proposers for the CMGC RFP
Revised the WD Proposal Request for GEC for Final Design to include an additional 110 Charging bases

KEY ACTIVITIES - Next Reporting Month (top 5)

Agency and legal review of CMGC RFP
Issue WD Proposal Request to on-call GEC for the Final Design

Project Notes

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NB Interim Charger Installation (Part of CP 100631)

Period: FY24 Q1

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.

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
\$ 677,174	99.1%	100.0%	\$ 677,174

Schedule

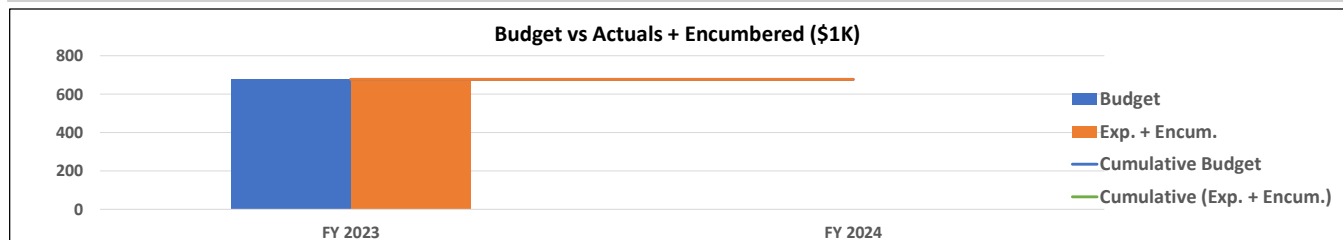
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
65% Design for NB Interim Chargers	05/01/22	03/16/22	06/30/22	06/17/22	46	13	Completed
13-Final Design	07/01/22	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
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	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			0		0	0			0	0
12 - PE/Env/PSE			0		0	0			0	0
13 - Final Design	37		37		37	0		37	37	0
15 - Procurement			0		0	0			0	0
16 - Construction	640		640		640	0		640	640	0
19 - Closeout			0		0	0			0	0
Totals	677	0	677	0	677	0	0	677	677	0

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	677	0	677	0				677	677	0
FY 2024		0	0				0		0	0
Totals	677	0	677	0	677	0	0	677	677	0



NB Interim Charger Installation (Part of CP 100631)

Period: FY24 Q1

Prj. ID: 100631-01

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

Risk	Mitigation
None	None

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

Issue	Status
None	None

KEY ACTIVITIES - Current Reporting Month (top 5)

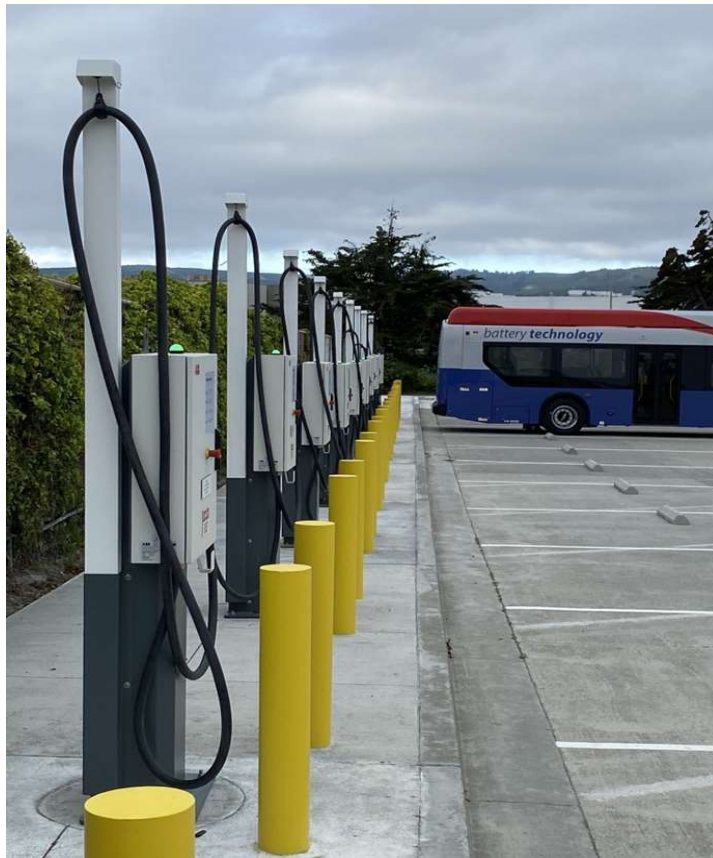
Reviewed and Approved the final Pay Application (Release of Retentions)
Reviewed and Approved the Contractor's closeout paperwork

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Completion Closeout
Final Document Turnover

Project Notes

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North Base BEB Interim Chargers

North Base - Sea Level Rise and Erosion Mitigation

Period: FY24 Q1

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 recommended alternatives will involve collaboration and coordination with internal and external stakeholders.

STATUS Summary

Phase: Planning

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

Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 1,482,000	0.2%	6145.5%	\$ 1,482,000

Schedule

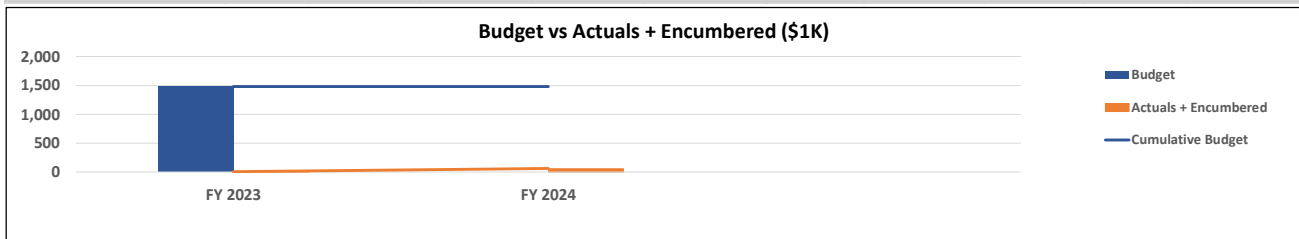
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Stakeholder and Public Engagement and PEL Study and Selection of Preferred Alternative	7/1/2023	7/1/2023	12/31/2023	12/31/2023	0	0	
	1/1/2024	1/1/2024	12/31/2024	12/31/2024	0	0	
35% Design for the Preferred Alternative	1/1/2025	1/1/2025	6/30/2025	6/30/2025	0	0	
Detailed Impact and Mitigation Analysis	7/1/2025	7/1/2025	12/31/2025	12/31/2025	0	0	
NEPA and CEQA Clearance	1/1/2026	1/1/2026	12/31/2026	12/31/2026	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	1,482		1,482	3	1,482	0	53	59	61	1,421
Totals	1,482	0	1,482	3	1,482	0	53	59	61	1,421

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	1,482		1,482					6	6	1,476
FY 2024			0	3			53	53	56	1,421
Totals	1,482	0	1,482	3	1,482	0	53	59	61	1,421



North Base - Sea Level Rise and Erosion Mitigation

Period: FY24 Q1

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 (F=E-D)	Comments
		Original (A)	Changes (B)					
		General Capital Fund (01050)	Local					
Measure W Sales Tax - Capital (01024)	Local	17			17	17	0	
Totals		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)

Continuing with Planning and Government Affairs to develop a framework for project delivery

KEY ACTIVITIES - Next Reporting Month (top 5)

Reaching to stakeholders that would benefit from a regional solution that mitigates the impact of sea level rise

Project Notes

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North Base Facility Modifications for FCEBs

Period: FY24 Q1

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
\$ 2,022,914	48.9%	79.1%	\$2,022,770

Schedule

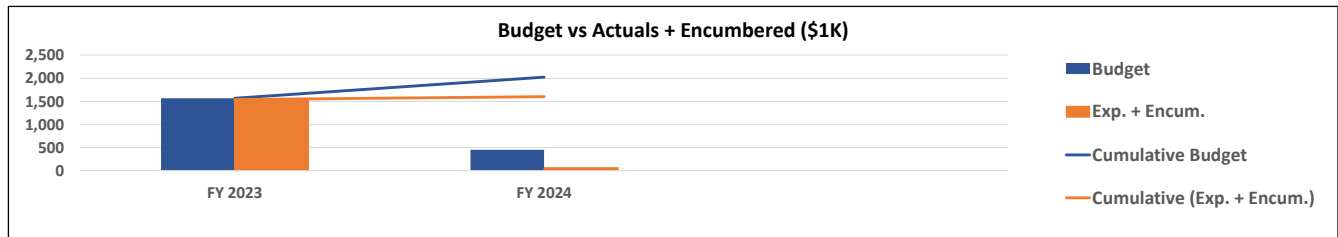
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Kick Off Meeting and Work Program	9/1/2022	9/1/2022	9/9/2022	9/9/2022	0	0	On time
On-Site Assessment & Review 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	Completed in time
Construction	07/20/23	07/20/23	01/31/24	01/31/24	0	0	
Closeout	01/31/24	01/31/24	04/30/24	04/30/24	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 (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning	23		23		23	0		23	23	0
12 - PE/Env/PSE	8		8		8	0	7	8	8	0
13 - Final Design	43		43		43	0	7	43	43	0
15 - Procurement	23		23		23	0		23	23	0
16 - Construction	1,925		1,925	1,225	1,925	0	257	277	1,502	423
Totals	2,023	0	2,023	1,225	2,023	0	270	375	1,600	423

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	1,568		1,568	1,420				118	1,538	30
FY 2024	455		455	-195			270	257	62	423
Totals	2,023	0	2,023	1,225	2,023	0	270	375	1,600	423



North Base Facility Modifications for FCEBs

Period: FY24 Q1

Prj. ID: 100723-01

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	148			148	148	0	
Measure W Sales Tax (01024)	Local	1,875			1,875	1,875	0	
Totals		2,023	0	0	2,023	2,023	0	

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

Risk	Mitigation
Slow responses on RFI can delay scheduled works.	RE to contact the relevant discipline- engineers directly to solve the issues.

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

Issue	Status
Correspondence improvement measure was put in place.	Use of share point.

KEY ACTIVITIES - Current Reporting Month (top 5)

- All lightings were lowered per requirement.
- All hose wheels were removed.
- Demolition and installation of conduits are in progress.
- Preparation for the installation of Supply and ventilation fans commenced.

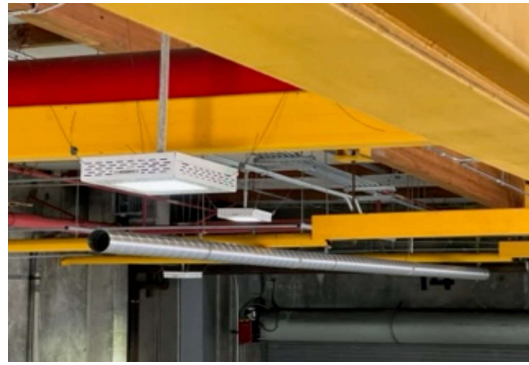
KEY ACTIVITIES - Next Reporting Month (top 5)

- Conduits work will be done.
- Radiant heater will be installed.
- Preparation for Supply and ventilation fans will be completed.

Project Notes



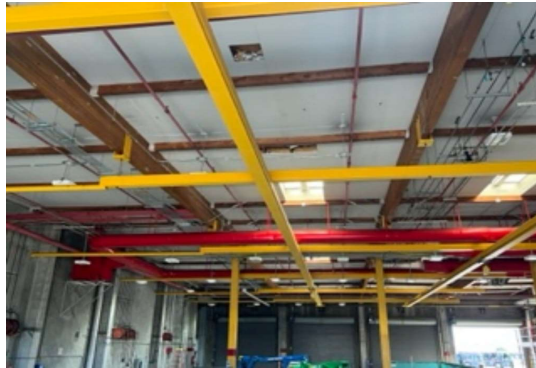
Electrical work



All lighting - lowered 24" from the ceiling



All lighting - lowered 24" from the ceiling



NB H2 Fueling Station for 10 FCEBs

Period: FY24 Q1

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
\$ 2,285,666	24.0%	89.3%	\$2,285,666

Schedule

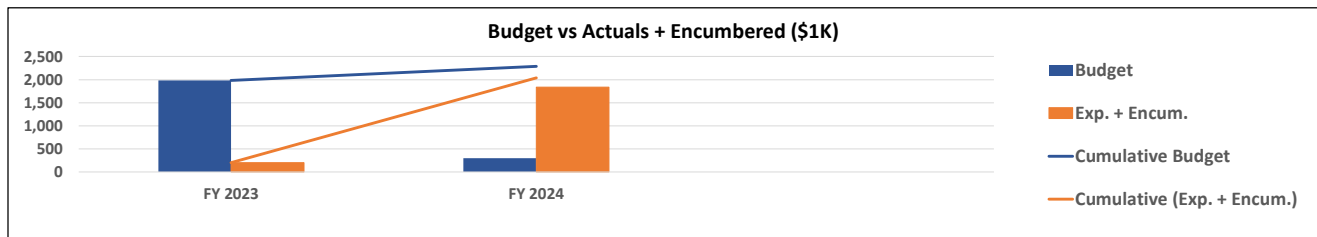
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Solicitation for H2 services contract	10/1/2022	10/1/2022	5/15/2023	5/15/2023	0	0	Contract awarded to Plug Power
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	63		63		63	0		63	63	0
12 - PE/Env/PSE	2		2		2	0		2	2	0
13 - Final Design	96		96		96	0	1	96	96	0
15 - Procurement	16		16		16	0		16	16	0
16 - Construction	2,109		2,109	1,784	2,109	0	54	82	1,865	243
Totals	2,286	0	2,286	1,784	2,286	0	55	259	2,042	243

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	1,986		1,986					204	204	1,782
FY 2024	300		300	1,784			55	55	1,838	243
Totals	2,286	0	2,286	1,784	2,286	0	55	259	2,042	243



NB H2 Fueling Station for 10 FCEBs

Period: FY24 Q1

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 (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	2,134			2,134	2,134	0	
General Capital Fund (01050)	Local	152			152	152	0	
Totals		2,286	0	0	2,286	2,286	0	

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

Risk	Mitigation
No risk at this point	

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

Issue	Status
No issue at this point	

KEY ACTIVITIES - Current Reporting Month (top 5)

SamTrans completed review drawings
Plug Power completed the Final Design documents
SamTrans Completed Emergency Response Plan (ERP)
ERP was approved by the Fire Marshall

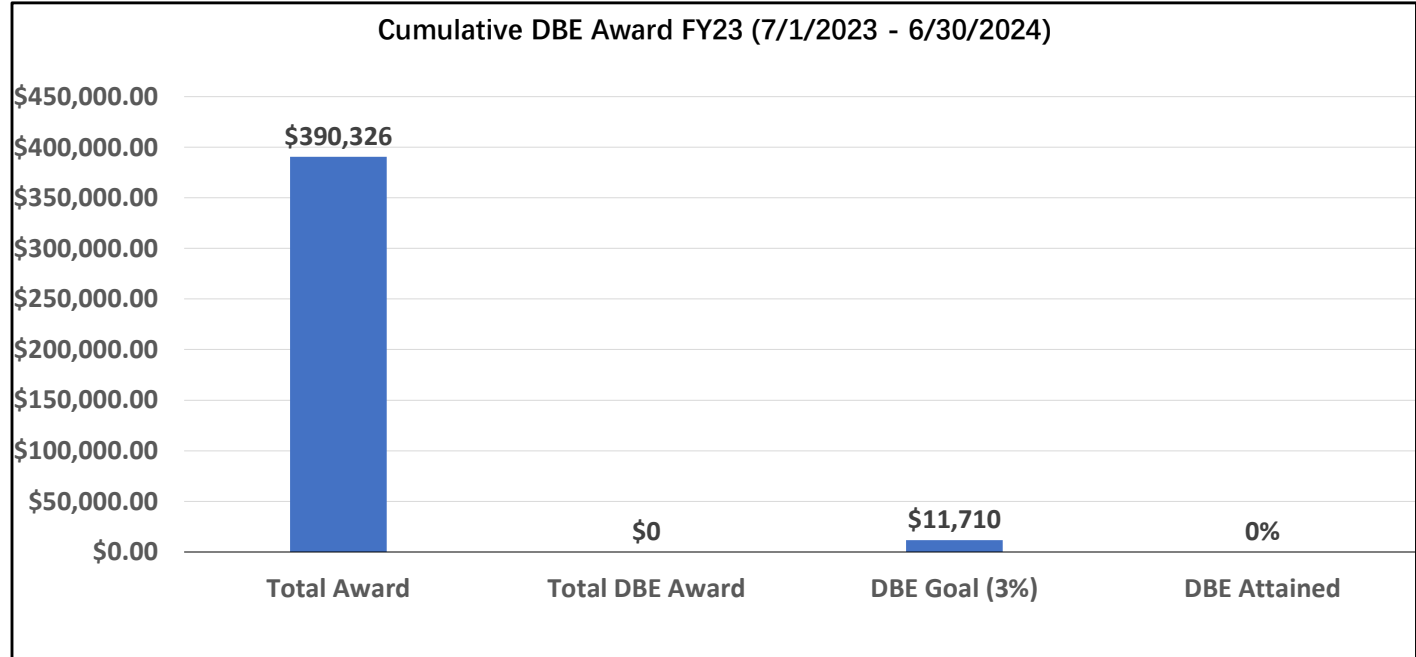
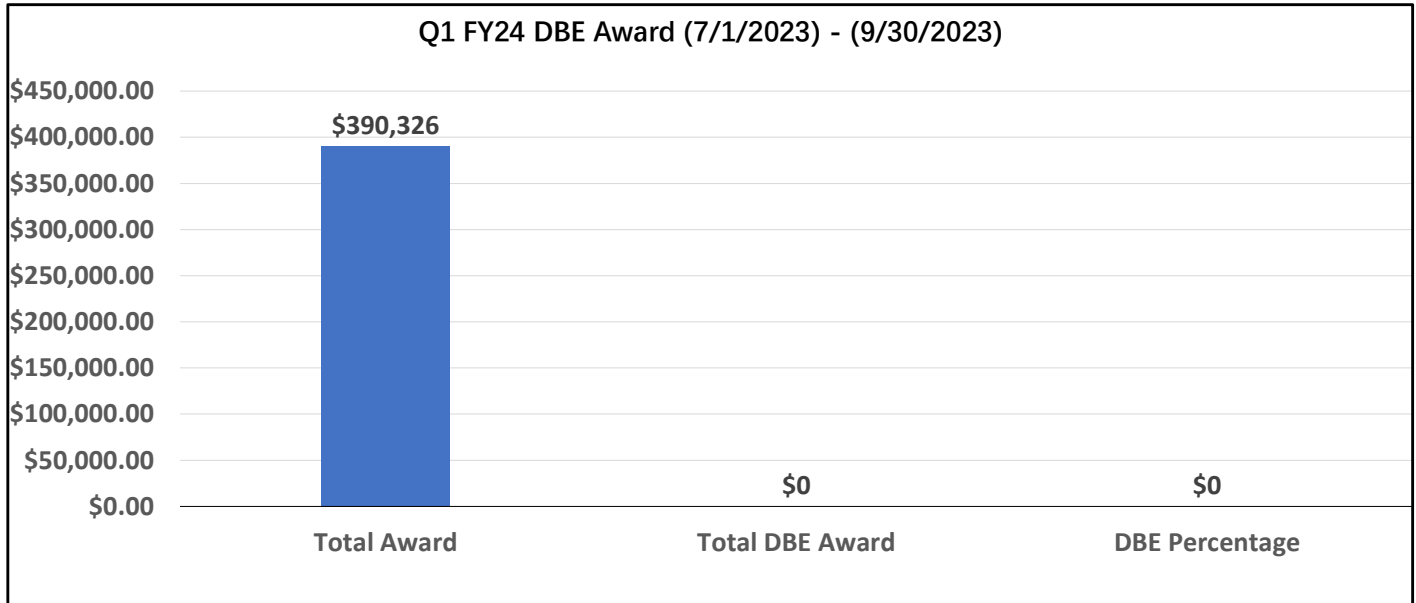
KEY ACTIVITIES - Next Reporting Month (top 5)

Plug Power will submit Final Design to Fire Marshall for approval
Plug Power to issue an RFP for construction work
Manufacturing of Hydrogen Mobile Fueler will continue

Project Notes

--

SamTrans Award



Note: The overall triennial DBE goal for Federal Fiscal Year 2023-25 is 3%
There was one Federal award with no DBE attained for FY2024 Q1.

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: **Award of Contract for Insurance Brokerage Services**

Action

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

1. Award a contract to USI Insurance Services, LLC of San Francisco, California (USI) for a five-year base term, with one additional two-year option term, to provide insurance brokerage services (Services) to the District at the following costs:
 - a. Total firm fixed cost of \$375,950 for the five-year base term;
 - b. Optional two-year extension cost of \$157,058; and
 - c. Hourly on-call services rates progressing from \$175 to \$190, from year one to seven, capped at \$30,000.
2. Authorize the General Manager/CEO or designee to execute a professional services contract with USI consistent with the requirements of the District as defined by the Scope of Services included in the District's Request for Proposals (RFP) and negotiated contract terms and conditions, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise one, two-year option term, if in the best interest of the District.

Significance

1. Approval of the above actions will provide the District with the services of a qualified and experienced insurance brokerage firm that is well-versed in the public transit property and casualty insurance market, including comprehensive risk management services. The contract will ensure continued, uninterrupted liability and property coverage at competitive rates. Unexpected additional insurance coverages will be sold to the District at no additional cost from USI.

Budget Impact

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

Background

The District’s current insurance broker contract will expire December 31, 2023.

On May 15, 2023, the District, in collaboration with the Peninsula Corridor Joint Powers Board (JPB) and San Mateo County Transportation Authority (TA), issued joint RFP 23-J-S-T-P-054 for the Services and advertised the RFP on the District’s e-procurement website (Bonfire). The RFP was posted for about six weeks and included a five-point preference for Small Business Enterprise (SBE) utilization. The District received one proposal, which was from the incumbent, USI. Staff reached out to some firms on the plan holders list to inquire why they did not submit a proposal but did not receive any responses.

The proposal from USI was timely submitted and was found to be responsive.

A Selection Committee (Committee) composed of qualified staff reviewed and scored the proposal in accordance with the following weighted criteria:

Evaluation Criteria	Points Available
A. Approach to Scope of Services/Project Methodology	0 to 20
B. Qualifications and Experience of Firm	0 to 20
C. Qualification and Experience of Management Team and Key Personnel	0 to 30
D. Cost Proposal	0 to 30
E. SBE Preference	0 to 5

After review, evaluation, and scoring, the Committee determined that USI has the depth of experience and qualifications needed to perform the Services. The Committee deemed USI’s proposed approach to the Services to be thorough and comprehensive. The proposal provided detailed information and recommendations for types of insurance coverages for each of the three agencies – the District, the JPB, and the TA. Staff conducted a price analysis by comparing the proposed prices to insurance brokerage services contracts at LA Metro; Golden Gate Bridge; Highway and Transportation District; BART; Greater Cleveland Regional Transit Authority; SMART Rail; and AC Transit, and determined that USI’s proposed prices are fair and reasonable.

USI holds the current contracts with the District, JPB and TA, which were awarded in 2018. USI previously did business as Wells Fargo Insurance.

Prepared By:	Dominic Brooke	Procurement Administrator II	650-508-6291
	Marshall Rush	Insurance Claims Administrator	650-508-7742

Resolution No. 2023-

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

* * *

Awarding a Contract to USI Insurance, LLC for Insurance Brokerage Services for a Total Not-to-Exceed Amount of \$375,950 for a Five-Year Base Term, Authorizing a Two-Year Option Term for an Additional Not-to-Exceed Amount of \$157,058, and Establishing Rates for up to \$30,000 of Hourly On-Call Services for up to Seven Years

Whereas, on May 15, 2023, the San Mateo County Transit District (District), in collaboration with the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (TA), issued a joint Request for Proposals (RFP) 23-J-S-T-P-054 for Insurance Brokerage Services (Services); and

Whereas, in response to the RFP, the District received one proposal from the incumbent, USI Insurance, LLC of San Francisco, California (USI); and

Whereas, a Selection Committee (Committee) composed of qualified staff reviewed, evaluated, and scored the proposal in accordance with the weighted criteria set forth in the RFP documents; and

Whereas, the Committee determined that USI possesses the requisite qualifications and experience to successfully provide the Services; and

Whereas, Staff and legal counsel reviewed USI's proposal and determined it complies with the requirements of the RFP; and

Whereas, Staff conducted a price analysis and determined that USI's prices are fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to USI Insurance, LLC to provide the Services for a five-year base term for a total not-to-exceed amount of \$375,950, establish hourly rates for on-call services capped at \$30,000 for up to seven years, and authorize the General Manager/CEO or designee to exercise a two-year option term for an additional not-to-exceed amount of \$157,058, if in the best interest of the District.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to USI Insurance, LLC of San Francisco, California to provide Insurance Brokerage Services for a five-year base term for a total not-to-exceed amount of \$375,950; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a professional services contract with USI consistent with the requirements of the District as defined in the RFP, and negotiated contractual terms and conditions, including as set forth above and including hourly rates for on-call services capped at \$30,000 for up to seven years, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise a two-year option term for an additional not-to-exceed amount of \$157,058, if in the best interest of the District.

Regularly passed and adopted this 1st day of November, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Proclamation

Honoring National Native American Heritage Month

Whereas, the San Mateo County Transit District Board of Directors pays tribute to the many contributions Native Americans have made to our country over the centuries; and

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

Whereas, Native Americans have bravely served under the American flag in every conflict in this nation's history, and continue to serve in greater numbers per capita than any other group in the United States; and

Whereas, Native Americans maintain diverse and vibrant cultures and traditions, and hold a deeply rooted sense of community; and

Whereas, the contributions of Native Americans to our shared culture are too many to name, including the names of places across our country, contributions to art, cuisine, and popular culture, and fundamental concepts we hold central in our government including checks and balances and freedom of speech; and

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

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors does hereby recognize November as National Native American Heritage Month and celebrates the countless contributions that Native Americans have made in the United States.

Regularly passed and adopted this 1st day of November, 2023 by the following vote:



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: October 25, 2023
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: General Manager/CEO Report

Ridership Recovery

SamTrans total trips for the two months ending August 31, 2023, was 87.2 percent of its ridership compared to the same period in 2019. SamTrans ridership recovery continues to compare favorably with the local peer agencies, out-of-state bus public transportation agencies, and nationally with a bus ridership average of 74.1 percent. SamTrans has achieved a Ridership Recovery Rate higher than its Vehicle Revenue Miles Recovery Rate. The revenue miles recovery rate refers to the mileage prior to the pandemic, meaning that SamTrans carries more passengers per revenue mile than its pre-pandemic service levels. Similarly, SamTrans performance exceeds other peer agencies and the national trend (see table below). Caltrain and other local rail systems remain at a lower recovery rate compared to the bus transportation agencies.

	Total Trips YTD August 2019	Total Trips YTD August 2023	Ridership Recovery Rate	Vehicle Revenue Miles Recovery
SamTrans	1,765,260	1,539,599	87.2%	84.3%
AC Transit	9,021,219	6,237,790	69.1%	87.2%
SFMTA	35,900,620	23,838,231	66.4%	88.6%
VTA	4,495,021	3,518,795	78.3%	97.0%
Dallas	6,366,218	4,511,744	70.9%	84.0%
Seattle - King	20,592,132	12,818,131	62.2%	82.5%
Chicago	39,844,628	27,527,843	69.1%	79.0%
Atlanta	9,055,775	5,421,105	59.9%	82.7%
New York MTA	118,659,186	92,110,699	77.6%	96.2%
National Bus	750,652,015	556,542,267	74.1%	87.7%
Caltrain	3,403,000	1,168,087	34.3%	87.9%

	Total Trips YTD August 2019	Total Trips YTD August 2023	Ridership Recovery Rate	Vehicle Revenue Miles Recovery
BART Extension	2,401,639	1,041,390	43.4%	N/A
BART System	22,088,608	8,526,729	38.6%	112.2%
National Rail	820,296,621	535,456,619	65.3%	96.3%
Total NTD Trips	1,658,001,455	1,147,174,918	69.2%	87.6%

Bus Operator & Maintenance Staffing

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	9	313**

* Class 182 has 9 students, and graduation is scheduled for October 27, 2023.

** This number excludes the 9 trainees

Class 183 started October 11, 2023, with 14 Trainees and graduation is scheduled for December 21. Class 184 is scheduled to start November 8, 2023, and will be the first class to be trained at the new West Base Training Center in Colma.

Battery Electric Buses (BEBs)

Ten BEBs will be in service near November 1, 2023, with the remaining seven BEBs placed in revenue service around December 1, 2023.



MTC Regional Coordination

BayPass Pilot Program: Phase 2 of the Clipper BayPass pilot program is on track to launch on a rolling basis in December 2023. Phase 2 will include up to 10 employers (up to 20,000 employees). SamTrans has signed on to the Phase 2 Participation Agreement, as discussed during last month’s Board meeting. Phase 1 of the BayPass Pilot Program is scheduled to end on June 30, 2024. Preliminary evaluation of travel data and participant surveys have been positive, and participating institutions have expressed a desire to continue in the program. Accordingly, there are considerations at the regional level to offer Phase 1 institutions the ability to

purchase Clipper BayPass for all their students and/or residents. If Phase 1 of the BayPass Pilot program is extended, it will require approval by transit operators (via an amendment to the Participation Agreement).

Regional Network Manager: On September 27, 2023 the MTC Commission ratified the Regional Network Management (RNM) Council membership, which is comprised of Executive level Operator and MTC representatives, including April Chan as GM/CEO of SamTrans, and Michelle Bouchard as Executive Director of Caltrain. Initial focus areas of the RNM Council will include fare integration, mapping and wayfinding, accessibility, bus transit priority, rail network management, and connected network planning.

Legislative - Ballot Revenue Measure: MTC is meeting with stakeholders, including transit agencies, about the potential for a 2026 ballot revenue measure. What the measure will look like in terms of funding categories and what type of tax it could be (i.e. sales tax, parcel tax, and/or employee tax) is undetermined at this time.

Bus Transportation Safety Campaign

The Bus Transportation team developed with the Safety and Security team a list of safety-related action items that will be used with each safety campaign. The Safety Campaigns will select 5-10 action items for a period of 60-90 days to allow ample exposure and staff participation.

Bus Operator Employee of the Month (EOM) Recognitions

Qi Ni Chen is the September 2023 Bus Operator of the Month at North Base. This is her second EOM award achieved during her 15 years of service with the District. **Moses Otuhiva** is the September 2023 Bus Operator of the Month at South Base. This is his first EOM award achieved during his 22 months of service with the District.

Bus Maintenance Employee of the Month (EOM) Recognitions

Joseph Borrero is the September 2023 Mechanic of the Month at North Base. This is his 3rd EOM during his 12-plus years of service with the District. **Manual Monte** is the September 2023 Mechanic of the Month at South Base. This is his first EOM during his 16 months of service with the District.

BOARD OF DIRECTORS 2023

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MARIE CHUANG
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JEFF GEE
RICO E. MEDINA
RAY MUELLER
PETER RATTO

APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: October 27, 2023
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: Update on Implementation of the Peninsula Corridor Joint Powers Board Governance MOU

This memorandum will briefly summarize the current status on implementation of the Peninsula Corridor Joint Powers Board (JPB) Governance Memorandum of Understanding (MOU), the ongoing status of District's role as the Managing Agency for the JPB, and contemplated future steps. For those new to the Board or desiring a reminder of the context and history of this MOU and the governance issues it addresses, I attach a report from the District's Special Counsel that was presented to the Board on June 7, 2023.

As I announced to the Board at the September meeting, all payments due to the District under the MOU (totaling \$35 million) have now been made, and the contemplated collateral agreements to those payments (i.e., the Release and Escrow agreements) have been finalized. As a result, the JPB member agencies are now moving forward with negotiation of the other required agreements, including an amended Real Property Ownership Agreement (RPOA). At the same time, the District and JPB staff and General Counsel are working together on a new agreement to govern the provision of shared services by the District for the JPB. In addition, staff and legal counsel for both agencies are working toward potential amendments to the Joint Powers Agreement (JPA) that formed the JPB and resolution of matters related to CalPERS treatment of District employees serving the JPB. I discuss each of these issues in more detail below.

I. Context

As you know, the three JPB member agencies (the City and County of San Francisco (CCSF), the Santa Clara VTA (VTA) and the District) began extended discussions a few years ago about various JPB governance issues. In written contracts and public statements, CCSF and VTA expressed their commitment to making payments reflecting the District's initial contribution to acquire the railroad, and to providing assurances that the District would remain the Managing

Agency unless the District expressly agrees otherwise. CCSF and VTA's main focus in these governance discussions was a strong desire that the JPB itself select, hire, review, and determine the compensation of the Caltrain Executive Director (ED) with authority over rail-dedicated employees, and that this ED would also select and have authority over certain designated direct services directors.

Ultimately, the parties reached a binding MOU in August 2022 designed to balance the competing concerns relating to governance and reimbursement. The pertinent terms of the MOU are set forth in Section IV of the attached June 7, 2023 report.

II. Payments Required Under the MOU

As required by the MOU, the MTC timely provided payments of \$19.6 million (via irrevocable allocation) along with CCSF's \$200,000 for the remaining balance owed pursuant to the 2008 RPOA, and CCSF and VTA collectively and timely paid a required \$15.2 million, by the August 2023 due date to satisfy agreed-upon discounted repayment obligations for the District's original purchase and protection of the Caltrain right-of-way. In addition, the parties drafted and executed acceptable Escrow and Release Agreements for these funds as contemplated in the MOU. (Please note: these payments and subsequent Escrow and Release Agreement requirements had not yet been met as of presentation of the attached June 7, 2023 report to this Board.)

III. A Revised RPOA

The MOU also called for the parties to attempt to negotiate a revised RPOA (and thereafter a revised JPA). While this process was delayed (by agreement between the parties) until the required payments described above had been made, the parties have since exchanged drafts and appear to have reached an agreement (subject to the approval of the boards of the three member agencies and the JPB). The proposed revised RPOA incorporates the terms of the MOU, acknowledges that the new JPB Director of Real Estate will provide direction, policy guidance, and strategy on real estate transactions pertaining to Caltrain, but also will continue to coordinate with the District's Real Estate Director to implement the direction of the JPB and the Caltrain ED.

IV. Shared Services

In addition, the JPB and the District agreed in the MOU to negotiate an agreement to govern how the District provides for partially- and fully-shared services to the JPB, which generally include Human Resources, Contracts and Procurements, Information Technology, Civil Rights, Accounting and Treasury, Communications, Government and External Affairs, Finance and Budgets, Real Estate, Grants, and Safety (a partially-shared service not discussed in the August 2022 MOU, but addressed by the District and JPB Boards in February 2023). The shared services agreement is to cover the scope of the services provided, and how the services will be evaluated, compensated, and adjusted in the future by mutual agreement. Although the MOU contemplated that a shared services agreement would be finalized within three months after the \$15.2 million referenced above was deposited into escrow, the parties have acknowledged that this process necessarily will take longer. As with the other specified agreements, failure to

meet the stated deadline for the shared services does not constitute grounds for voiding the MOU.

That said, the parties, through staff and General Counsel, have been negotiating in good faith to reach a shared services agreement without undo delay. At present, the parties are discussing accountability and related payment issues, and I anticipate providing further information to this Board as the process continues.

V. CalPERS Issues

At the same time that work proceeds on the items described above, the JPB and the District also are addressing whether the new Caltrain ED (along with the newly-created Caltrain directors of certain rail direct services and rail division employees) can or should remain covered by the District's CalPERS contract. To this end, counsel for the JPB and the District have been exploring alternatives, including the JPB commencing its own CalPERS contract (with continuing recognition of JPB accountability for prior unfunded liabilities for employees working in the rail division), and the associated risks and benefits of various alternatives for both agencies and for all implicated staff. The parties, through their General Counsels, staff and expert consultants, are continuing to analyze this intricate situation and evaluate all potential options.

VI. Conclusion

Now that District has received the full \$35 million in payments in accord with the MOU, the parties will continue efforts to address the contemplated agreements and issues referenced above. Assuming the revised RPOA and shared services agreement are finalized and approved, the parties will then commence discussion of and work on the potentially broader issues that might arise in the negotiation of amendments to the existing JPA. I will keep you advised, and emphasize again that finalizing these agreements (including the JPA) are not prerequisites to the continuing validity of the MOU.



BOARD OF DIRECTORS 2023

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MARIE CHUANG
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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, November 1, 2023 – 2:30 pm

- | | | |
|--------|---|---------------|
| 9.a.1. | Call to Order | |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of October 4, 2023 | Motion |
| 9.a.3. | Accessible Services Update | Informational |
| 9.a.4. | Paratransit Coordinating Council Update | Informational |
| 9.a.5. | Citizens Advisory Committee Update | Informational |
| 9.a.6. | Monthly Performance Report September 2023 | Informational |
| 9.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**

October 4, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

9.a.1. Call to Order

Committee Chair Marie Chuang called the meeting to order at 2:19 pm.

9.a.2. Approval of Minutes of the Community Relations Committee Meeting of September 6, 2023

Motion/Second: Medina/Powell

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

Noes: None

Absent: None

9.a.3. Appointment of Arden Margulis, Representing Community Riders, to the Citizens Advisory Committee

The Committee voted to appoint Arden Margulis for a partial term ending April 30, 2024.

Motion/Second: Chuang/Ratto

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

Noes: None

Absent: None

9.a.4. Accessible Services Update

Tina Dubost, Manager, Accessible Services, said the PCC held its biennial retreat in September where she provided an update on the paratransit scheduling software and the same-day paratransit service pilot program. She announced that SamTrans market research will be

performing their triennial paratransit survey later in October and she was looking forward to getting insight from their customers.

9.a.5. Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, said their Executive Committee is finalizing the work plan from the September PCC retreat.

9.a.6. Citizens Advisory Committee Update

John Baker, CAC Member, provided an update on the September 27 meeting, which included a presentation on transit safety by the San Mateo County Sheriff's Department.

9.a.7 Monthly Performance Report | August 2023

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

She noted said the average weekday ridership had increased by more than 17 percent compared to the same month the previous year. She said youth fares in 2023 had increased compared to 2019. She said there were only four DNOs (Did Not Operate). She announced the Employees of the Month.

9.a.8. Adjourn

The meeting adjourned at 2:27 pm.

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

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

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

The minutes from the September PCC retreat (and the resulting work plan) are not yet available.

No minutes are attached.

Budget Impact

There is no impact to the budget.

Background

No additional information.

Prepared By: Lynn Spicer Accessibility Coordinator 650-508-6475

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: April Chan, General Manager/CEO
From: Josh Mello, Executive Officer, Planning and Development David Olmeda, Chief Operating Officer, Bus
Subject: **Monthly Performance Report | September 2023**

Action

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

Significance

SamTrans: Average weekday ridership (AWR) across all three modes (Bus, Paratransit, Shuttles) increased substantially by 13 percent in September 2023 compared to September 2022. The total monthly ridership increased by 12.2 percent.

Post-pandemic recovery is significant for the month of September 2023. Overall SamTrans bus ridership recovery in September 2023 reached 85.7 percent compared to pre-pandemic total ridership in September 2019. SamTrans Adult fare usage recovery is at 101.7 percent compared to pre-pandemic adult fare usage.

Please note, the ridership trends discussed above and reflected in subsequent charts are estimates for September due to a Clipper data loss experienced by Cubic, the 3rd party manager of the Clipper system. Staff utilized farebox ridership data combined with Clipper ridership data from recent months to provide the best possible ridership estimates for September 2023. **Ride Plus:** Since Ride Plus launched on June 18, 2023, the service has generated an average weekday ridership of 100 passengers. There was a total of 2,769 passengers for Ride Plus during the month of September 2023. Of the total ridership, 1,935 passengers (69.9%) rode in East Palo Alto/Belle Haven and 834 passengers (30.1%) rode in Half Moon Bay/El Granada.

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

- **Preventable Accidents** – In September 2023, there were 18 preventable accidents. The goal is to have one or fewer preventable accidents per 100,000 miles; this month, SamTrans did not meet its goal with 2.48 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – SamTrans had 29 service calls in September 2023. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans met its goal with 1.0 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** – OTP systemwide for September 2023 was below the OTP goal of 85.0 percent at 77.8 percent (consistent with August’s OTP).
- **Did Not Operate (DNOs)** – In September 2023, there was 1 DNO, which is less than August by 3. In September 2022, there were 79 DNOs, a decrease of 99% in DNOs from a year ago.

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

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Sep-21	Sep-22	Sep-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	23,035	29,719	33,739	13.5%	20,057	25,611	29,962	17.0%
Paratransit	548	682	758	11.1%	526	642	724	12.7%
Shuttles	1,339	1,923	1,938	0.8%	1,228	1,851	1,833	-1.0%
Ride Plus	--	--	100	--	--	--	96	--
Total	24,922	32,324	36,535	13.0%	21,811	28,104	32,615	16.1%

SAMTRANS Total Ridership								
Mode	Sep-21	Sep-22	Sep-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	596,671	760,402	857,406	12.8%	1,614,089	2,043,004	2,397,005	17.3%
Paratransit	13,904	17,125	18,828	9.9%	40,991	49,633	55,524	11.9%
Shuttles	28,322	40,487	38,718	-4.4%	79,108	117,796	114,742	-2.6%
Ride Plus	--	--	2,769	--	--	--	8,095	--
Total	638,897	818,014	917,721	12.2%	1,734,188	2,210,433	2,575,366	16.5%

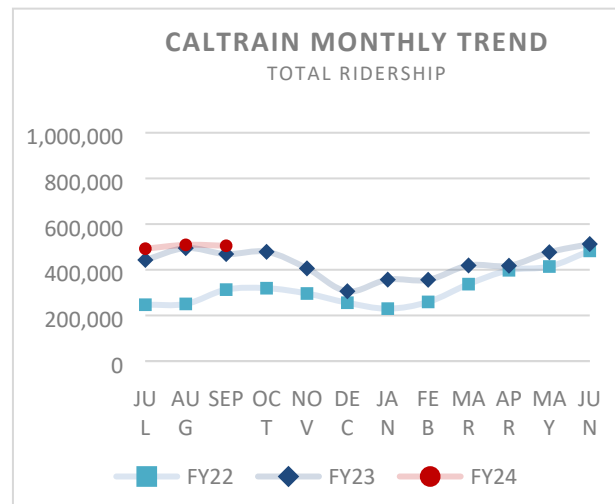
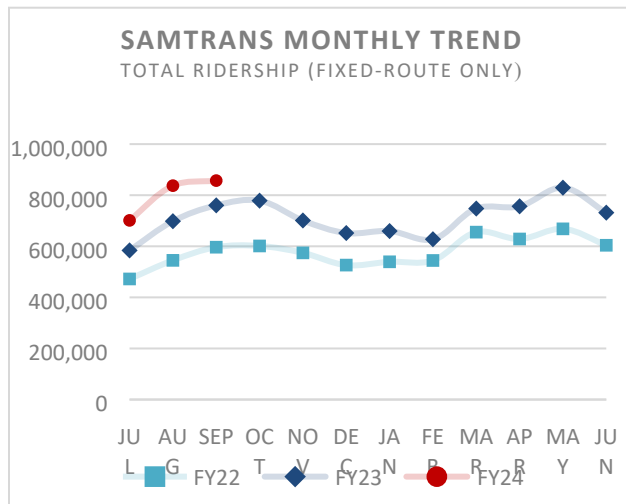
CALTRAIN Average Weekday Ridership								
Mode	Sep-21	Sep-22	Sep-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	11,881	18,709	21,366	14.2%	9,899	18,083	20,661	14.3%

CALTRAIN Total Ridership								
Mode	Sep-21	Sep-22	Sep-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	313,026	468,852	505,078	7.7%	810,362	1,406,590	1,506,540	7.1%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Sep-21	Sep-22	Sep-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	55	84	102	21.9%	52	82	102	23.7%
BART (San Mateo County)	11,698	19,353	19,070	-1.5%	10,586	17,961	19,032	6.0%

OTHER MODES in San Mateo County Total Ridership								
Mode	Sep-21	Sep-22	Sep-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	1,215	1,754	2,048	16.8%	3,394	5,296	6,425	21.3%
BART (San Mateo County)	318,422	526,448	506,109	-3.9%	866,810	1,471,962	1,550,765	5.4%

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



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Sep-21	Sep-22	Sep-23
Adult	335,027	449,325	524,647
Eligible Discount	152,131	168,066	181,699
Youth	109,244	142,842	150,795
--- Youth Unlimited Pass	-	54,950	59,068
Total	596,402	760,233	857,141

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Sep-21	Sep-22	Sep-23
On-Time Performance	80.8%	69.9%	77.8%
Preventable Accidents	12	8	18
Service Calls	20	26	29
Trips Scheduled	37,828	36,677	38,694
Did Not Operate DNOs	97	79	1

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

SAMTRANS (BUS) Ride Plus Key Performance Indicators			
KPI	Sep-21	Sep-22	Sep-23
Total Ridership	--	--	2,769
--- East Palo Alto Trips	--	--	1,935
--- Half Moon Bay Trips	--	--	834
Active Users	--	--	386
New Registrations	--	--	315
Total Downloads			379
--- iOS Downloads	--	--	317
--- Android Downloads	--	--	62
Load Factor	--	--	1.27

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

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Sep-21	Sep-22	Sep-23
Revenue Hours (Sched.)	44,445	42,959	47,838
Revenue Miles (Sched.)	511,013	478,905	488,623
Total Fleet Miles (Actual)	722,019	692,889	724,829

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 40,268 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 24,994 Miles between Service Calls this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Sep-21	Sep-22	Sep-23
On-Time Performance (RW)	95.9%	90.1%	89.2%
On-Time Performance (RC)	96.9%	94.0%	93.0%
Preventable Accidents (RW)	1	5	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	2	4	4
Service Calls (RC)	0	0	0

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

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

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Sep-21	Sep-22	Sep-23
Revenue Miles (RW)	130,570	139,448	159,697
Revenue Miles (RC)	17,561	17,181	18,959
Fleet Miles (RW)	117,015	154,992	177,083
Fleet Miles (RC)	13,729	20,841	25,909

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Sep-19	Sep-21	Sep-22	Sep-23	% ³
Bus	41,110	23,035	29,719	33,739	82.1%
Paratransit	1,185	548	682	758	64.0%
Shuttles	12,004	1,339	1,923	1,938	16.1%
Total	54,299	24,922	32,324	36,435	67.1%

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

SAMTRANS Total Ridership					
Mode	Sep-19	Sep-21	Sep-22	Sep-23	% ³
Bus	1,000,616	596,671	760,402	857,406	85.7%
Paratransit	28,096	13,904	17,125	18,828	67.0%
Shuttles	247,061	28,322	40,487	38,718	15.7%
Total	1,275,773	638,897	818,014	914,952	71.7%

%³ indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 82.1 percent of pre-pandemic levels (2019) for this month of August 2023.

CALTRAIN Average Weekday Ridership					
Mode	Sep-19	Sep-21	Sep-22	Sep-23	% ³
Caltrain	72,387	11,881	18,709	21,366	29.5%

CALTRAIN Total Ridership					
Mode	Sep-19	Sep-21	Sep-22	Sep-23	% ³
Caltrain	1,584,833	313,026	468,852	505,078	31.9%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Sep-19	Sep-21	Sep-22	Sep-23	% ³
Dumbarton	147	55	84	102	69.5%
BART (San Mateo County)	47,015	11,698	19,353	19,070	40.6%

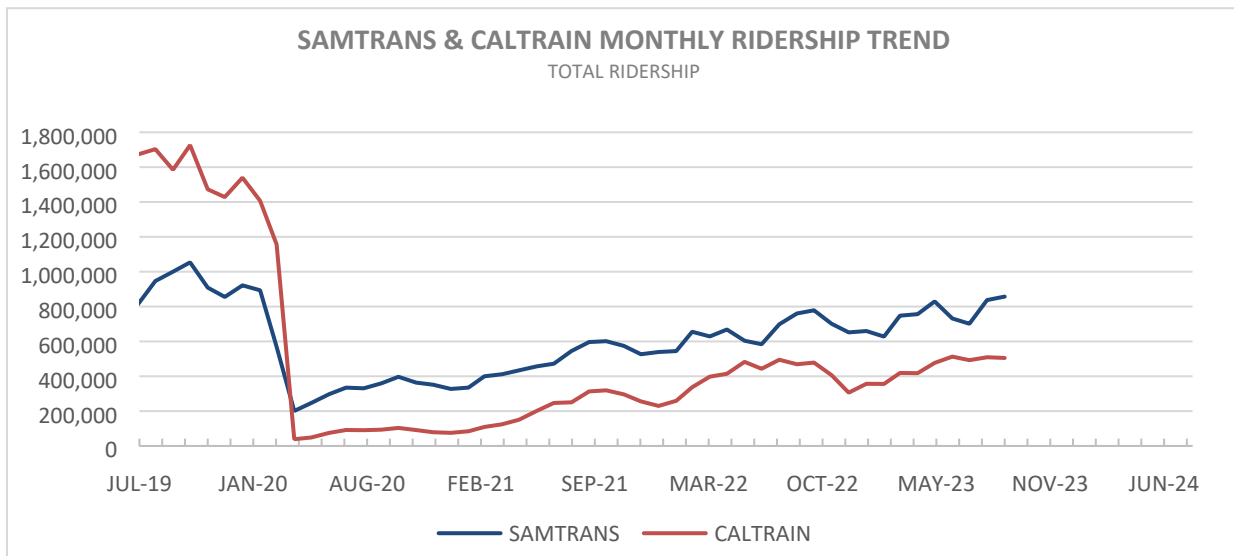
OTHER MODES in San Mateo County Total Ridership					
Mode	Sep-19	Sep-21	Sep-22	Sep-23	% ³
Dumbarton	2,948	1,215	1,754	2,048	69.5%
BART (San Mateo County)	1,119,931	318,422	526,448	506,109	45.2%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Sep-19	Sep-21	Sep-22	Sep-23	% ³
Adult	515,748	335,027	449,325	524,647	101.7%
Youth	234,142	152,131	168,066	150,795	64.4%
Eligible Discount	250,219	109,244	142,842	181,699	72.6%
Total	1,000,109	596,402	760,233	857,141	85.7%

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

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Sep-21	Sep-22	Sep-23
Complaints	102	96	91
Accessibility	6	8	11
Compliments	20	16	16
Service Requests	43	78	17
Reports Total	171	198	135

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 August (240) to September (135).

COMMUNICATIONS & MARKETING

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

- Press Release: "Have a say in the future of San Mateo County transportation as part of a citizen’s oversight committee"
- Press Release: "SamTrans offers hassle-free transportation for Pacific Coast Fog Fest"
- Press Release: "Directors vote to add new public member to the SamTrans Board"
- Bus Operator Recruitment
- SamTrans Ride Plus (Microtransit)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

Digital Communications Report:

September was Transit Month as SamTrans shared messaging every week. This included rider interviews and a week-long social media trivia giveaway during the first half of the month. The first ever public tour of North Base hosted twenty members of the public and introduced them to the staff behind-the-scenes. With the start of football season, throwback photos of SamTrans employees were shared. Adding to the Drive With Us Bus Operator Recruitment campaign, messaging for the Bus Mechanic Recruitment effort began. April Chan received ‘Transit Woman of the Year’ award at the WTS International SF Bay Area Chapter’s Annual Scholarships and Awards Gala. The month concluded with the Transit CEO Ride-Along, where Bay Area Transit Leaders (including SamTrans’ April Chan) met and rode alongside one another on Caltrain to interact and engage our riders.

September Digital Marketing Highlights:

- North Base Public Tour
- Transit CEO Ride-Along
- April Chan WTS Gala Award
- Mechanic Recruitment Campaign
- Transit Month Trivia Giveaways
- Pacific Coast Fog Fest Rider Graphic
- SamTrans Throwback 49ers Post
- Drive With Us Operator Recruitment Campaign

- Ride Plus Free Fares Promo
- Transit Month Rider Interviews
- Class 181 Graduation
- Measure W COC Recruitment
- Communications Belt

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



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

APRIL CHAN
GENERAL MANAGER/CEO

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

Wednesday, November 1, 2023 – 2:45 pm

or immediately following the Community Relations Committee meeting

- | | | |
|--------|---|---------------|
| 9.b.1. | Call to Order | |
| 9.b.2. | Approval of Minutes of the Finance Committee Meeting of October 4, 2023 | Motion |
| 9.b.3. | CFO Report for Fiscal Year 2023, Quarter 1 of Fiscal Year 2024, and Outlook for Fiscal Years 2024 and 2025 | Informational |
| 9.b.4. | Award of Contract for the Purchase and Delivery of 21 2023 MobilityTrans 350EL Paratransit Vehicles and Authorize Disposition of 21 2015 Paratransit Cutaway Vehicles | Motion |
| 9.b.5. | Award of Contract for Contracted Urban Bus Services and Amendment of Fiscal Years 2024 and 2025 Operating Budgets to \$270,186,894 and \$281,865,060, Respectively | Motion |
| 9.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**

October 4, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

9.b.1. Call to Order

Committee Chair Jeff Gee called the meeting to order at 2:28 pm.

9.b.2. Approval of Minutes of the Finance Committee Meeting of August 2, 2023

Motion/Second: Ratto/Powell

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

Noes: None

Absent: None

9.b.3. Establish the Scope of the North Base Building 200 Project

April Chan, General Manager/CEO, noted they had conducted a public tour of North Base, led by Ana Rivas, Director of Bus Transportation, and Dave Harbour, Director of Maintenance, and their staff in honor of transit month in September. She also recognized Jamie Vizmanos, Digital Communications Specialist, for her work.

Liria Larano, Deputy Chief, Bus Fleet and Facilities, introduced Yoka Watanabe, Senior Project Manager, and Jonathan Hartman and Jill Eyres, Principals, Group 4 Architecture. Ms. Larano provided the presentation describing the current building, outlining the scope of the project, and building replacement options and costs.

Committee Member Marina Fraser noted that the location was on landfill and if there were future concerns regarding earthquake safety. Ms. Larano said the larger sites they explored have the same concerns. She said they could rectify that with structural adjustments. David Olmeda, Chief Operating Officer, Bus, said they increased their earthquake preparedness following the Loma Prieta quake. Committee Member Fraser asked if they might be eligible for federal funding, and Ms. Larano said she would check into it.

Director Ray Mueller asked how SamTrans facilities are being protected. Ms. Larano said that was being considered in a separate project to address sea-level rise. Director Mueller asked about the cost. Ms. Larano said they do not yet have a price tag.

Ms. Chan said they were aware of San Francisco International Airport's preparedness efforts and are seeking to collaborate with them in requesting grant funding.

Director David Canepa asked about the acreage, and Ms. Larano said it was 28 acres. He said he supported having improved accommodations for the dispatchers and employees.

Director Chuang asked about the technology available to keep the building from being subject to liquefaction. Ms. Larano said having soil improvements and deeper foundations can mitigate structural concerns. Mr. Hartman responded that densifying the soil to make it stiffer can counteract liquefaction during a seismic event.

Chair Powell wanted to ensure that the District had the funding to cover all the proposed options. Ms. Larano said they are a few months away from obtaining an estimate to address sea level rise. Ms. Chan said there is potential federal funding to address that.

Director Brooks Esser said he supported Location B. Mr. Olmeda said all movement at the Base had been explored and no matter where employees are located, there is the question of traffic moving in and out of the location.

Director Chuang asked if the reason they are fortifying Building 200 as an EOC (Emergency Operations Center) is to continue to provide essential services to the community during a disaster, which Mr. Olmeda confirmed.

Director Mueller expressed a concern that making decisions regarding individual projects was difficult given the large effect that the projects have on each other. Ms. Chan said they are still in the conceptual planning stage so they are not yet ready to provide firm numbers. Director Mueller said he wanted to know if the site is insurable. Marshall Rush, Insurance and Claims Administrator, said the District insures all of their buildings, did not predict having a problem with insuring the property, and would follow up. Ms. Chan said early in 2024, they would be preparing a capital improvement program and noted there was some urgency to move forward on design work.

Director Medina expressed concern about the cost versus the various options.

Director Ratto noted the importance of maintaining essential services during periods of disaster.

Chair Powell asked what they were being asked to approve. Ms. Larano said the location, size, and if the building would be built as an EOC, which is more expensive.

Committee Chair Gee recommended that the project and project schedule be brought back before the Board before proceeding. He said being an EOC is different than being a provider of essential services. He suggested forming a new ad hoc committee to comprehensively look at major capital improvement projects, given all the current projects such as the District headquarters and Building 200.

Director Mueller suggested multiple 10-acre sites dispersed throughout the County as opposed to a single 28-acre location.

Director Canepa concurred with Committee Chair Gee on more long-range planning for capital projects. He said he was ready to move forward to give staff clear direction due to the chance of cost increases by delaying taking action.

Ms. Chan said they would be working with the Board following their upcoming workshop on the SamTrans Strategic Plan and direction for the next five to ten years.

Public Comment:

Marlon said he supported finding a better location for North Base that is more centrally located. He requested restrooms be built along the longest routes for bus operators to use.

Roland noted he had searched and found a 22-acre commercial parcel between Bayshore Boulevard and Guadalupe Canyon Parkway, approximately 3.5 miles north of the current North Base location. He asked if there was any consideration to develop the current site for housing.

The Board made a motion to accept the scope of the project and approve proceeding with the project as outlined.

Motion/Second: Canepa/Fraser

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

Noes: None

Abstentions: Mueller

Absent: None

9.b.4. Authorize Amendment to a Single-source Contract with Year Up for Provision of Interns

Juliet Nogales-DeGuzman, Director, Human Resources, presented the staff report noting the need for three additional interns.

Motion/Second: Medina/Fraser

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

Noes: None

Absent: None

9.b.5. Adjourn

The meeting adjourned at 3:59 pm.

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

**San Mateo County Transit District
Staff Report**

To: SamTrans Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **CFO Report for Fiscal Year 2023, Quarter 1 of Fiscal Year 2024, and Outlook for Fiscal Years 2024 and 2025**

Action

This is an informational item.

Significance

The Board will receive an update on the financial result for Fiscal Year 2023 (FY23), Quarter 1 of Fiscal Year 2024 (FY24), and provides a general outlook for the remainder of FY24 and Fiscal Year 2025 (FY25).

Budget Impact

No budget impact.

Background

Fiscal Year 2022-2023 Year End (FY23YE)

SamTrans ended FY23 favorable to budget with a net result of \$36.9 million (M).

Operating sources of funds were \$346.3M, \$28.2M (8.8%) higher than the annual budget of \$318.0M. This is primarily driven by increases in (compare to the prior year):

- Passenger Fares by \$2.3M (25.9%)
- Local TDA and STA Funds by \$24.6M (49.8%), with \$8.0M resulting from repayment of STA funds related to acquisition of the Caltrain right of way
- Operating Grants by \$8.6M (300.6%), due to \$7.0M of OBAG funds for preventative maintenance, resulting from repayment of the Caltrain right of way acquisition
- District Sales Tax by \$5.0M (4.4%)
- Measure W Sales Tax by \$2.6M (4.6%)
- Investment Income \$9.6M (376.6%)
- Other Interest, Rent & Other Income by \$5.4M (72.2%)

The increases are partially offset by the discontinuation of one-time funding associated with pandemic recovery, including CARES and ARPA.

Operating uses of funds were \$328.4M, \$8.7M (2.6%) lower than the annual budget of \$337.1M, driven by decreases in the Operating Reserve Fund by \$33.4M. Decreases in expense were partially offset by increases in spending on motor bus, ADA programs, other multi-modal programs, allocations for capital programs, reserve for Sales Tax Stabilization Fund, and reserve for pension.

Bus Ridership

Agency ridership continued to recover from the pandemic during FY23, with more meaningful gains in weekend ridership.

	FY19 (PRE-PANDEMIC)	FY22	FY23	FY22 ▲ FY19	FY23 ▲ FY19
AVERAGE WEEKDAY RIDERSHIP	36,659	22,090	27,239	-40%	-26%
AVERAGE WEEKEND RIDERSHIP	17,042	12,251	15,018	-28%	-12%
TOTAL RIDERSHIP	11,177,983	6,984,137	8,583,986	-38%	-23%

Capital Projects

In FY23, significant investments were made in various capital initiatives including Enterprise Asset Management System, Cybersecurity and Information Technology multi-platform assessments for upgrades, Bus Shelter Replacement, Battery Electric Bus Infrastructure (BEB), Hydrogen Fuel Cell Electric Bus (FCEB) Infrastructure, and the Assessment for North Base Bus Transportation Building 200 Replacement. By the end of FY23, the District had received its first Battery Electric Bus, which was put in service in August 2023.

Fiscal Year 2023-2024, Quarter 1 (FY24Q1)

Operating sources of funds were \$101.8M (30.1% of \$337.3M annual budget), \$27.1M (36.3%) higher than the year prior of \$74.7M, primarily driven by increases in (compare to the prior year):

- District Sales Tax by \$3.8M (13.7%)
- Measure W Sales Tax by \$1.9M (13.5%)
- Investment Income \$3.6M by (296.1%)
- Other Interest, Rent & Other Income by \$15.7M (637.0%), due to \$15.2M payment from CCSF and VTA related to the August 2022 PCJPB Governance MOU

Operating uses of funds were \$79.4M (23.4% of \$338.7M annual budget), \$14.6M (22.6%) higher than the year prior of \$64.8M, primarily due to increases in (compare to the prior year):

- Motor Bus by \$7.1M (17.7%)
- Sales Tax Allocation for Capital Programs by \$6.5M (89.6%)

Q1 Bus Ridership Data

FY24 Q1 ridership continued to show recovery, with weekend ridership exceeding pre-pandemic levels.

	FY19 (PRE-PANDEMIC)	FY23	FY24	FY23 ▲ FY19	FY24 ▲ FY19
AVERAGE WEEKDAY RIDERSHIP	36,878	25,869	29,968	-30%	-19%
AVERAGE WEEKEND RIDERSHIP	17,639	14,733	17,836	-16%	1%
TOTAL RIDERSHIP	2,834,869	2,068,123	2,405,246	-27%	-15%

Capital projects reached the following milestones in FY24Q1:

- (10) Redi-Wheel Replacement Minivans were received, accepted, and put in service
- LED Lightning Upgrades for North Base and South Base completed, in project close-out
- North Base Bus Washer Replacement completed, about to finish project close-out
- Remaining 16 buses of initial 17 BEBs delivered, undergoing inspection/ acceptance

Fiscal Year 2024 Outlook

FY24 still has many operational and financial variables, including SamTrans Headquarters, Building 200, CUB, hiring challenges, and delays in FTA grant reimbursements.

Major initiatives in FY24 include:

- CUB FY24 budget will be amended due to the contract renewal to reflect cost increases in drive cams, additional dispatchers, and wages/benefits.
- Pushing towards a zero-emission BEB and FCEB, plus charging infrastructure. 17 BEB are expected to start services in FY24.
- Passenger Fares revenue is projected 15% above budget based on Sep'23 YTD data, as strong ridership recovery continues in FY24.
- Sales tax estimate remains unchanged from budget as of Q1, though it is expected to decline slightly in FY24, mainly driven by slowing demand and consumption of fuel, higher borrowing cost for auto loans/building constructions, and slowing consumer spending. An update will be provided in early 2024.
- HQ modernization project with additional est. debt service of \$7M - \$9M/year
- Updated year-end projections to be provided later FY24.

Fiscal Year 2025 Outlook

In our first biennial budget, we are looking toward a material budget amendment to the operating and/or capital budgets in the first quarter of FY25 (by October 2024).

The FY25 Operating Budget will be amended with the CUB contract award. Once the Collective Bargaining Agreements (CBAs) are ratified, the FY25 Operating Budget will require further amendments to incorporate the CBA and Administrative increases. Staff will reevaluate the operating budget to determine if a mid-cycle budget amendment is necessary. On the Capital side, we have 33 out of the 62 diesel buses scheduled for replacement. Staff is actively pursuing grants to support the implementation of zero emission vehicles and infrastructure and will present a capital budget amendment to the Board.

Prepared By: Kate Jordan Steiner Chief Financial Officer (650) 647-3504

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer David Olmeda, Chief Operating Officer,
Bus

Subject: **Award of Contract for the Purchase and Delivery of 21 2023 MobilityTrans 350EL Paratransit Vehicles and Authorize Disposition of 21 2015 Paratransit Cutaway Vehicles**

Action

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

1. Award a contract to Model 1 Commercial Vehicles, Inc. of Chino, California for 21 2023 MobilityTrans 350EL paratransit vehicles (2023 Vehicles) for a not-to-exceed amount of \$2,595,145 at fixed unit prices including fees, taxes and delivery, contingent on completion of a Pre-Award Buy America Audit.
2. Authorize the General Manager/CEO or designee to execute a contract for the 2023 Vehicles in full conformity with the terms and conditions of the California Association for Coordinated Transportation's (CalACT) competitively bid contract, and in a form approved by legal counsel, contingent on the completion of a Pre-Award Buy America Audit.
3. Authorize the General Manager/CEO or designee to dispose of 21 2015 Eldorado AeroTech paratransit cutaway vehicles (2015 Vehicles) in accordance with the District's Procurement Policy once the 2023 Vehicles are delivered and placed in service.

Significance

The award of this contract will allow the District to replace the 2015 Vehicles that are past the end of their useful lives. Purchase of the 2023 Vehicles will ensure continued, reliable service to paratransit customers by replacing older, and costly-to-maintain vehicles, and thereby reduce operating and maintenance costs.

With the proposed purchase, the District would transition a portion of its Redi-Wheels fleet from larger (nine seats and three wheelchairs positions) cutaway vehicles to vans (seven seats and two wheelchairs positions) built on Ford's "Transit" model chassis.

Staff analyzed the frequency with which vehicles are carrying multiple passengers by reviewing data from 2018 (as a pre-COVID baseline) and 2019 through 2022. The data shows that smaller vehicles will have adequate capacity for SamTrans' Redi-Wheels service. Also, Transit vans are

more maneuverable than cutaway buses. Some locations in San Mateo County (such as narrow or dead-end streets) cannot be safely served with cutaway vehicles.

Though the District has researched and analyzed multiple cutaway and zero-emission options, as described further below, staff is proposing purchase of gasoline Transit vans at this time for the following reasons:

- The Transit vans would provide improved ridership experience;
- The 2015 Vehicles have exceeded their useful lives and it would be costly for the District to continue to maintain the existing fleet further beyond the end of its useful life;
- There is no viable electric vehicle option at this time; and
- Infrastructure to power electric vehicles at the Redi-Wheels base is still in the planning phase.

The District routinely disposes of rolling stock (e.g., minivans, cutaways, and heavy duty buses) that have reached the end of their useful lives. Disposition of the 2015 Vehicles is in keeping with this practice and will be carried out in full compliance with the District's Procurement Policy and applicable Federal Transit Administration (FTA) regulations. The Procurement Policy permits disposition by sealed bid, public auction, sale, negotiation, transfer to another public agency, donation, or by discarding as scrap.

The 2015 Vehicles will be scheduled for appropriate disposal once the 2023 Vehicles are delivered in 2024.

Budget Impact

The Replacement of 21 2015 Paratransit Vehicles Project (Project) was first approved by the Board in Fiscal Year 2022. The Project was amended in the same year to increase the budget to \$4,806,900, with funding from FTA, AB664 bridge tolls, and Measure W Sales Tax.

Background

The District follows FTA and Metropolitan Transportation Commission (MTC) guidelines for rolling stock replacement cycles, which helps ensure the District maintains vehicles at the highest standards and remains qualified for future funding opportunities.

In addition, the District regularly purchases paratransit vehicles under CalACT cooperative contracts, which satisfies FTA and District requirements for competitive procurements.

As stated above, staff thoroughly reviewed all cutaway and zero-emission options before recommending purchase of the gasoline-powered Transit vans.

- *Cutaway Supply Challenges:* The following chain of events led District Staff to evaluate Transit vans as an alternative to cutaways as replacements for the 2015 Vehicles. The CalACT contract includes options for StarTrans, StarCraft, Turtle Tops, and Glavals cutaways. Unfortunately, the COVID 19 pandemic created supply chain issues and price increases, which prompted vendors under to request price adjustments in the CalACT contract. Vehicle availability slowed or halted while CalACT's Administrative team conducted their cost/price analysis, and the District was unable to obtain quotes during the process.

Although CalACT amended its contract to reflect price adjustments – most recently in September 2023 – persistent long lead times and supply chain challenges have continued to delay vehicle availability, which has been a challenge for the District, as well as for other transit agencies, reporting long lead times and difficulty getting cutaway vehicles.

- *Electric Vehicle Availability:* There is no viable electric vehicle at this time as further detailed below. The CalACT contract offers a few electric paratransit vehicle options. Unfortunately, these vehicles have not completed Altoona testing, which is required for using federal funds.

The CalACT contract offers electric cutaway shuttle base prices, without modifications and additional paratransit equipment and accessories, starting at \$239,000 for a vehicle that could run up to 126 miles on a single charge (which would not meet the District’s service requirements) and \$311,620 for a vehicle with a range of up to 200 miles (which would be just meet the District’s service requirements, without room for potential battery degradation over time or in challenging environmental conditions). With inflation applied for all components, the price for a fully-equipped paratransit vehicle purchased through CalACT is estimated to be \$339,000 for the cutaway operating 126 miles on a charge, or \$419,000 for a cutaway operating 200 miles on a charge. By comparison, the proposed Transit vans will be \$225,000 to \$306,000 per vehicle less than the low to high end cutaways.

There are two Altoona tested paratransit battery electric vehicles in the marketplace, both manufactured by Forest River Bus LLC, but (1) neither can meet the District’s required range of 200 miles between over-night charge, and (2) neither is available through the CalACT contract. One model, called Lightning eMotors Conversion, has a 5-year/150,000 mile warranty, and can run an average of 109 miles per charge. The other model, the Ford E-450 Cutaway Shuttle Bus, which has a seven-year/200,000 mile warranty and an average range of 110 miles per charge, based on partial testing.

In the commercial market, Ford and Phoenix Motors also offer electric vehicles, however, these vehicles do not meet the District’s required range of 200 miles per charge. Each has tested to travel up to 126 miles per charge.

Prepared By:	Nita Vigil	Procurement Administrator II	650-508-7731
	Natalie Chi Rasmussen	Project Manager, Bus Maintenance	650-508-6418

Resolution No. 2023-

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

* * *

Awarding a Contract to Model 1 Commercial Vehicles, Inc. for the Purchase and Delivery of 21 2023 MobilityTrans 350EL Paratransit Vehicles for a Total Not-to-exceed Amount of \$2,595,145 and Authorizing the Disposition of 21 2015 Eldorado AeroTech Paratransit Cutaway Vehicles

Whereas, the San Mateo County Transit District (District) provides paratransit services to San Mateo County residents through its paratransit service program known as Redi-Wheels as required by the Americans with Disabilities Act of 1990; and

Whereas, twenty-one 2015 Eldorado paratransit vehicles (2015 Vehicles) have surpassed the end of their useful life and are due for replacement in accordance with Federal Transit Administration (FTA) and Metropolitan Transportation Commission replacement schedules; and

Whereas, staff proposes to replace the twenty-one 2015 Vehicles by acquiring twenty-one new 2023 MobilityTrans 350EL paratransit vehicles (2023 Vehicles); and

Whereas, the District is permitted to procure items through the purchasing cooperative offered by the California Association for Coordinated Transportation (CalACT), which makes available to public agencies numerous vehicles from approved vendors that have been selected through a competitive bidding process; and

Whereas, staff recommends that the District's Board of Directors (Board) award a contract to Model 1 Commercial Vehicles, Inc. of Chino, California for the purchase of twenty-one 2023 Vehicles for a not to exceed amount of \$2,595,145 at fixed unit prices, including

applicable charges for tire fees, taxes and delivery, contingent upon completion of a Pre-Award Buy America Audit; and

Whereas, staff further recommends that the Board authorize disposal of the 2015 Vehicles in accordance with the District's Procurement Policy once the 2023 Vehicles are delivered and placed in service.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District awards a contract through the California Association for Coordinated Transportation cooperation purchasing program to Model 1 Commercial Vehicles, Inc. for the purchase and delivery of twenty-one new 2023 MobilityTrans 350EL paratransit vehicles for a not to exceed amount of \$2,595,145, contingent upon completion of a Pre-Award Buy America Audit; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with Model 1 Commercial Vehicles, Inc. in accordance with the terms and conditions of CalACT's competitively solicited contract, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to dispose of twenty-one 2015 Eldorado AeroTech paratransit cutaway vehicles in accordance with the District's Procurement Policy once the 2023 Vehicles are delivered and placed in service.

Regularly passed and adopted this 1st day of November, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer David Olmeda, Chief Operating Officer,
Bus

Subject: **Award of Contract for Contracted Urban Bus Services and Amendment of Fiscal Years 2024 and 2025 Operating Budgets to \$270,186,894 and \$281,865,060, Respectively**

Action

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

1. Award a contract to MV Transportation, Inc. of Dallas, Texas (MV) to provide Contracted Urban Bus (CUB) Service (Services) for a five-year term, with up to two option years, exercisable at the sole discretion of the District, for a total not-to-exceed amount of \$217,085,906 which is composed of \$151,236,512 for the five-year base term and \$65,849,394 for the two option years.
2. Amend the Fiscal Year (FY) 2024 Operating Budget by \$5,725,000, from \$264,461,894 to \$270,186,894, and the FY2025 Operating Budget by \$8,587,000, from \$273,278,060 to \$281,865,060, as set forth in Attachment A.
3. Authorize the General Manager/CEO or designee to execute a contract with MV in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by Legal Counsel.
4. Authorize the General Manager/CEO or designee to exercise up to two one-year option terms, or one two-year option term, with MV, if deemed in the best interest of the District.

Significance

The District provides mass transportation services in San Mateo County and the adjacent counties of San Francisco and Santa Clara. A major portion of the District's services are provided by a contract operator, currently including service on the following routes: 120, 122, 292, 296, 397, and ECR, which are projected to comprise a total of 130,000 revenue hours and 1,750,000 revenue miles during the first contract year, commencing on February 1, 2024.

Award of the contract will provide the District with an experienced firm responsible for operating, dispatching, managing, and maintaining the District-provided buses for CUB Services in a safe, timely and professional manner. Additionally, the Contractor will provide appropriate vehicle storage and maintenance facilities.

Budget Impact

The FY2024 and FY2025 Adopted Operating Budgets for the CUB contract were based on the most recent actual payments during the budget development process. Since contract negotiations were not completed by the time of budget adoption, staff decided it was most prudent to bring a budget amendment to the FY2024 and FY2025 operating budgets once the estimates were finalized. The recommended action will increase the FY2024 CUB contract budget by \$5.7M from \$21.6M to \$27.3M and the FY2025 CUB budget by \$8.6M from \$21.5M to \$30.1M (Attachment A, Page 3, Line 34). These budget increases are largely attributed to increases in service mileage, vehicle revenue mile rate (refer to other cost factors under the Background section), and performance incentives.

The recommended action will result in an increase in the total FY2024 Operating Expenditures from \$264.5M to \$270.2M and the total FY2025 Operating Expenditures from \$273.3M to \$281.9M. Staff is proposing to draw from prior years’ surpluses to balance each annual operating budget.

Background

On March 20, 2023, the District issued a Request for Proposals (RFP) 23-S-S-024 for CUB Services. The RFP was posted on the District’s e-procurement website. A total of three firms attended the pre-proposal meeting, which was held on March 29, 2023. The District received one responsive proposal as follows:

1. MV Transportation, Inc. of Dallas, Texas (Incumbent)

Immediately following the receipt of the single proposal, Staff reached out to the two other firms who did not submit a proposal. These two firms not only attended the pre-proposal meeting, but also submitted numerous questions during the Question & Answer period of the RFP process. One firm explained that “it takes a tremendous amount of time and resources to put together a proposal.” This firm also stated they visited three realtors in San Mateo County and could not locate an operations facility in the area for a reasonable amount of money. As a result, it decided not to submit a proposal. The other firm stated only that it made a business decision not to pursue this contract.

A Selection Committee (Committee) comprised of qualified staff from Bus Maintenance and Bus Operations reviewed and scored the single proposal in accordance with the following weighted criteria:

Company Qualifications, Experience & References	0-15 points
Qualifications and Experience of Key Personnel (Includes Operation, Supervision & Contractor’s Personnel Plus Staffing, Training and Evaluation of Employee Longevity Plan)	0-20 points
Mobilization/Operational/Preventative Maintenance Plan	0-25 points
Use of Qualified Employees of the Prior Contractor	0-10 points
Fuels and Lubricants Cost Plan	0-5 points

Reasonableness of Cost	0-25 points
Small Business Enterprise (SBE) Preference	0-5 points

Staff performed a responsiveness check and determined that MV submitted a responsive proposal. Risk Management and the District’s Insurance Broker performed the initial insurance review and had no concerns. The Director of Treasury approved MV’s financial status. And the Office of Civil Rights confirmed MV as a certified Small Business Enterprise (SBE) firm, qualifying it to be awarded the allocated five (5) SBE preference points.

The initial scoring found the proposal in the 85th percentile. In all categories, the proposal was described as “Meets or exceeds expectations” and “Strongly fits desired attributes.”

An Interview was conducted. The Committee did not change its scores, as the information received from the interview was consistent with the Committee’s initial review of the written proposal. However, the Committee requested clarity on rent and insurance considerations discussed during the interview.

A follow-up letter was issued. In response to this request, MV provided a copy of its auto/general liability insurance policy; and provided a fuller explanation of its rent line-item cost. This information was then shared with the Committee, the Chief Operating Officer, the Chief Financial Officer, the Director of Financial Planning & Analysis (FPA), and Legal Counsel.

District Staff then prepared for negotiations. Preparations included an extensive analysis of the cost proposal performed by the Project Manager and the FPA team, under the supervision of the Director of FPA. Concurrently, a review of the Exceptions taken by MV to the sample agreement was initiated by Legal Counsel. A decision was made to hold two negotiation meetings. Meeting #1 focused on legal and indemnification/insurance issues and was conducted virtually via Zoom; Meeting #2 focused on operational and financial issues and was held in person at the District’s offices.

Six major areas of concern were brought forward at the negotiation meetings, including indemnification obligations, insurance coverage and MV’s requested changes to the sample agreement terms. These concerns were substantially resolved to the District’s satisfaction during the first meeting. Staff and Legal Counsel anticipate the changes to the parties’ risk-sharing agreement, relative to the current contract, will (1) improve the District’s risk profile and insurance positioning, and (2) create a new business incentive for MV to improve training and safety.

Operationally, specific attention was paid to MV’s training program with a keen emphasis on safety and reduction of turnover, DriveCam equipment, viability of the performance bond, the addition of dispatchers/supervisors, and the removal of the bus simulator. The meetings successfully concluded with the removal of performance bond cost and bus simulator; affirmation from MV to adjust to District’s needs, including by providing vital leadership and ensuring a culture of safety by emphasizing its processes and carrying out corrective actions. MV leadership stated they are strongly committed to reinforcing the company’s long-term relationship with the District.

An invitation was then extended for MV to submit a Best and Final Offer (BAFO). Legal Counsel continued working directly with MV's legal department to reach agreement on select contract terms and conditions, including the indemnity and insurance terms.

MV's BAFO was evaluated by the Director of FPA and the Team. A question regarding minor cost variances was presented to MV. Ultimately, MV's response was found to be consistent with staff's understanding of the revised scope and budget, and the total cost was determined to be fair and reasonable.

In addition, MV has confirmed acceptance of the final details of the conformed Scope of Services and the negotiated indemnity and insurance components of the agreement.

In sum, the proposed contract will increase CUB Service costs by ~20% compared to the current contract, with increases generally attributed to:

1. Higher revenue mile rates due to increased labor rates associated with retaining staff and higher fuel costs;
2. Real estate cost increases associated with MV's lease of its operations base;
3. Increased insurance costs associated with MV carrying the first \$5 million of auto and general liability insurance for the CUB Services;
4. The addition of two new dispatchers to improve on-time performance; and
5. Installation of DriveCam equipment to increase safety and improve service.

A final internal meeting was held to consolidate all of the elements of the negotiations and establish an agreement with MV that will assure a safe, efficient and consistent partnership with the District that aligns with the District's vision and overall mission to "be a mobility leader, providing transportation choices and a sustainable future that meets the needs of our diverse communities."

MV has been providing CUB Services for the District for the past 11 years. The current contract with MV expires on January 31, 2024.

Prepared By:	Nita Vigil	Procurement Administrator II	650-508-7731
	Enrique Silvas	Manager, Bus Contracts	650-508-6491

Resolution No. 2023-

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

* * *

Awarding a Contract to MV Transportation, Inc. to Provide Contracted Urban Bus Services for a Five-year Term for a Total Not-to-exceed Amount of \$151,236,512, Authorizing up to Two Additional Option Years for an Additional Not-to-exceed Amount of \$65,849,394, and Amending the Fiscal Years 2024 and 2025 Operating Budgets to \$270,186,894 and \$281,865,060, Respectively

Whereas, on March 20, 2023, the San Mateo County Transit District (District) issued a Request for Proposals (RFP) 23-S-S-024 for Contracted Urban Bus (CUB) Services (Services) for a five-year term, with up to two one-year option terms, which includes operating, dispatching, managing, and maintaining the District-provided buses for CUB Services in a safe, timely and professional manner; dispatching and managing CUB Services bus operators; and providing appropriate vehicle storage and maintenance facilities; and

Whereas, in response to the RFP, the District received one responsive proposal; and

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

Whereas, the Committee determined that MV Transportation, Inc. of Dallas, Texas (MV) possesses the requisite experience and qualifications to successfully perform the Scope of Services defined in the solicitation documents; and

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

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

Whereas, staff recommends that the Board of Directors (Board) award a contract to MV to provide CUB Services for a five-year term for a total not-to-exceed amount of \$151,236,512, and authorize General Manager/CEO or designee to exercise up to two additional option years, exercisable at the sole discretion of the District, for a total not-to-exceed amount of \$65,849,394, if in the best interest of the District; and

Whereas, staff recommends that the Board amend the Fiscal Year (FY) 2024 and FY2025 Operating Budgets from \$264,461,894 to \$270,186,894, and from \$273,278,060 to \$281,865,060, respectively.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract for Contracted Urban Bus Services to MV Transportation, Inc. of Dallas, Texas for a five-year term for a total not-to-exceed amount of \$151,236,512; and

Be It Further Resolved that the Board amend the Fiscal Year 2024 and Fiscal Year 2025 Operating Budgets from \$264,461,894 to \$270,186,894, and from \$273,278,060 to \$281,865,060, respectively, as set forth in Attachment A; and

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

Be It Further Resolved that the Board authorizes General Manager/CEO or designee to exercise two one-year option terms or one two-year option term for an additional not-to-exceed amount of \$65,849,394, if in the best interest of the District.

Regularly passed and adopted this 1st day of November, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2024 AND FY2025 AMENDED BUDGET**

	<u>FY2022</u> <u>ACTUAL</u>	<u>FY2023</u> <u>MARCH</u> <u>FORECAST</u>	<u>FY2024</u> <u>ADOPTED</u> <u>BUDGET</u>	<u>FY2024</u> <u>AMENDED</u> <u>BUDGET</u>	<u>FY24</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> <u>(\$)</u> <u>CHANGE</u> <u>E = D - C</u>	<u>FY24</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> <u>(%)</u> <u>CHANGE</u> <u>F = E / C</u>	<u>FY2025</u> <u>ADOPTED</u> <u>BUDGET</u>	<u>FY2025</u> <u>AMENDED</u> <u>BUDGET</u>	<u>FY25</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> <u>(\$)</u> <u>CHANGE</u> <u>I = H - G</u>	<u>FY25</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> <u>(%)</u> <u>CHANGE</u> <u>J = I / G</u>
	A	B	C	D	E	F	G	H	I	J
SOURCES OF FUNDS:										
Operating Revenues										
1 Passenger Fares	8,913,313	10,500,000	11,506,000	11,506,000	-	0.0%	12,311,420	12,311,420	-	0.0%
2 Local TDA and STA Funds	49,344,349	65,886,455	68,867,790	68,867,790	-	0.0%	69,556,467	69,556,467	-	0.0%
3 Pass Through to Other Agencies	597,375	597,375	-	-	-	-	-	-	-	-
4 CARES ACT and CRRSAA and ARPA	15,633,362	11,882,760	-	-	-	-	-	-	-	-
5 Operating Grants	2,860,731	3,931,070	4,300,863	4,300,863	-	0.0%	3,759,025	3,759,025	-	0.0%
6 SMCTA Measure A	3,859,822	4,691,800	4,650,560	4,650,560	-	0.0%	4,702,720	4,702,720	-	0.0%
7 AB434, TA Funded Shuttles & Other	619,490	114,300	-	-	-	-	-	-	-	-
8 Subtotal - Operating Revenues	81,828,441	97,603,760	89,325,213	89,325,213	-	0.0%	90,329,632	90,329,632	-	0.0%
9 Other Revenue Sources										
10 District Sales Tax	112,905,953	117,295,000	116,264,000	116,264,000	-	0.0%	117,568,000	117,568,000	-	0.0%
11 Measure W Sales Tax	56,123,833	58,647,500	58,132,000	58,132,000	-	0.0%	58,784,000	58,784,000	-	0.0%
12 Investment Interest Income	2,537,968	6,400,000	8,098,649	8,098,649	-	0.0%	8,231,811	8,231,811	-	0.0%
13 Other Interest, Rent & Other Income	7,546,750	10,868,217	10,206,685	10,206,685	-	0.0%	9,756,581	9,756,581	-	0.0%
14 Due from PCJPB, SMCTA, SMCEL-JPA & SAMTR Cap	25,484,594	47,076,041	55,308,187	55,308,187	-	0.0%	63,023,630	63,023,630	-	0.0%
15 Subtotal - Other Revenues	204,599,098	240,286,758	248,009,521	248,009,521	-	0.0%	257,364,022	257,364,022	-	0.0%
16										
17 TOTAL SOURCES OF FUNDS	286,427,539	337,890,518	337,334,734	337,334,734	-	0.0%	347,693,654	347,693,654	-	0.0%
18										
19 USES OF FUNDS:										
20 PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	25,484,594	47,076,041	55,308,187	55,308,187	-	0.0%	63,023,630	63,023,630	-	0.0%
21 Motor Bus	123,838,097	153,578,953	181,990,458	187,715,458	5,725,000	3.1%	181,805,898	190,392,898	8,587,000	4.7%
22 A.D.A. Programs	16,987,786	19,156,669	20,673,892	20,673,892	-	0.0%	21,782,431	21,782,431	-	0.0%
23 Multi-Modal Programs	2,073,207	5,753,700	6,489,357	6,489,357	-	0.0%	6,666,101	6,666,101	-	0.0%
24 Pass Through to Other Agencies	597,375	597,375	-	-	-	-	-	-	-	-
25 Land Transfer Interest Expense	86,445	-	-	-	-	-	-	-	-	-
26 Total Operating Expenses	169,067,504	226,162,738	264,461,894	270,186,894	5,725,000	2.2%	273,278,060	281,865,060	8,587,000	3.1%
27										
28 Total Operating Surplus/(Deficit)	117,360,035	111,727,780	72,872,840	67,147,840	(5,725,000)	-7.9%	74,415,594	65,828,594	(8,587,000)	-11.5%
29										
30 District Sales Tax Capital	3,642,205	5,527,400	13,697,076	13,697,076	-	0.0%	14,795,964	14,795,964	-	0.0%
31 Measure W Sales Tax Capital	6,810,721	23,535,988	28,722,572	28,722,572	-	0.0%	14,016,423	14,016,423	-	0.0%
32 Reserves for Future Measure W Capital Allocation	-	-	12,682,709	12,682,709	-	0.0%	29,944,091	29,944,091	-	0.0%
33 Sales Tax Allocation - Capital Programs	10,452,926	29,063,388	55,102,357	55,102,357	-	0.0%	58,756,478	58,756,478	-	0.0%
34										
35 Total Debt Service	19,236,326	19,144,578	19,142,898	19,142,898	-	0.0%	19,137,806	19,137,806	-	0.0%
36										
37 Operating Reserve	35,746,384	2,000,000	-	-	-	-	-	-	-	-
38 Sales Tax Stabilization Fund	16,902,979	30,779,130	-	-	-	-	-	-	-	-
39 Pension	-	21,000,000	-	-	-	-	-	-	-	-
40 Total Reserves	52,649,362	53,779,130	-	-	-	-	-	-	-	-
41										
42 TOTAL USES OF FUNDS	251,406,118	328,149,834	338,707,149	344,432,149	5,725,000	1.7%	351,172,344	359,759,344	8,587,000	2.4%
43										
44 PROJECTED SURPLUS/(DEFICIT)	35,021,421	9,740,684	(1,372,415)	(7,097,415)	(5,725,000)		(3,478,690)	(12,065,690)	(8,587,000)	
45 Draw from Prior Years' Surplus	-	-	1,372,415	7,097,415	5,725,000		3,478,690	12,065,690	8,587,000	
46 ADJUSTED PROJECTED SURPLUS/(DEFICIT)	35,021,421	9,740,684	-	-	-		-	-	-	

Attachment A
November 2023

SAN MATEO COUNTY TRANSIT DISTRICT
FY2024 AND FY2025 AMENDED BUDGET

	<u>FY2022</u> <u>ACTUAL</u>	<u>FY2023</u> <u>MARCH</u> <u>FORECAST</u>	<u>FY2024</u> <u>ADOPTED</u> <u>BUDGET</u>	<u>FY2024</u> <u>AMENDED</u> <u>BUDGET</u>	<u>FY24</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> (S) CHANGE E = D - C	<u>FY24</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> (%) CHANGE F = E / C	<u>FY2025</u> <u>ADOPTED</u> <u>BUDGET</u>	<u>FY2025</u> <u>AMENDED</u> <u>BUDGET</u>	<u>FY25</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> (S) CHANGE I = H - G	<u>FY25</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> (%) CHANGE J = I / G
	A	B	C	D	E	F	G	H	I	J
OPERATING REVENUES - MOTOR BUS:										
1 PASSENGER FARES	8,482,053	10,000,000	11,000,000	11,000,000	-	0.0%	11,770,000	11,770,000	-	0.0%
2										
3 TRANSPORTATION DEVELOPMENT ACT (TDA)	35,071,204	53,028,002	53,593,748	53,593,748	-	0.0%	54,129,685	54,129,685	-	0.0%
4										
5 STATE TRANSIT ASSISTANCE (STA)	10,630,852	9,095,193	11,386,584	11,386,584	-	0.0%	11,500,450	11,500,450	-	0.0%
6										
7 OPERATING GRANTS	861,024	1,341,421	1,587,507	1,587,507	-	0.0%	1,059,025	1,059,025	-	0.0%
8										
9 DISTRICT SALES TAX REVENUE	62,112,084	69,290,259	80,222,063	85,947,063	5,725,000	7.1%	82,028,059	90,615,059	8,587,000	10.5%
10										
11 MEASURE W SALES TAX			13,201,881	13,201,881	-	0.0%	10,867,508	10,867,508	-	0.0%
12										
13 INVESTMENT INTEREST INCOME	2,131,182	6,030,979	7,431,808	7,431,808	-	0.0%	7,431,808	7,431,808	-	0.0%
14										
OTHER REVENUE SOURCES:										
16 Rental Income	1,944,573	3,155,354	2,195,931	2,195,931	-	0.0%	1,887,726	1,887,726	-	0.0%
17 Advertising Income	833,992	1,246,099	1,009,299	1,009,299	-	0.0%	770,000	770,000	-	0.0%
18 Other Income	1,771,132	391,646	361,637	361,637	-	0.0%	361,637	361,637	-	0.0%
19 TOTAL OTHER REVENUES	4,549,697	4,793,099	3,566,867	3,566,867	-	0.0%	3,019,363	3,019,363	-	0.0%
20										
21 TOTAL MOTOR BUS	123,838,096	153,578,953	181,990,458	187,715,458	5,725,000	3.1%	181,805,898	190,392,898	8,587,000	4.7%
22										
AMERICAN DISABILITIES ACT:										
24 Passenger Fares Redi-Wheels	431,260	460,000	506,000	506,000	-	0.0%	541,420	541,420	-	0.0%
25 Local TDA 4.5 Redi-Wheels	1,845,853	2,790,948	2,820,723	2,820,723	-	0.0%	2,848,930	2,848,930	-	0.0%
26 Local STA - Paratransit	1,796,440	972,312	1,066,735	1,066,735	-	0.0%	1,077,402	1,077,402	-	0.0%
27 Operating Grants	1,999,707	2,589,649	2,713,356	2,713,356	-	0.0%	2,700,000	2,700,000	-	0.0%
28 District Sales Tax Revenue - ADA	5,446,579	6,086,960	3,524,839	3,524,839	-	0.0%	3,955,978	3,955,978	-	0.0%
30 Interest Income - Paratransit Fund	406,786	365,000	666,841	666,841	-	0.0%	800,003	800,003	-	0.0%
31 SMCTA Measure A Redi-Wheels	3,859,822	4,691,800	4,650,560	4,650,560	-	0.0%	4,702,720	4,702,720	-	0.0%
32 Measure M Paratransit	1,201,340	1,200,000	1,200,000	1,200,000	-	0.0%	1,200,000	1,200,000	-	0.0%
33 TOTAL ADA PROGRAMS	16,987,786	19,156,669	20,673,892	20,673,892	-	0.0%	21,782,431	21,782,431	-	0.0%
34										
MULTI-MODAL TRANSIT PROGRAMS:										
36 AB434, TA Funded Shuttles & Other	619,490	114,300			-				-	
37 Employer Shuttle Funds	1,249,536	4,692,700	5,257,400	5,257,400	-	0.0%	5,354,800	5,354,800	-	0.0%
38 Dumbarton Rental Income	546,176	182,418	182,418	182,418	-	0.0%	182,418	182,418	-	0.0%
39 District Sales Tax - Other Multi Modal	(341,995)	764,282	1,049,539	1,049,539	-	0.0%	1,128,883	1,128,883	-	0.0%
40 TOTAL MULTI-MODAL	2,073,207	5,753,700	6,489,357	6,489,357	-	0.0%	6,666,101	6,666,101	-	0.0%
41										
42 TOTAL REVENUES	142,899,089	178,489,322	209,153,707	214,878,707	5,725,000	2.7%	210,254,430	218,841,430	8,587,000	4.1%

Attachment A
November 2023

SAN MATEO COUNTY TRANSIT DISTRICT
FY2024 AND FY2025 AMENDED BUDGET

	FY2022 <u>ACTUAL</u>	FY2023 <u>MARCH</u> <u>FORECAST</u>	FY2024 <u>ADOPTED</u> <u>BUDGET</u>	FY2024 <u>AMENDED</u> <u>BUDGET</u>	FY24 <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> (S) CHANGE E = D - C	FY24 <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> (%) CHANGE F = E / C	FY2025 <u>ADOPTED</u> <u>BUDGET</u>	FY2025 <u>AMENDED</u> <u>BUDGET</u>	FY25 <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> (S) CHANGE I = H - G	FY25 <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> (%) CHANGE J = I / G
	A	B	C	D	E	F	G	H	I	J
DISTRICT OPERATING EXPENSE										
1 Motor Bus Wages and Benefits	67,469,509	80,455,163	99,086,865	99,086,865	-	0.0%	99,721,296	99,721,296	-	0.0%
2 Services										
3 Board of Directors	164,315	118,733	142,484	142,484	-	0.0%	142,484	142,484	-	0.0%
4 Contracted Vehicle Maintenance	1,105,423	1,252,376	1,197,256	1,197,256	-	0.0%	952,157	952,157	-	0.0%
5 Property Maintenance	1,852,114	2,020,714	2,732,602	2,732,602	-	0.0%	2,886,884	2,886,884	-	0.0%
6 Professional Services	5,971,963	5,731,919	6,007,989	6,007,989	-	0.0%	5,254,611	5,254,611	-	0.0%
7 Technical Services	8,349,879	10,500,000	12,582,427	12,582,427	-	0.0%	12,776,191	12,776,191	-	0.0%
8 Other Services	3,663,379	5,666,269	5,001,819	5,001,819	-	0.0%	4,995,169	4,995,169	-	0.0%
9										
10 Materials & Supply										
11 Fuel and Electricity	3,629,985	5,817,626	4,897,400	4,897,400	-	0.0%	4,735,150	4,735,150	-	0.0%
12 Bus Parts and Materials	2,489,318	3,108,496	3,500,510	3,500,510	-	0.0%	3,600,669	3,600,669	-	0.0%
13 Uniform and Drivers Expense	666,272	799,140	960,134	960,134	-	0.0%	851,134	851,134	-	0.0%
14 Timetables and Tickets	99,118	175,633	175,633	175,633	-	0.0%	175,633	175,633	-	0.0%
15 Office Supplies/Printing	447,090	408,243	830,799	830,799	-	0.0%	737,888	737,888	-	0.0%
16 Other Materials and Supply	122,734	132,550	183,800	183,800	-	0.0%	187,600	187,600	-	0.0%
17										
18 Utilities										
19 Telecommunications	683,701	669,200	745,200	745,200	-	0.0%	767,100	767,100	-	0.0%
20 Other Utilities	1,534,171	1,676,400	1,842,600	1,842,600	-	0.0%	1,914,609	1,914,609	-	0.0%
21 Insurance	2,769,848	3,030,945	3,309,439	3,309,439	-	0.0%	3,615,783	3,615,783	-	0.0%
22 Claims Reserves and Payments	(1,038,692)	663,532	800,000	800,000	-	0.0%	800,000	800,000	-	0.0%
23 Workers Compensation	1,771,016	3,790,476	3,835,476	3,835,476	-	0.0%	3,835,476	3,835,476	-	0.0%
24 Taxes and License Fees	939,795	668,846	448,804	448,804	-	0.0%	426,230	426,230	-	0.0%
25 Leases and Rentals	76,239	81,900	241,894	241,894	-	0.0%	241,894	241,894	-	0.0%
26 Promotional and Legal Advertising	456,151	1,299,786	1,403,486	1,403,486	-	0.0%	953,486	953,486	-	0.0%
27 Training & Business Travel	169,223	790,790	963,040	963,040	-	0.0%	951,641	951,641	-	0.0%
28 Dues & Membership	154,891	250,032	262,707	262,707	-	0.0%	262,982	262,982	-	0.0%
29 Postage and Other	122,459	207,492	218,244	218,244	-	0.0%	219,330	219,330	-	0.0%
30										
31 Total District Operated Buses	103,669,899	129,316,261	151,370,608	151,370,608	-	0.0%	151,005,397	151,005,397	-	0.0%
32										
33 CONTRACTED BUS SERVICES										
34 Contracted Urban Bus Service	17,612,372	18,500,000	21,596,300	27,321,300	5,725,000	26.5%	21,516,800	30,103,800	8,587,000	39.9%
35 Coastside Services	1,635,585	1,805,000	2,070,800	2,070,800	-	0.0%	2,045,221	2,045,221	-	0.0%
36 Redi Coast Non-ADA	180,585	212,000	246,380	246,380	-	0.0%	207,187	207,187	-	0.0%
37 La Honda - Pescadero	34,388	52,600	52,600	52,600	-	0.0%	52,600	52,600	-	0.0%
38 SamCoast - Pescadero	142,951	158,000	210,327	210,327	-	0.0%	225,107	225,107	-	0.0%
39 Microtransit		350,000	3,319,877	3,319,877	-	0.0%	3,435,587	3,435,587	-	0.0%
40 CUB Related Wages & Benefits	416,976	605,512	705,256	705,256	-	0.0%	725,633	725,633	-	0.0%
41 CUB Related Other Support	100,897	184,647	160,360	160,360	-	0.0%	182,301	182,301	-	0.0%
42 CUB Insurance	1,255,604	1,519,664	1,657,950	1,657,950	-	0.0%	1,810,065	1,810,065	-	0.0%
43 CUB Claims Reserves & Payments	(1,211,158)	875,269	600,000	600,000	-	0.0%	600,000	600,000	-	0.0%
44 Total Contracted Bus Service	20,168,198	24,262,692	30,619,850	36,344,850	5,725,000	18.7%	30,800,501	39,387,501	8,587,000	27.9%
45										
46 TOTAL MOTOR BUS	123,838,097	153,578,953	181,990,458	187,715,458	5,725,000	3.1%	181,805,898	190,392,898	8,587,000	4.7%

Attachment A
November 2023

SAN MATEO COUNTY TRANSIT DISTRICT
FY2024 AND FY2025 AMENDED BUDGET

	<u>FY2022</u> <u>ACTUAL</u>	<u>FY2023</u> <u>MARCH</u> <u>FORECAST</u>	<u>FY2024</u> <u>ADOPTED</u> <u>BUDGET</u>	<u>FY2024</u> <u>AMENDED</u> <u>BUDGET</u>	<u>FY24</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> ($\$$) CHANGE E = D - C	<u>FY24</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> (%) CHANGE F = E / C	<u>FY2025</u> <u>ADOPTED</u> <u>BUDGET</u>	<u>FY2025</u> <u>AMENDED</u> <u>BUDGET</u>	<u>FY25</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> ($\$$) CHANGE I = H - G	<u>FY25</u> <u>AMENDED</u> <u>VS ADOPTED</u> <u>BUDGET</u> (%) CHANGE J = I / G
	A	B	C	D	E	F	G	H	I	J
AMERICAN DISABILITY ACT PROGRAMS										
47	7,853,736	8,285,000	8,465,551	8,465,551	-	0.0%	9,053,480	9,053,480	-	0.0%
48	2,284,149	2,457,000	2,390,907	2,390,907	-	0.0%	2,584,969	2,584,969	-	0.0%
49	1,370,335	1,828,400	2,281,914	2,281,914	-	0.0%	2,357,671	2,357,671	-	0.0%
50	2,630,748	2,947,711	3,328,660	3,328,660	-	0.0%	3,377,868	3,377,868	-	0.0%
51	1,876,689	2,250,014	2,701,942	2,701,942	-	0.0%	2,775,513	2,775,513	-	0.0%
52	1,056,526	1,188,544	1,304,918	1,304,918	-	0.0%	1,432,930	1,432,930	-	0.0%
53	(84,397)	200,000	200,000	200,000	-	0.0%	200,000	200,000	-	0.0%
54	16,987,786	19,156,669	20,673,892	20,673,892	-	0.0%	21,782,431	21,782,431	-	0.0%
55										
MULTI-MODAL TRANSIT PROGRAMS										
57	1,738,301	5,100,000	5,782,900	5,782,900	-	0.0%	5,955,442	5,955,442	-	0.0%
58	77,999	256,282	285,439	285,439	-	0.0%	289,641	289,641	-	0.0%
59	74,190	182,418	182,418	182,418	-	0.0%	182,418	182,418	-	0.0%
60	182,717	215,000	238,600	238,600	-	0.0%	238,600	238,600	-	0.0%
61	2,073,207	5,753,700	6,489,357	6,489,357	-	0.0%	6,666,101	6,666,101	-	0.0%
62										
63	142,899,090	178,489,322	209,153,707	214,878,707	5,725,000	2.7%	210,254,430	218,841,430	8,587,000	4.1%



Contracted Urban Bus (CUB) Service

Item #9.b.5.
11/1/2023



Service Background

Background

- Contracted services have existed since the District was formed (1976 – Greyhound, Grosvenor, MV)
- Scope – Turnkey Bus Operations Service (Bus Operators, Dispatching, Supervision, Administration, Safety, Training, and Bus Maintenance)
 - District provides buses
 - Contractor secures and maintains a base of operations

Service Background

Background

- MV Transportation, Inc. of Dallas, Texas has been the CUB service provider since 2002
- CUB accounts for approximately 30% of the daily fixed route services (1.75 million vehicle revenue miles, adjustable to +/- 25%)
- CUB delivers owl service and Route 292 service
- Both District and CUB operate ECR service

Procurement Process

March 20, 2023: District issued Request for Proposals 23-S-S-024 for the Contracted Urban Bus Services (CUB) Service

- Posted on the District's eProcurement website for over 10 weeks
- Small Business Enterprise preference of five points for meeting SBE utilization goal of 30%
- Pre-proposal conference held March 29, 2023, with three very interested firms attending

Procurement Process

June 1, 2023: Due Date for Proposals

- One proposal received from the incumbent, MV Transportation
- Selection Committee reviewed and scored MV's proposal in accordance with weighted criteria in RFP
- Selection Committee determined MV has depth of experience and qualifications needed to perform CUB Services

Major Points of Negotiation

- Operational and financial issues
 - Installation and use of Drive Cam safety system to increase visibility of driver risky behaviors, improve coaching, prevent accidents
 - Two added Dispatchers to improve on-time performance
 - Continued use of incentives and assessments
- Substantial changes to Insurance and indemnification responsibilities relative to current contract
 - MV will be responsible for first \$5 million of auto and general liability
 - Improves District's risk profile, insurance positioning
 - Creates business incentive for MV to improve training and safety
- All issues resolved to District's satisfaction

Contract Costs (Effective February 1, 2024)

Five-year base term	\$151,235,512
Two option years	\$65,849,394
<i>Total for seven years</i>	<i>\$217,084,906</i>

- Represents ~20% increase over current contract
- Cost increases primarily attributed to:
 - Revenue mile rate (labor rate and fuel cost)
 - Real estate costs (lease of MV operations base)
 - New sharing of liability for third-party claims (indemnity and insurance costs)

Operating Budget Amendment

	Adopted Budget	Proposed Increase	Revised Total
FY 2024 <ul style="list-style-type: none"> CUB line item <i>Total Operating Expenditures</i> 	\$21,596,300 \$264,461,894	\$5,725,000	\$27,321,300 \$270,186,894
FY 2025 <ul style="list-style-type: none"> CUB line item <i>Total Operating Expenditures</i> 	\$21,516,800 \$273,278,060	\$8,587,000	\$30,103,800 \$281,865,060

Recommended Actions

Staff recommends the Board:

- Award and authorize General Manager/CEO or designee to execute the contract with MV Transportation, Inc. for CUB Services \$151,235,512 for five-year base term
- Amend Fiscal Years 2024 and 2025 Operating Budget
 - **FY 2024: +\$5.7M** (from \$264.5M to \$270.2M)
 - **FY 2025: +\$8.6M** (from \$273.3M to \$281.9M)
- Authorize the General Manager/CEO or designee to exercise an option for up to two additional years at an aggregate amount up to \$65,849,394





BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

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

San Mateo County Transit District

Wednesday, November 1, 2023 – 3:00 pm

or immediately following the Finance Committee meeting

- | | | |
|--------|---|---------------|
| 9.c.1. | Call to Order | |
| 9.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of October 4, 2023 | Motion |
| 9.c.3. | Call for Public Hearing on Proposed Fare Structure Changes | Motion |
| 9.c.4. | Update of Innovative Clean Transit Plan | Informational |
| 9.c.5. | 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**

October 4, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

9.c.1. Call to Order

Committee Chair David Canepa called the meeting to order at 3:59 pm.

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

Motion/Second: Fraser/Ratto

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

Noes: None

Absent: None

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

Committee Chair Canepa with the support of Joan Cassman, Legal Counsel proposed hearing the presentation but continuing the item to November for follow-up questions from the Board if needed, due to the lateness of the hour.

Daniel Shockley, Planning Administrator, provided the presentation, which included the most important amenities desired by riders: shelters, seating, lighting, and having real-time information.

Public Comment:

Marlon noted that many tourists ride Route 292. He said there is not enough signage directing travelers to SamTrans bus stops at SFO (San Francisco International Airport).

Mike Levinson requested that the District compile a list of the stops that are not on SamTrans-owned properties that need to be improved. He clarified that the public can then advocate on their own with the property owners.

Director Ray Mueller wanted to ensure that the plan includes downtown Pescadero and downtown Half Moon Bay, and Moon Ridge, particularly for schoolchildren.

Director Jeff Gee left the meeting at 4:26 pm.

Director Marie Chuang wanted to confirm how the District would be prioritizing the locations of the bus stops with developers. Mr. Shockley said that staff wants to be come more involved in planning the locations and noted that they recently hired a new planner to work closely with cities.

Director Marina Fraser noted that members of the City of Half Moon Bay City Council have asked about the new bus stop locations.

9.c.4. Adjourn

The meeting adjourned at 4:30 pm.

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

**San Mateo County Transit District
Staff Report**

To: SamTrans Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Call for Public Hearing on Proposed Fare Structure Changes**

Action

Staff recommends the Board of Directors (Board) receive an informational presentation and schedule a public hearing at the San Mateo County Transit District (District) Board meeting on December 6, 2023 to consider adoption of two updated Fare Structures:

1. A “Pre-Clipper Next Generation Fare Structure” to be effective 1/1/2024, including the following changes:
 - Elimination of the Summer Youth Pass
 - Consolidation of Local and Express fares consistent with all current local fares and local fare rules
 - Waiver of fares for pre-arranged school field trips
 - Non-substantive corrections and adjustments
2. A “Post-Clipper Next Generation Fare Structure” to be effective upon launch of the Clipper® Next Generation system, which is expected in Fall 2024, including the following changes and functionality enhancement:
 - Introduction of contactless, on-board payment using credit and debit cards (also known as “Open Payment”)
 - Customers would be able to use contactless credit and debit cards to pay SamTrans fares at the Adult Clipper fare price.
 - No eligible discount fares would be available on open payments.
 - Introduction of Day Pass accumulators (also known as “Fare Capping”)
 - Fares paid by customers using their Clipper cards or open payment would be capped daily at double the one-way fare as follows:
 - Adult Clipper users and passengers using open payment: \$4.10
 - Youth and Eligible Discount Clipper users: \$2.00
 - Introduction of Monthly Pass accumulators (also known as “Fare Capping”)
 - Fares paid by customers using their Clipper cards or open payment would be capped monthly as follows:
 - Adult Clipper users and passengers using open payment: \$65.50
 - Youth and Eligible Discount Clipper users: \$27.00

- Participation in the Regional Transfer Discount Program
 - With the launch of the Clipper Next Generation system, SamTrans would join the regional Transfer Discount Program.
- Transition SamTrans mobile application fare payment functionality to the Clipper mobile app
 - The next generation of the Clipper app will support group and individual ticket sales. As a result, within approximately 6 months of the launch of Clipper Next Generation, the current SamTrans mobile app provided by Bytemark must cease selling SamTrans bus fares. Fares on the Clipper app would align with all Clipper card prices.

Significance

Setting the public hearing will allow staff and the Board to solicit input from customers and the general public on the proposed changes to the Fare Structure. A Title VI equity analysis also will be required to determine if certain of the proposed fare changes will result in any disparate impacts on minority populations or disproportionate burdens on low-income populations. The public hearing is a piece of the public participation required to finalize the analysis.

Elimination of the Summer Youth Pass: The Summer Youth Pass provides unlimited SamTrans bus service to youth under 18 years old between June 1 and August 31. This program was paused in 2020 and 2021 due to the pandemic, and in 2023 based on a Fare Working Group recommendation. After introduction of the Youth Unlimited Pass in January 2022, ridership, ticket sales quantities and fare revenues dropped drastically for the Summer Youth Pass. Historically, the program has struggled to cover marketing and promotion expenses, and requires significant staff support resources.

Consolidation of Local and Express fares: There is currently only one SamTrans express route, the Foster City Commuter Express (Route FCX), which offers service between Foster City and downtown San Francisco. Based on analysis by staff, ridership levels for the FCX have declined approximately 60% since the pandemic. Staff recommends combining Express and Local fares to streamline operations and simplify the future utilization of accumulators.

Waiver of fares for pre-arranged school field trips: Over 100 public and charter schools are located close to SamTrans fixed route services. Schools have often inquired about free day passes for field trips. Waiving fares for field trips would encourage schools to use transit to field trip destinations and will provide students with opportunities to learn and experience public transit and encourage future ridership.

Enable Open Payment Acceptance: Open Payment will be available region-wide upon the launch of Clipper Next Generation, enabling customers to use contactless debit and credit cards on Clipper validators to pay for fares without having separate Clipper cards or the Clipper mobile app.

Introduction of Day Pass and Monthly Pass accumulators (also known as “Fare Capping”):

Customers using Clipper cards would benefit from fare caps for daily and calendar month usage. The accumulator caps would be dependent on customers’ fare categories, with daily fares capped at twice a one-way Clipper fare and fares paid in a calendar month capped at the Clipper monthly pass price. Fare accumulators have substantial equity benefits, especially for passengers with low incomes who may not be able to afford to purchase Monthly Passes in one payment at the beginning of the month.

Transition the SamTrans mobile application functionality to the Clipper mobile app: All transit providers that use Clipper are prohibited by agreement from having competing mobile apps. Accordingly, bus fare payment on the SamTrans mobile app must be phased out within six months of the launch of Clipper Next Generation.

Participation in Regional Transfer Discount Program: The regional transfer discount program applies to single fare rides at each participating agency for passengers using Clipper or open payment. Passengers pay the full fare on the first agency used. Transfers to another agency within the first 2 hours of the first boarding are discounted up to a limit of \$2.50 per transfer. Passes are not included but passholders may receive a discount when transferring to an agency that uses single ride fares. This initial pilot is regionally funded, and transit agencies would be reimbursed during the pilot program.

Budget Impact

Holding a public hearing will not impact the budget.

Adoption of the proposed fare changes is not expected to have significant budget impacts; potential fare revenue losses are expected to be offset by increased ridership from enhanced fare payment functionality that better serves riders. More specifically:

- Including administrative and marketing costs, the Summer Youth Pass program costs are about equal the associated fare revenues.
- Consolidation of Local and Express fares at the current Local fares is expected to reduce fare revenues by \$20,000 to \$30,000 annually.
- Waiving fares for school field trips is expected to reduce fare revenues by less than \$1,000 per year
- Fares collected through open payment would be lower than cash fare prices by \$.20 per Adult and \$.10 per Youth/Eligible Discount passenger. While this discount decreases fare revenue by about \$20,000 per 10% of users that switch from cash to open payment, the decrease in fare revenue could be offset by increases in ridership due to this enhanced functionality and ease of use.
- Based on analysis of Clipper usage patterns over the last 8 months, fare accumulators are expected to decrease fare revenue by approximately \$25,000 per month, resulting in a potential annual decrease in fare revenue of approximately \$300,000. This decrease in fare revenue could be offset by increases in ridership due to this enhanced functionality.

- Clipper mobile application fares would be slightly lower than on the current SamTrans application. Based off the last 12 months of usage, the annual impact is expected to be less than \$20,000.
- Participation in the Regional Transfer Discount Program should be revenue-neutral as the District would be reimbursed by MTC for lost fares throughout the initial phases of the program.

Background

The Fare structure was last updated in June 2023 to continue SamTrans' participation in the Clipper START program, update how fares are waived, and make other minor revisions.

The Clipper Next Generation project includes a wholesale replacement of all SamTrans on-board Clipper card readers and technological infrastructure that supports the region's Clipper fare payment system.

The District's Fare Working Group, comprised of key staff members throughout the District, meets quarterly to discuss any potential improvements or potential changes to how the District provides fare programs.

Prepared By: Bruce Thompson Manager Fare Program Operation 650-551-6106

Adopted – May 26, 1976
Proposed for Revision December 6, 2023
Proposed to be Effective – January 1, 2024

**San Mateo County Transit District
State of California**

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Fare Structure

I. FARE PRICES

Fixed-route Service

Product	Payment Options	Category	Current
Local & Express One-way (2-hour transfer on Clipper and SamTrans Mobile app)	Cash, SamTrans Mobile app, Ticket	Adult	\$2.25
		Youth/Eligible Discount	\$1.10
	Clipper	Adult	\$2.05
		Youth/Eligible Discount/Clipper START	\$1.00
	Transfers from Other Agencies (Clipper)^	Adult/Youth/Eligible Discount/Clipper START	One free transfer
Local & Express Day Pass	Cash, SamTrans Mobile app	Adult	\$4.50
		Youth/Eligible Discount	\$2.00
Local & Express Monthly Pass	Clipper	Adult	\$65.60
		Youth/Eligible Discount	\$27.00

^ Accepted Inter-agency transfers on Clipper: Caltrain Monthly Pass (2 or more zones), VTA Monthly Pass, Dumbarton Express 31-day Pass and AC Transit 31-day Pass

Other Products

Product	Payment Options	Category	Current
Local & Express 31-Day Ticket	Pursuant to agreement with SamTrans Administrative Office	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Local & Express One-way 10-Ticket	SamTrans Sales Outlets, SamTrans Administrative Office	Adult	\$22.50
		Youth/Eligible Discount	\$11.00
Youth Unlimited Pass	Pursuant to agreement with SamTrans Administrative Office	Socio-Economically Disadvantaged Youth	Free
Way2Go Pass	Pursuant to agreement with SamTrans Administrative Office	Educational Institution	\$35 per semester / \$70 per year (\$2,500 annual minimum)
		Employer	\$75 per year (\$2,500 annual minimum)
		Residential Complex	\$40 per year (\$2,500 annual minimum)

Demand Response Services

Product	Payment Options	Category	Current
Paratransit Redi-Wheels/RediCoast One-way (ADA)	Cash, SamTrans Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	10-Ticket Sheet available at SamTrans Administrative Office	Regular	\$42.50
		Lifeline	\$17.50
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$5.00 per rider
		Lifeline	\$2.25 per rider
Paratransit 5311 Coastside On- demand One-way (non-ADA)	Cash, SamTrans Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$4.50 per rider
		Lifeline	\$1.75 per rider
Microtransit	Same as Local & Express fixed-route	Adult/Youth/ Eligible Discount/ Clipper START	Local & Express fixed- route Fare Structure applies

Parking

Daily Parking at Colma Park and Ride	Cash, credit/debit card	\$3.00
Monthly Parking at Colma Park and Ride	www.samtrans.com, SamTrans Administrative Office	\$63.00

II. FIXED-ROUTE SERVICE FARE TYPES & CATEGORIES

A. Fare Types:

1. **Local and Express One-way (with Transfers).** Available through Clipper[®], the SamTrans mobile app, cash or Ticket. Valid on Local and Express service. For customers using Clipper or SamTrans mobile app: includes free transfers on SamTrans Local and Express service for 120 minutes.
2. **Local and Express Day Pass.** Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues through the farebox. Valid on Local and Express service from the time of activation at the farebox until 2:00 a.m. the next day.
3. **Local and Express Monthly Pass.** Available through Clipper. Valid on Local and Express service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.
4. **Local and Express 31-Day Ticket.** Available for pre-purchase through qualified schools and social service agencies pursuant to agreement with the SamTrans Administrative Office. Ticket is valid on Local and Express service from the time of activation at the farebox until 2 a.m. on the 32nd day after activation.
5. **Youth Unlimited Pass.** No cost unlimited-ride pass available to youth who are Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. Distributed by the SamTrans administrative offices to participating school districts and schools.
6. **Way2Go Pass.** Unlimited-ride pass available to educational institutions, employers, and residential complexes (“Organizations”) for use on all SamTrans service within the calendar year or semester issued. Organizations must purchase for all eligible participants, defined as:
 - a. Educational Institutions: all full-time students, or other eligible sub-groups subject to SamTrans approval (e.g., designated low-income student groups)
 - b. Employers: all full-time employees, or other eligible sub-groups subject to SamTrans approval (e.g., employees who live in San Mateo County)
 - c. Residential complexes: all residents age 5 years or older
7. **Regional All-Agency Pass Pilot.** Available to passengers who are selected to participate in Regional Fare Coordination and Integration Study administered by the Bay Area Fare Integration Task Force, managed by the Metropolitan Transportation Commission and Bay Area Rapid Transit.

B. Fare Categories:

1. **Adult.** Applies to passengers aged nineteen (19) through sixty-four (64).
2. **Eligible Discount.** Available to passengers aged sixty-five (65) or older, or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card. Passengers carrying an RTC Discount Card marked with an attendant symbol may have a personal care attendant travel with them at the Eligible Discount fare.
3. **Youth.** Available to passengers who are eighteen (18) years old or younger. Up to two children aged four (4) years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth fare.
4. **Clipper START Program.** SamTrans' participation in the Regional Means-Based Fare Program, administered by the Metropolitan Transportation Commission, provides discounted SamTrans fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit www.clipperstartcard.com.

C. Waived Fares.

Local and Express Bus fares are waived for the following categories of passengers with proper identification or fare media (Visit www.samtrans.com/fares/fare-types for more info):

1. **Peace Officers.** Uniformed and non-uniformed, sworn and non-sworn peace officers.
2. **Military Personnel.** Active military personnel.
3. **Employees/Retirees.** San Mateo County Transit District employees, qualified retirees, spouses, domestic partners and dependent children under the age of eighteen (18).
4. **Board of Directors and Citizens Advisory Committee Members.** Board of Directors and Citizens Advisory Committee members.
5. **ADA Paratransit-eligible Passengers.** Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, except as specified for "Ride Plus Microtransit Service" under Section V.
6. **School Field Trips Passengers.** Passengers who are traveling from public schools located within the San Mateo County for the purpose of a school-sponsored field trip and whose field trip group has pre-arranged fare waivers with the San Mateo County Transit District.

III. ADA AND NON-ADA PARATRANSIT FARE TYPES & CATEGORIES

ADA Paratransit Redi-Wheels and RediCoast, and non-ADA Paratransit 5311 Coastsides Demand Response services require advanced reservations; service area restrictions apply.

A. ADA Paratransit: Redi-Wheels and RediCoast

1. **Regular Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, and (ii) possess a valid Redi-Wheels or RediCoast card. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office and via mail/fax.
2. **Lifeline Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office or via mail/fax.
3. **Service Agency-sponsored Group Trips.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) are participating in group trips sponsored by eligible agencies. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Eligible agencies are: Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care and Coastsides Adult Day Health Care. Sponsor is billed by the District after the trip.

B. Non-ADA Paratransit: 5311 Coastsides Demand Response

1. **Regular and Lifeline 5311 Coastsides Demand Response.** For passengers living in the 5311 Coastsides Service Area. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Pay with cash or the SamTrans mobile app.
2. **Agency-sponsored Group Trips.** For passengers living in the 5311 Coastsides Service Area who are participating in group trips sponsored by Senior Coastsiders. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Sponsor is billed by the District after the trip.

IV. FARE PAYMENT

- A. Cash Payment.** Cash payments are made by feeding bills or coins into the farebox. Bills up to \$20 (twenty dollars) and coins of one cent, five cents, 10 cents and 25 cents are accepted. No change is provided in case of overpayment.
- B. Local and Express One-way Ticket.** Tickets are sold only in packages of 10. Ticket packages are available for Adult, Youth and Eligible Discount fare categories. Each Ticket is valid for one Local or Express ride.
- C. Clipper®.** Clipper is available via Clipper card and Clipper mobile app. Use of Clipper requires customers to “tap” the card or the mobile device at the validator on-board buses. The Clipper system is a transit fare payment platform issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on all major public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a Clipper card or Clipper mobile app. Such fees, if any, will be set by the MTC. Clipper customers will have an approximate 10 percent discount over One-way cash fares.
- D. Mobile Ticketing Application Program.** Customers may purchase via the SamTrans Mobile App: (i) Local-and Express One-way; (ii) Local and Express Day Pass; (iii) Paratransit Redi-Wheels/RediCoast One-way (ADA); and (iv) Paratransit 5311 Coastside Demand Responsive One-way (non-ADA). Credit and debit cards are accepted.
- E. Inter-agency Transfers.**
Transfers from certain transit systems to SamTrans will receive one Local and Express fare credit; available only on Clipper.

AC Transit 31-day Ticket	Local and Express Fare Credit within two hours of tapping Clipper on home system
Caltrain Monthly Pass, two or more zones	Local and Express Fare Credit
DB (Dumbarton Express) 31-day Ticket	Local and Express Fare Credit within two hours of tapping Clipper on home system
Santa Clara Valley Transportation Authority	Local and Express Fare Credit within two hours of tapping Clipper on home system

- F. Institutional Agreements.** The General Manager/CEO may enter into agreements with public and private institutions (including other public transit agencies) through which SamTrans is reimbursed for bus trips taken by defined groups of riders, provided the reimbursement rate is an existing price in the SamTrans Fare Structure.

- G. Special Promotional Fares.** From time to time, the General Manager/CEO may authorize the establishment of special and promotional fares.
- H. Rules and Regulations.** All Passes and Tickets are subject to District regulations as may be adopted from time to time. Misuse of a Pass or Ticket or violation of the laws governing behavior on transit vehicles makes such Pass or Ticket subject to revocation. Passes must be kept in the possession of the rider at all times. Assigned Passes may not be transferred to another individual.

Passes and Tickets are not subject to refund or replacement.

. Fixed-route fare media are not valid on Paratransit service. District staff is empowered to add means of fare media distribution (e.g. website) without amendment of this document.

V. SERVICE CLASSIFICATIONS

A. Local Service

Transit routes of an intra-community or inter-community nature that operate primarily on local and arterial streets are classified as Local service. Local routes provide service at each established bus stop.

B. Express Service

Express service includes specialized routes of an inter-community nature that operate a significant portion of the route length along freeways without intermediate stops.

C. ADA and non-ADA Paratransit Service

1. **ADA Paratransit.** Service known as Redi-Wheels and RediCoast operates for certified passengers with disabilities traveling in the San Mateo County Transit District service area. Advance reservations are required, and certain qualifying and service area restrictions apply.
 - a. The Redi-Wheels service area includes the bayside of San Mateo County, portions of the City of Palo Alto north of Embarcadero Road, and the City of San Francisco in the Stonestown area and the Bayshore Corridor.
 - b. The RediCoast service area includes Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside, San Francisco and Palo Alto.
 - c. Redi-Wheels and RediCoast customers are able to transfer to other paratransit providers in San Mateo County, San Francisco, Santa Clara County, and the East Bay at specified locations.
2. **Non-ADA Paratransit.** Service known as 5311 Coastside Demand Responsive service is available to customers living in Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside of San Mateo County, portions of San Francisco and Palo Alto. Advance reservations are required, and certain qualifying and service area restrictions apply.

D. Ride Plus microtransit Service

SamTrans' microtransit service, known as Ride Plus, is a demand-responsive service model offering flexible routing of transit vehicles to serve one or multiple trip requests within a defined service area. Passengers wishing to use Ride Plus may request a ride using a mobile app or by phone. Adult and Youth/Eligible Discount fares apply. Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, pay Eligible Discount fares.

VI. PARKING

A. Fees

Parking is provided for a fee at the Colma Park and Ride lot on a per-day or monthly basis. Daily parking fees are payable at the parking payment machine. Monthly parking passes can be purchased at the SamTrans Administrative Offices or via www.samtrans.com. The General Manager/CEO may authorize the sale of “reserved” parking permits for a fee of up to \$105.00 per month.

B. Restrictions

The use of San Mateo County Transit District parking facilities shall be in accordance with District's Vehicle Parking Regulations and other rules.

Adopted – May 26, 1976
Proposed for Revision December 6, 2023
To be Effective upon activation of Clipper® Next Generation

**San Mateo County Transit District
State of California**

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Fare Structure

I. FARE PRICES

Fixed-route Service

Product	Payment Options	Category	Current
Local & Express One-way (2-hour transfer on Clipper, SamTrans Mobile app* and Open Payment)	Cash, SamTrans Mobile app*, Ticket	Adult	\$2.25
		Youth/Eligible Discount	\$1.10
	Clipper/Open Payment	Adult	\$2.05
	Clipper	Youth/Eligible Discount/Clipper START	\$1.00
	Transfers from Other Agencies (Clipper & Open Payment)^	Adult/Youth/Eligible Discount/Clipper START	One free transfer
Local & Express Day Pass	Cash, SamTrans Mobile app*	Adult	\$4.50
		Youth/Eligible Discount	\$2.00
	Clipper Mobile app**	Adult	\$4.10
		Youth/Eligible Discount	\$2.00
Local & Express Monthly Pass	Clipper	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Day Pass Accumulator	Clipper/Open Payment	Adult	\$4.10
	Clipper	Youth/Eligible Discount/Clipper START	\$2.00
Monthly Pass Accumulator	Clipper/Open Payment	Adult	\$65.60
	Clipper	Youth/Eligible Discount/Clipper START	\$27.00

^ Accepted Inter-agency transfers on Clipper: Caltrain Monthly Pass (2 or more zones), VTA Monthly Pass, Dumbarton Express 31-day Pass and AC Transit 31-day Pass

* The SamTrans Mobile app will run in conjunction with the Clipper mobile application for approximately 6 months, after which Local and Express One-way and Local and Express Day Pass will only be available on the Clipper mobile app

** Clipper Mobile app is the only Clipper fare media that sells Local and Express Day Pass. The Clipper mobile Local and Express Day Pass is used as a flash pass and can be used for group travel

Other Products

Product	Payment Options	Category	Current
Local & Express 31-Day Ticket	Pursuant to agreement with SamTrans Administrative Office	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Local & Express One-way 10-Ticket	SamTrans Sales Outlets, SamTrans Administrative Office	Adult	\$22.50
		Youth/Eligible Discount	\$11.00
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Way2Go Pass	Pursuant to agreement with SamTrans Administrative Office	Educational Institution	\$35 per semester / \$70 per year (\$2,500 annual minimum)
		Employer	\$75 per year (\$2,500 annual minimum)
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Demand Response Services

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	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$5.00 per rider
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Paratransit 5311 Coastside On-demand One-way (non-ADA)	Cash, SamTrans Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$4.50 per rider
		Lifeline	\$1.75 per rider
Microtransit	Same as Local & Express fixed-route	Adult/Youth/Eligible Discount/Clipper START	Local & Express fixed-route Fare Structure applies

Parking

Daily Parking at Colma Park and Ride	Cash, credit/debit card	\$3.00
Monthly Parking at Colma Park and Ride	www.samtrans.com, SamTrans Administrative Office	\$63.00

II. FIXED-ROUTE SERVICE FARE TYPES & CATEGORIES

A. Fare Types:

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2. **Local and Express Day Pass.** Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues through the farebox. Valid on Local and Express service from the time of activation at the farebox until 2:00 a.m. the next day.
3. **Local and Express Monthly Pass.** Available through Clipper. Valid on Local and Express service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.
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5. **Youth Unlimited Pass.** No cost unlimited-ride pass available to youth who are Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. Distributed by the SamTrans administrative offices to participating school districts and schools.
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 - b. Employers: all full-time employees, or other eligible sub-groups subject to SamTrans approval (e.g., employees who live in San Mateo County)
 - c. Residential complexes: all residents age 5 years or older
7. **Regional All-Agency Pass Pilot.** Available to passengers who are selected to participate in Regional Fare Coordination and Integration Study administered by the Bay Area Fare Integration Task Force, managed by the Metropolitan Transportation Commission and Bay Area Rapid Transit.

B. Fare Categories:

1. **Adult.** Applies to passengers aged nineteen (19) through sixty-four (64).
2. **Eligible Discount.** Available to passengers aged sixty-five (65) or older, or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card. Passengers carrying an RTC Discount Card marked with an attendant symbol may have a personal care attendant travel with them at the Eligible Discount fare.
3. **Youth.** Available to passengers who are eighteen (18) years old or younger. Up to two children aged four (4) years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth fare.
4. **Clipper START Program.** SamTrans' participation in the Regional Means-Based Fare Program, administered by the Metropolitan Transportation Commission, provides discounted SamTrans fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit www.clipperstartcard.com.

C. Waived Fares.

Local and Express Bus fares are waived for the following categories of passengers with proper identification or fare media (Visit www.samtrans.com/fares/fare-types for more info):

1. **Peace Officers.** Uniformed and non-uniformed, sworn and non-sworn peace officers.
2. **Military Personnel.** Active military personnel.
3. **Employees/Retirees.** San Mateo County Transit District employees, qualified retirees, spouses, domestic partners and dependent children under the age of eighteen (18).
4. **Board of Directors and Citizens Advisory Committee Members.** Board of Directors and Citizens Advisory Committee members.
5. **ADA Paratransit-eligible Passengers.** Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, except as specified for "Ride Plus Microtransit Service" under Section V.
6. **School Field Trips Passengers.** Passengers who are traveling from public schools located within the San Mateo County for the purpose of a school-sponsored field trip and whose field trip group has pre-arranged fare waivers with the San Mateo County Transit District.

III. ADA AND NON-ADA PARATRANSIT FARE TYPES & CATEGORIES

ADA Paratransit Redi-Wheels and RediCoast, and non-ADA Paratransit 5311 Coastside Demand Response services require advanced reservations; service area restrictions apply.

A. ADA Paratransit: Redi-Wheels and RediCoast

1. **Regular Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, and (ii) possess a valid Redi-Wheels or RediCoast card. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office and via mail/fax.
2. **Lifeline Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office or via mail/fax.
3. **Service Agency-sponsored Group Trips.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) are participating in group trips sponsored by eligible agencies. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Eligible agencies are: Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care and Coastside Adult Day Health Care. Sponsor is billed by the District after the trip.

B. Non-ADA Paratransit: 5311 Coastside Demand Response

1. **Regular and Lifeline 5311 Coastside Demand Response.** For passengers living in the 5311 Coastside Service Area. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Pay with cash or the SamTrans mobile app.
2. **Agency-sponsored Group Trips.** For passengers living in the 5311 Coastside Service Area who are participating in group trips sponsored by Senior Coastsiders. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Sponsor is billed by the District after the trip.

IV. FARE PAYMENT

- A. **Cash Payment.** Cash payments are made by feeding bills or coins into the farebox. Bills up to \$20 (twenty dollars) and coins of one cent, five cents, 10 cents and 25 cents are accepted. No change is provided in case of overpayment.
- B. **Local and Express One-way Ticket.** Tickets are sold only in packages of 10. Ticket packages are available for Adult, Youth and Eligible Discount fare categories. Each Ticket is valid for one Local or Express ride.
- C. **Clipper®.** Clipper is available via Clipper card and Clipper mobile app. Use of Clipper requires customers to “tap” the card or the mobile device at the onboard validator on-board buses. The Clipper system is a transit fare payment platform issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on all major public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a Clipper card or Clipper mobile app. Such fees, if any, will be set by the MTC. Clipper customers will have an approximate 10 percent discount over One-way cash fares.
- D. **Mobile Ticketing Application Program.** Customers may purchase via the SamTrans Mobile App: (i) Local-and Express One-way; (ii) Local and Express Day Pass; (iii) Paratransit Redi-Wheels/RediCoast One-way (ADA); and (iv) Paratransit 5311 Coastside Demand Responsive One-way (non-ADA). Credit and debit cards are accepted. SamTrans mobile ticketing will run in conjunction with the Clipper mobile application for approximately 6 months, after which Local and Express One-way and Local and Express Day Passes will no longer be sold on the SamTrans Mobile App, and will only be available on the Clipper mobile application.
- E. **Open Payment**
Open payment allows accepted contactless debit and credit cards to be tapped at Clipper validators onboard SamTrans buses to pay for Local & Express One-Way fares, Day Pass Accumulators and Monthly Pass Accumulators. Open payment functionality is only applicable to the Adult fare category.

F. Inter-agency Transfers

Transfers from certain transit systems to SamTrans will receive one Local and Express One-Way fare credit; available only on Clipper.

AC Transit 31-day Ticket	Local and Express One-Way Fare Credit within two hours of tapping Clipper on home system
Caltrain Monthly Pass, two or more zones	Local and Express One-Way Fare Credit
DB (Dumbarton Express) 31-day Ticket	Local and Express One-Way Fare Credit within two hours of tapping Clipper on home system
Santa Clara Valley Transportation Authority Monthly Pass	Local and Express One-Way Fare Credit within two hours of tapping Clipper on home system

G. Free or Reduced Cost Transfers-Regional Transit Pilot Program

The Free or Reduced Cost Transfers Regional Transit Pilot Program is part of the Regional Fare Coordination and Integration Study. It is managed by MTC and BART in close coordination with regional transit operators and SamTrans. The Pilot Program will provide a transfer discount up to the region's highest local transit fare to riders using Clipper (excluding pass products), or open payment, when transferring to SamTrans within two hours of the first boarding.

H. Institutional Agreements. The General Manager/CEO may enter into agreements with public and private institutions (including other public transit agencies) through which SamTrans is reimbursed for bus trips taken by defined groups of riders, provided the reimbursement rate is an existing price in the SamTrans Fare Structure.

I. Special Promotional Fares. From time to time, the General Manager/CEO may authorize the establishment of special and promotional fares.

J. Rules and Regulations. All Passes and Tickets are subject to District regulations as may be adopted from time to time. Misuse of a Pass or Ticket or violation of the laws governing behavior on transit vehicles makes such Pass or Ticket subject to revocation. Passes must be kept in the possession of the rider at all times. Assigned Passes may not be transferred to another individual.

Passes and Tickets are not subject to refund or replacement.

Fixed-route fare media are not valid on Paratransit service. District staff is empowered to add means of fare media distribution (e.g. website) without amendment of this document.

V. SERVICE CLASSIFICATIONS

A. Local Service

Transit routes of an intra-community or inter-community nature that operate primarily on local and arterial streets are classified as Local service. Local routes provide service at each established bus stop.

B. Express Service

Express service includes specialized routes of an inter-community nature that operate a significant portion of the route length along freeways without intermediate stops.

C. ADA and non-ADA Paratransit Service

1. **ADA Paratransit.** Service known as Redi-Wheels and RediCoast operates for certified passengers with disabilities traveling in the San Mateo County Transit District service area. Advance reservations are required, and certain qualifying and service area restrictions apply.
 - a. The Redi-Wheels service area includes the bayside of San Mateo County, portions of the City of Palo Alto north of Embarcadero Road, and the City of San Francisco in the Stonestown area and the Bayshore Corridor.
 - b. The RediCoast service area includes Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside, San Francisco and Palo Alto.
 - c. Redi-Wheels and RediCoast customers are able to transfer to other paratransit providers in San Mateo County, San Francisco, Santa Clara County, and the East Bay at specified locations.
2. **Non-ADA Paratransit.** Service known as 5311 Coastside Demand Responsive service is available to customers living in Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside of San Mateo County, portions of San Francisco and Palo Alto. Advance reservations are required, and certain qualifying and service area restrictions apply.

D. Ride Plus microtransit Service

SamTrans' microtransit service, known as Ride Plus, is a demand-responsive service model offering flexible routing of transit vehicles to serve one or multiple trip requests within a defined service area. Passengers wishing to use Ride Plus may request a ride using a mobile app or by phone. Adult and Youth/Eligible Discount fares apply. Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, pay Eligible Discount fares.

VI. PARKING

A. Fees

Parking is provided for a fee at the Colma Park and Ride lot on a per-day or monthly basis. Daily parking fees are payable at the parking payment machine. Monthly parking passes can be purchased at the SamTrans Administrative Offices or via www.samtrans.com. The General Manager/CEO may authorize the sale of “reserved” parking permits for a fee of up to \$105.00 per month.

B. Restrictions

The use of San Mateo County Transit District parking facilities shall be in accordance with District's Vehicle Parking Regulations and other rules.



SamTrans Fare Structure Update

Item #9.c.3.
11/1/2023



Board of Directors – November 1, 2023

Agenda

Clipper Next generation Update

BayPass Update

SamTrans Fare Policy Principles

Recommended Changes

Background, Analysis, and Recommendations Review

Fare Policy Principles for Recommended Changes

Timeline / Next Steps

Q&A

Next Generation Clipper Update

Wholesale replacement of the entire backend system and most customer facing fare devices

Modernization of retail and customer service and expanding fare media options, including mobile, open payment and other capabilities.

Key Features

- Regional fare integration
- Accumulators
- Better visibility to data and analytic tools
- Institutional Portal

Open payment acceptance for contactless cards

Customer Transition expected in Summer 2024



ClipperBay Pass Phase 1 Overview

Pilot with University Students & Affordable Housing Residents

Understand how an all-agency transit pass may better meet the needs of transit riders and institutions/employers, increase transit ridership

50,000 eligible residents at 4 universities/colleges and 12 affordable housing properties

More than 2 million trips taken during the first year of the pilot (8/15/2022 to 8/17/23)

Travel activity shows increase in public transportation usage, transfers between operators, and increase in average fare



Clipper BayPass Phase 1 Next Steps

Continue evaluation of Phase 1 pilot program which is scheduled to end June 30, 2024

- Full Phase 1 evaluation report available in Fall 2024

Fare Integration Task Force will consider options to extend Phase 1 Pilot

- May offer BayPass for purchase by existing participating institutions, similar terms to Phase 2 employer pass pilot
- Extend pilot additional 1-2 years until permanent program can be developed

Clipper BayPass Pilot Program - Phase 2 Update

MTC on track for Phase 2 employer pass pilot launch in December 2023, on a rolling basis

- Up to 10 employers with up to 20,000 total employee participants
- 1-year contracts. Pricing in the works, designed to be revenue neutral for transit operators
- \$5M available to address funding gaps if needed

Operators have been asked to sign Phase 2 Participation Agreement by Oct 31

Review of SamTrans Fare Policy

Ridership

- Encourage ridership, be affordable, and simple
- Preserve or grow ridership among core ridership groups (i.e. low income), or strategic markets (youth)

Cost Recovery

- Fares must support current and future service, offsetting a portion of operating expenses

Customer Experience

- Easily understood by customers, transparent, and rationally justified

Administration and Overhead

- Fares should be straightforward, facilitate efficient operations, embrace technology, innovation and be cost-effective to administer.

Strategic Adjustments

- Fare changes must be evaluated for consistency with the fare policy
- Fare discounts should be used to incentivize certain markets to take SamTrans

Summary of Recommended Changes

Effective 1/1/2024 after Board Adoption

- Elimination of the Summer Youth Pass - [Decision Requested](#)
- Consolidation of Local and Express fares for a single price - [Decision Requested](#)
- Waiver of fares for pre-arranged public school field trips - [Decision Requested](#)

Effective Post Clipper Next Generation Implementation (Est. Fall 2024)

- 4. Introduction of contactless, on-board payment using credit and debit cards (also known as “Open Payment”)
- 5. Introduction of Day Pass and Monthly Pass accumulators (also known as “Fare Capping”) - [Decision Requested](#)
- 6. Move mobile fares to Clipper mobile
- 7. Participate in the regional transfer discount program - [Decision Requested](#)

1) Summer Youth Pass Program-Background

What is SamTrans Summer Youth Pass?

- Provides unlimited SamTrans bus service for Youth under 18 between 6/1 and 8/31 for \$40

Program History

- Introduced in 2005, paused in 2020 & 2021 due to pandemic, and in 2023 based on fare working group recommendation

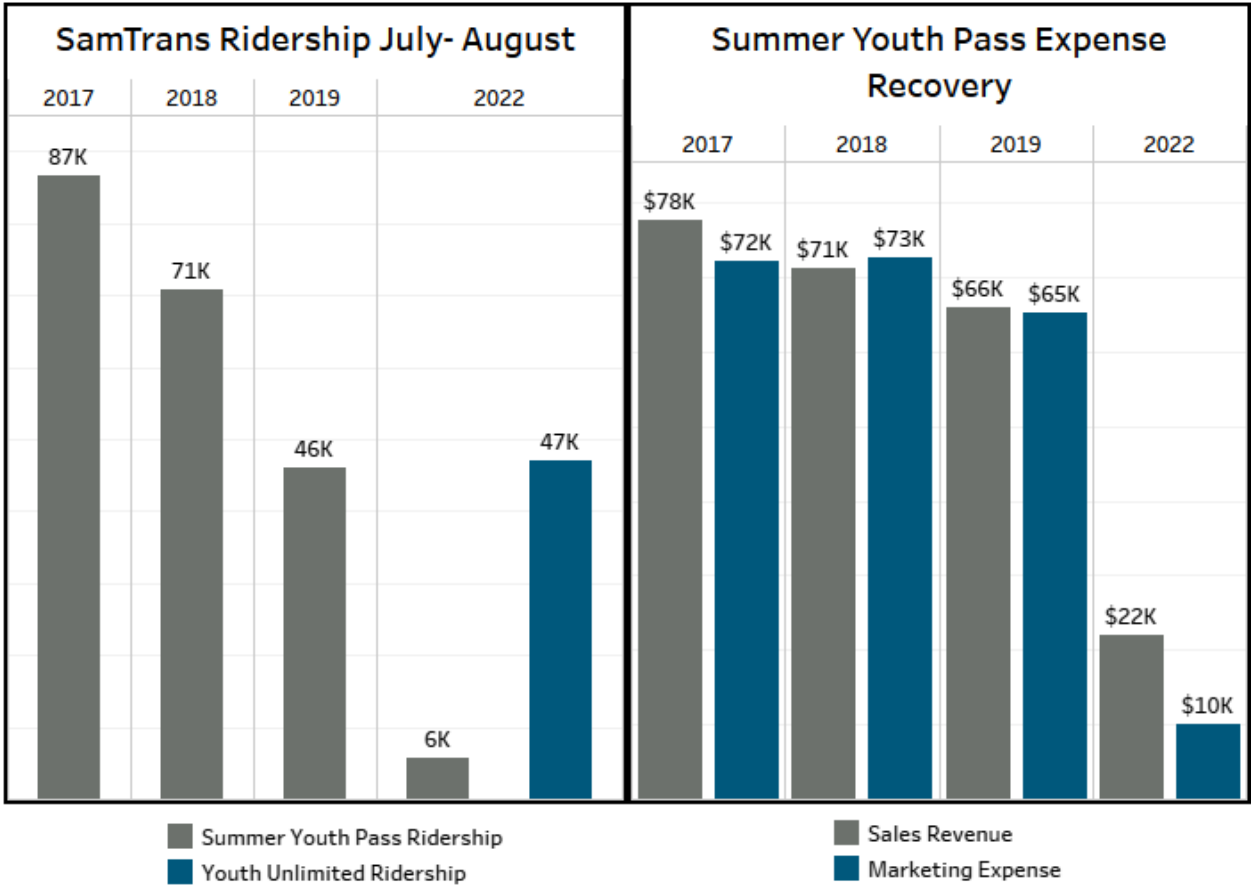
Program Administration

- Sold via central front desk, SamTrans mobile app, outside vendors, SamTrans online store

Requires Annual Collaboration Effort

- Departments involved include Customer Service, SamTrans Operations, Fare Operations, Marketing, SamTrans Planning

1) Summer Youth Pass Program – Analysis and Recommendation



Analysis

- After the introduction of SamTrans Youth Unlimited Pass in Jan 2022, ridership, ticket quantity sales, and revenue dropped dramatically
- Expense recovery has been challenging for the program, with it struggling to cover marketing and promotion expenses

Staff Recommendation

- Eliminate Summer Youth Pass from the fare structure effective 1/1/2024

Fare Policy Impacts

Ridership -Low Impact	🔄
Cost Recovery -Positive Impact	🔄
Customer Experience -Low Impact	🔄
Admin and Overhead -Positive Impact	🔄

2) Express/ Local Fare Consolidation - Background

What are SamTrans Express Routes?

- There is currently only 1 express route operated by SamTrans. The Foster City Commuter Express (Route FCX) offers weekday morning and evening express service between Foster City and downtown San Francisco.

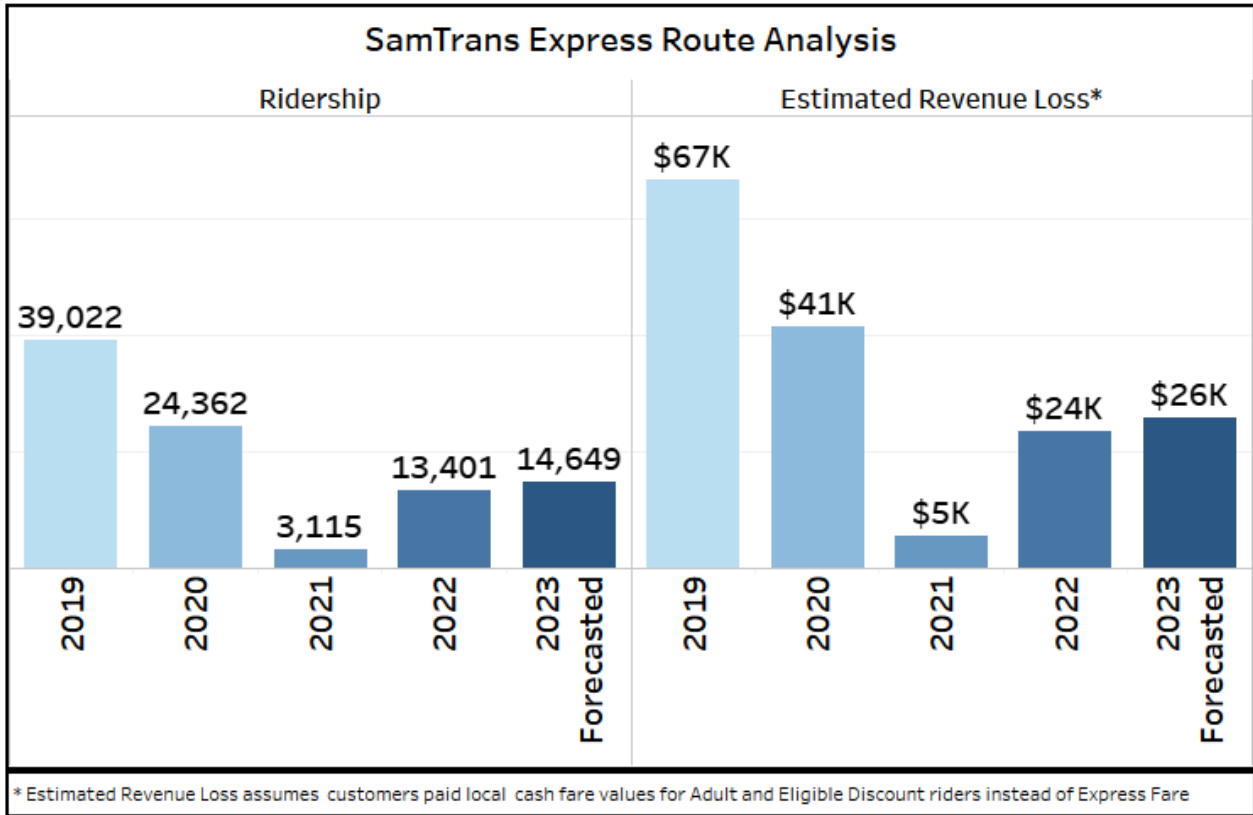
Express Products and Pricing

- Fares are available via cash, mobile, Clipper, or an Adult monthly pass. 2-hour transfers from local routes are available for an upgrade charge

Express and Local Fare Costs

Fare Payment Method	Current Express Fares		Current Local Fares	
	Adult	Eligible Discount	Adult	Eligible Discount
Cash / Mobile	\$4.50	\$2.25	\$2.25	\$1.10
Clipper	\$4.00	\$2.00	\$2.05	\$1.00

2) Express/ Local Fare Consolidation – Analysis and Recommendation



Analysis Notes

- Ridership levels for the express routes have declined approx. 60% post covid
- Estimated annual revenue impact is between \$24k and \$67k with the likelihood being toward the \$20k-\$30k

Staff Recommendation

- Consolidate Express and Local Fare into a single product and price in the fare structure effective 1/1/2024

Fare Policy Impacts

Ridership -Positive Impact	
Cost Recovery -Low Impact	
Customer Experience -Positive Impact	
Admin and Overhead -Positive Impact	

3) Waiver of fares for pre-arranged school field trips-Background

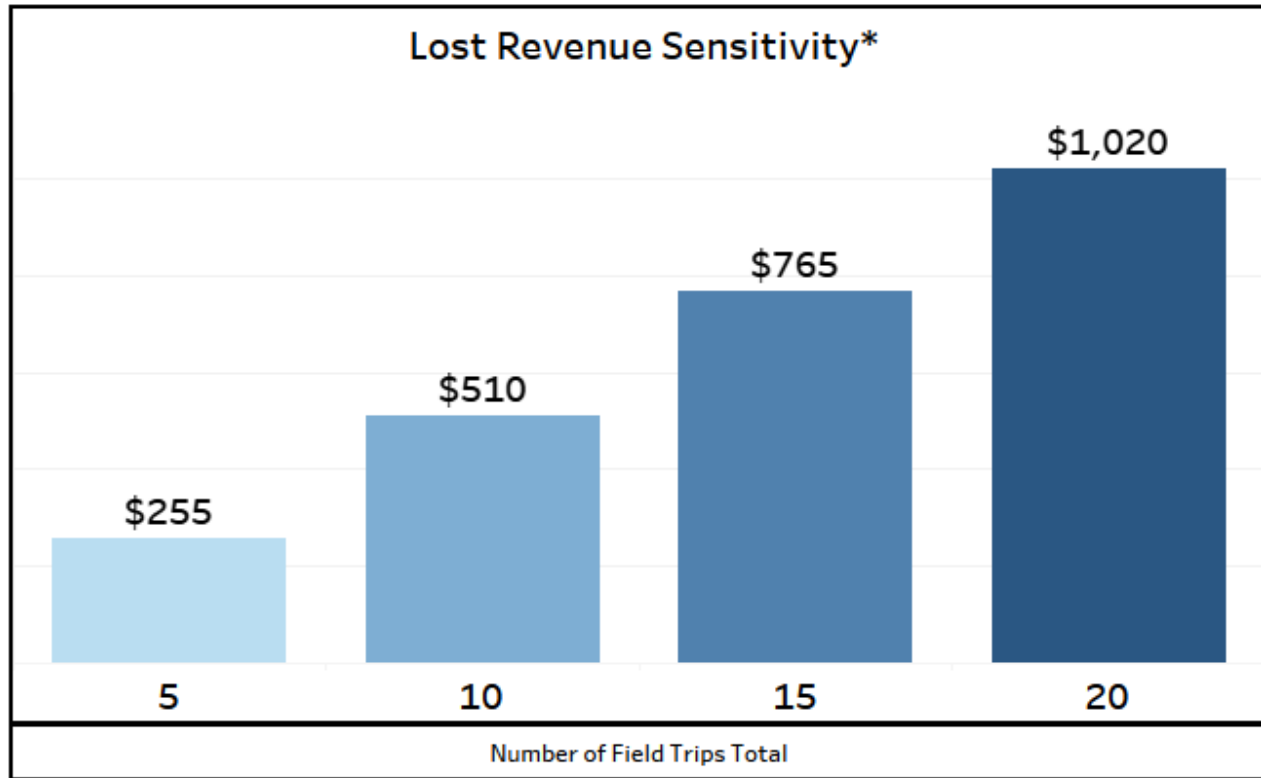
Why Free Field Trips?

- SamTrans would like to allow students opportunities to learn and experience SamTrans service and encourage future ridership.

Administration and Execution

- Schools will request a waiver from San Mateo County public schools which will given documentation to provide to operators

3) Waiver of fares for Pre-Arranged School Field Trips - Analysis and Recommendation



*Analysis assumes the following: 30 students per field trip, 2 teachers per field trip, 30% of students traveling have Youth Unlimited passes., price per student is \$2.00 per day pass, price per teacher is \$4.25 day pass.

Analysis Notes

- The graphic to the left provides revenue loss at various numbers of field trips provided by SamTrans. Financial impact is estimated to be minimal.
- Approx. 100 schools are on SamTrans fixed routes, the initial year goal is to provide 10 field trips

Recommendation

- Adopt free day passes for San Mateo County Public schools to be used for field trips effective - 1/1/2024

Fare Policy Impacts

Ridership -Positive Impact	
Cost Recovery -Low Impact	
Customer Experience -Positive Impact	
Admin and Overhead -Unknown Impact	

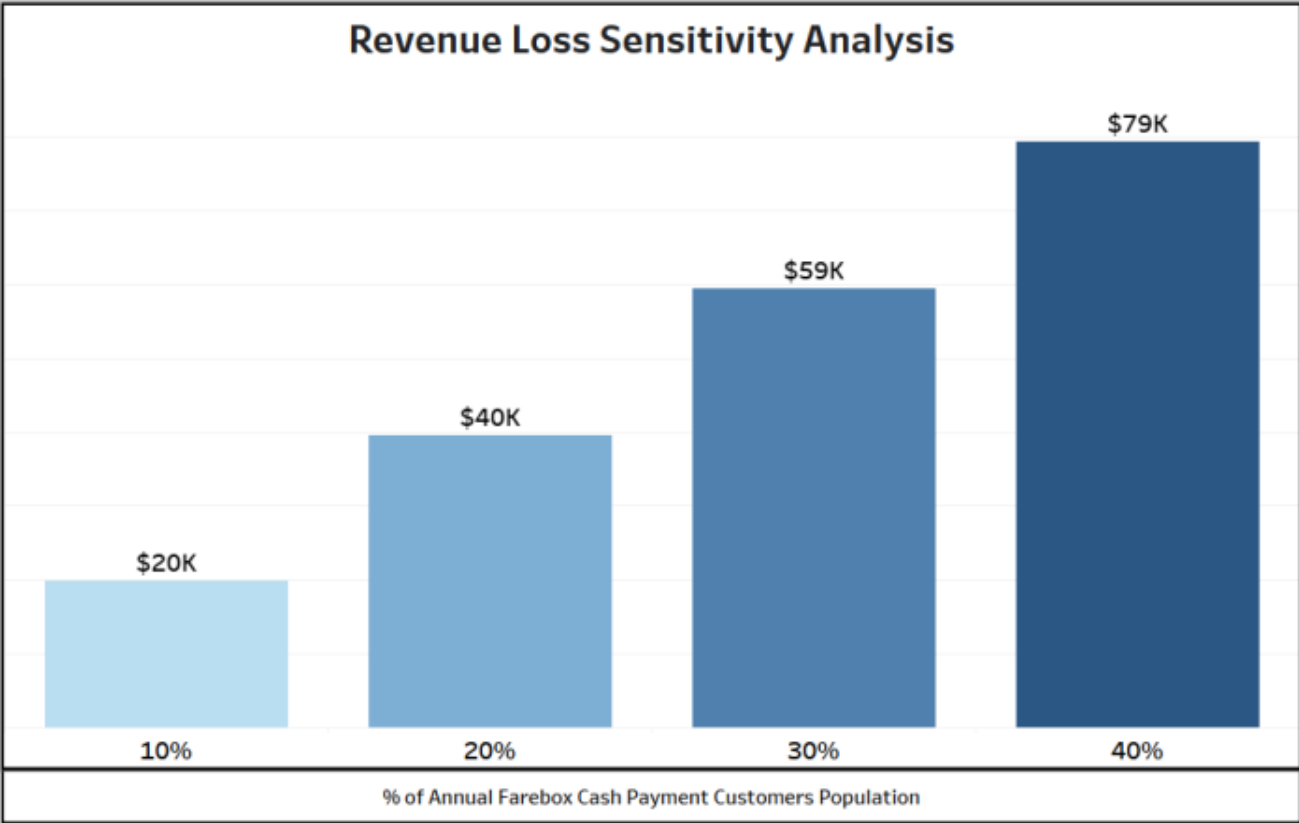
4) Introduction of Open Payment Acceptance - Background

What is Open Payment Acceptance

- With the execution of the Clipper next generation customers will be able to use contactless debit and credit cards on Clipper validators to pay for fares
- Open payment acceptance is a feature of the Clipper next generation system and cannot be opted out of, fares will be priced at Clipper fares which is a \$.20 difference from the farebox cash fare.

4) Introduction of Open Payments - Analysis and Recommendation

Revenue Loss Sensitivity Analysis



Analysis Notes

- The chart to the left shows estimated annual impacts at various levels if customers paid via open payment vs cash at the farebox as open payments will be at Clipper prices.
- There is the potential for revenue loss to be offset by increased ridership due to open payment functionality.

Staff Recommendation

- Enable open payments in the fare structure effective upon Clipper Next generation completion

Fare Policy Impacts

Ridership -Positive Impact	🔄
Cost Recovery -Unknown Impact	✓
Customer Experience -Positive Impact	🔄
Admin and Overhead -Positive Impact	🔄

5) Enable Day/Month Pass Accumulators- Background

What are Day / Month Pass Accumulators

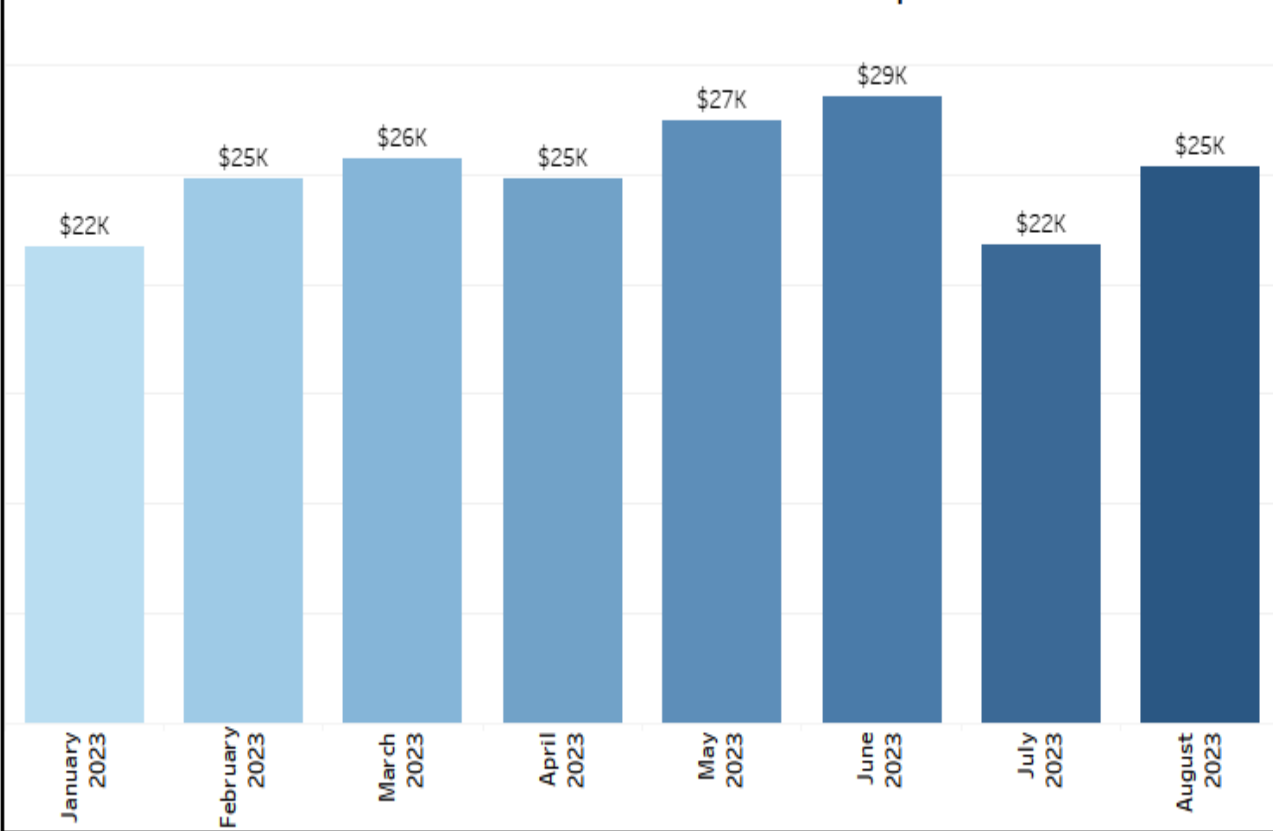
- Customers using open payments or Clipper will be provided fare caps for daily and calendar month usage
- The day pass accumulator will be capped at 2x a one-way Clipper fare and the month pass will be capped at the Clipper month pass price
- Clipper START users will be priced at the same as the eligible discount amount

Fare Payment Method	Rider Category	Day Pass Accumulator	Month Pass Accumulator
Clipper / Open Payment*	Adult	\$4.10	\$65.60
	Eligible Discount/ Clipper Start	\$2.00	\$27.00

*Open Payments are available for Adult fares only

5) Enable Day/Month Pass Accumulators-Analysis and Recommendation

Accumulator Estimated Financial Impact



*Analysis assumes all month pass purchasers switch to accumulator and all other Clipper users are capped at the accumulator amount.

Analysis Notes

- This analysis assumes all Clipper SamTrans riders were able to utilize the benefits of the month pass accumulators over the Jan-23 through Aug-23 timeframe. Forecasted annual impact is ~\$300k.
- There is the potential for revenue loss to be offset by increased ridership due to accumulator functionality

Staff Recommendation

- Enable day pass /month pass accumulators in the fare structure effective upon Clipper Next generation completion

Fare Policy Impacts

Ridership
-Positive Impact



Cost Recovery
-Unknown Impact



Customer Experience
Positive Impact



Admin and Overhead
-Positive Impact



6) Move Mobile Fares to Clipper Mobile - Background

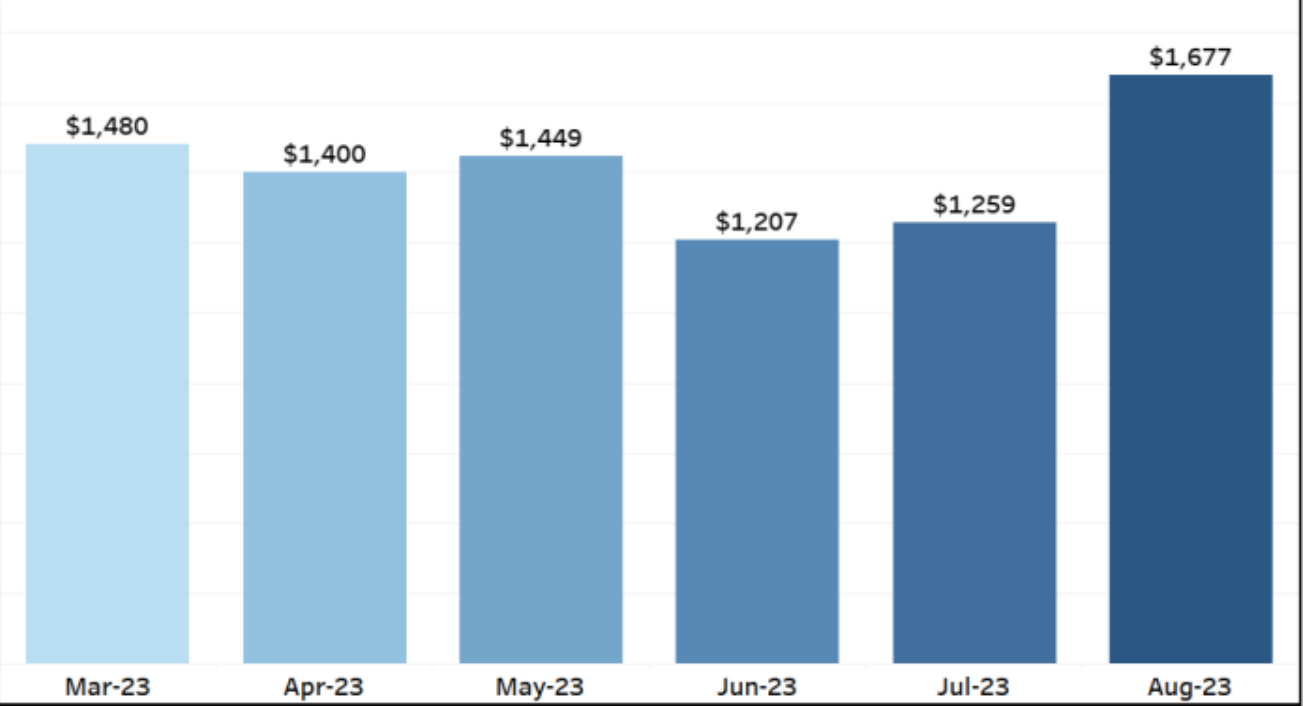
Why are we moving mobile Fares to the Clipper App

- Based on the Clipper MOU, the bus fares for SamTrans will need to be removed from the current mobile app within ~6 month of Clipper next generation execution.
- Group purchases and single ride tickets will be available for purchase on the Clipper application.
- Below are the difference in price between the current mobile app and the Clipper mobile app

Rider Category	One Way Price Difference	Day Pass Price Difference
Adult	\$.20	\$.40
Eligible Discount	\$.10	\$0.0

6) Move Mobile Fares to Clipper Mobile -Analysis and Recommendation

Mobile App Transition Potential Revenue Loss*



* Assume all of the current SamTrans mobile app customers will be transitioned to Clipper.

Analysis Notes

- This analysis assumes all current mobile users move to the Clipper application and pay the Clipper reduced fare.
- Annual impact is estimated to be ~\$17k but will could be offset by reduced mobile app costs

Staff Recommendation

- Migrate all mobile bus products to Clipper application at Clipper pricing

Fare Policy Impacts


Ridership -Positive Impact	
Cost Recovery -Positive Impact	
Customer Experience -Positive Impact	
Admin and Overhead -Positive Impact	

7) Participate in the Regional Transfer Discount Program - Background

What is the regional transfer program

- Applies to Clipper single-ride fares at each participating agency. Passenger pays the full fare on the first agency used. Transfers to another agency within two hours of the first boarding are discounted up to a limit of \$2.50 per transfer.
- Passes not included, but passholders may receive a discount when transferring to an agency where they use single-ride fares.
- Transit agencies will be responsible for \$.50 of each transfer will be reimbursed during the pilot program

Fare Policy Impacts

Ridership -Positive Impact	
Cost Recovery -Low Impact	
Customer Experience -Positive Impact	
Admin and Overhead -Positive Impact	

Review of Fare Policy Principles for Recommended Changes

Fare Policy Principles

Recommendation	Ridership		Cost Recovery		Customer Experience		Administration and Overhead	
Elimination of the Summer Youth Pass- Decision Requested	Low Impact -Ridership has been on a steady decline and program participation was greatly reduced by SamTrans Youth Unlimited program		Positive Impact -Recovering marketing costs has been a challenge and factoring in supplies and staff resources the program is likely break even		Low Impact -No customer complaints about the product not being offered in 2021 or 2022 when offering was paused		Positive Impact -Reduces need for administrative resources	
Consolidation of Local and Express fares for a single price - Decision Requested	Positive Impact -Lower Express cost could encourage additional ridership and is single fare is simpler		Low Impact -Ridership has decreased post Covid, estimated financial impact is \$24k-\$67k		Positive Impact -Consolidation will be transparent and will a single fare will be easier for the customer to understand and will make future accumulators less complex		Positive Impact -1x change in farebox, easier for operators to deal with a single fare product	
Waiver of fares for pre-arranged school field trips Decision Requested	Positive Impact -Increases ridership and encourages ridership among youth ridership group		Low Impact -Estimated financial impact is minimal		Positive Impact -Easy to understand and justified		Low Impact -Dependent upon school participation	

Summary of Review Fare Policy Principles for Recommended Changes

Fare Policy Principles

Recommendation	Ridership		Cost Recovery		Customer Experience		Administration and Overhead	
Introduction of Open Payments, priced a Clipper fare price	Positive Impact -Makes ridership simple by allowing customers to utilize contactless debit and credit cards		Unknown Impact -The discount for open payment is dependent on how many people switch from cash, but could be offset by increases in ridership		Positive Impact -Easy to understand for customers, convenient for those without a Clipper card		Positive Impact -Reduces the demand on paper tickets	
Introduction of day / month pass accumulators on Clipper / open payment- Decision Requested	Positive Impact Capping the amount riders pay by day and by month without having to purchase passes makes riding easier and could increase ridership		Unknown Impact -Enabling the accumulators is estimated to reduce fare revenue by \$300k annually, but could be offset by increases in ridership		Positive Impact -Easy to understand and does not require customers to purchase passes.		Positive Impact -Will likely reduce the sale of month passes and paper tickets	
Move mobile fares to Clipper at the Clipper Fare	Positive Impact -Easy for customers to have one place to purchase their fare products instead of separate mobile app		Low Impact -The discount received by current mobile users is estimated to reduce fare revenue by \$17k annually		Positive Impact -Easy to understand		Positive Impact -Will not require the administration of an app for SamTrans bus	
Participate in the regional transfer discount program Decision Requested	Positive Impact -Should reduce overall transportation costs and encourage transfers.		No Impact -Initial pilot is regionally funded however operators responsible for first \$.50 of transfers		Positive Impact -Easy to understand and no action required by customers		Positive Impact -Regionally aligning transfers will eliminate the need for cross agency agreements	

Timeline

Title VI Analysis is Underway

Presented to SamTrans CAC on 10/25/23

Held Community Meeting 10/30/23

Public Hearing and Board Adoption 12/6/2023

Q&A

**San Mateo County Transit District
Staff Report**

To: Strategic Planning, Development, and Sustainability Committee
Through: April Chan, General Manager/CEO
From: David Olmeda, Chief Operating Officer, Bus
Subject: **Update of Innovative Clean Transit Plan**

Action

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

Significance

The SamTrans Innovative Clean Transit (ICT) Plan (Plan) was developed to provide the San Mateo County Transit District (District) with a road map to transition its fleet to a 100 percent zero emission fleet in compliance with a mandate from the California Air Resources Board (CARB). CARB's ICT regulation requires public transit agencies to transition to 100 percent zero emission fleets by 2040.

The current Plan, which was approved by the Board of Directors (Board) in December 2020, provides that the District would:

- Procure battery electric buses (BEBs) to replace its diesel buses at the end of their useful lives.
- Procure one last sub-fleet of diesel buses to replace the set of 72 diesel buses when they reached the end of their useful lives to provide time to design and construct the charging infrastructure necessary for replacement with BEBs.
- Thereafter, procure BEBs to replace the remaining diesel buses when they reach the end of their useful lives.
- Complete the transition to 100 percent zero emission vehicles by 2038.

Since approval of the Plan, the District, in close collaboration with industry experts and experienced transit agencies, has carefully evaluated zero-emission bus technology and the changing state of the industry in the context of what will best serve the agency and its riders. The evaluation compared BEBs to hydrogen fuel cell electric buses (FCEBs), and found that FCEBs provide operational benefits that BEBs do not provide, including the following:

- FCEBs have a travel range of approximately 300 miles per fueling while BEBs have a travel range of approximately 200 miles per charge.
- It takes about 15 minutes to fuel a FCEB as compared to 4 to 6 hours to charge a BEB.

Because of the operational benefits that FCEBs provide, particularly for operations out of North Base, where several routes require buses to travel more than 200 miles per day, the District has pursued a demonstration program consisting of procuring FCEBs to replace 10 diesel buses that have reached the end of their useful lives and acquiring a mobile hydrogen refueler to fuel the

10 buses for 2 years. The Board approved the purchase of these 10 FCEBs in June 2022 and the acquisition of a hydrogen mobile refueler in May 2023. The Board also authorized modifications to four maintenance bays at North Base to safely accommodate indoor maintenance of the FCEBs in May 2023.

In addition, the District has completed a life-cycle cost analysis for North Base, which showed significant capital cost savings with FCEBs as compared to BEBs.

Staff provided the results of the evaluation and life-cycle cost analysis at a Board workshop in March 2023 and made the following recommendations:

- Replace the entire remaining diesel fleet at North Base with FCEBs (instead of BEBs) and construct a hydrogen fueling station to fuel the buses.
- Eliminate the intermediate step of replacing 72 diesel buses in-kind when they reach the end of their useful lives, and replace them instead with FCEBs, which is possible because a hydrogen fueling station can be installed before the FCEBs are delivered.
- With removal of the mid-ZEB transition purchase of additional diesel buses, work towards having a 100 percent zero emission fleet by 2034 instead of 2038.
- Defer the decision on which type of zero emission buses to purchase for South Base until 2024, after the District has experience with both BEBs and FCEBs.

Staff has updated the Plan to align with Staff's recommendations at the March 2023 Board workshop. The Updated ICT Plan will be presented for Board approval at the December 2023 Board meeting, at which point staff also will seek authority to purchase the next set of FCEB buses, consistent with the new Plan.

Budget Impact

There is no impact to the budget at this time.

Background

In December 2018, the California Air Resources Board (CARB) adopted the ICT Regulation that requires all public transit agencies in California to gradually transition all fleet vehicles to 100 percent zero-emission vehicles by 2040.

In December 2020, the Board approved its Plan to comply with CARB's mandate. The Plan provided a road map for SamTrans to complete its transition to a 100 percent zero-emission fleet without early retirement of its vehicles. Under this Plan, the District was scheduled to complete the transition to a 100 percent zero emission fleet by 2038.

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

Innovative Clean Transit (ICT) Plan Update

SamTrans Board of Directors
November 1, 2023

AGENDA



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samTrans
Innovative Clean Transit (ICT) Rollout Plan

December 2, 2020

Background

- ✓ **2018: California Air Resources Board (CARB) adopted ICT Regulation**
 - Requires transit providers to transition fleet to 100% Zero Emission (ZE) by 2040
 - Requires 100% of fleet purchases to be ZE by 2029
- ✓ **2020: SamTrans ICT Plan approved by Board**
 - Battery electric buses (BEBs) only
 - Includes diesel bus purchases
 - Complete ZE transition in 2038



2023 ICT Plan Update



SAN MATEO COUNTY TRANSIT DISTRICT

SAMTRANS INNOVATIVE CLEAN TRANSIT ROLLOUT PLAN

NOVEMBER 2023
DRAFT



Mar-2023: Board Workshop

- ZE Technology Review: BEBS vs. Hydrogen Fuel Cell Electric Buses (FCEBs)
- Life Cycle Cost Analysis: BEBs vs. FCEBs



Nov-2023: Update aligns with Mar-2023 Board Workshop

- FCEBs in addition to BEBs
- Eliminates diesel bus purchases
- Enhanced analysis on equity & workforce
- Complete ZE transition in 2034



Existing Conditions – North Base

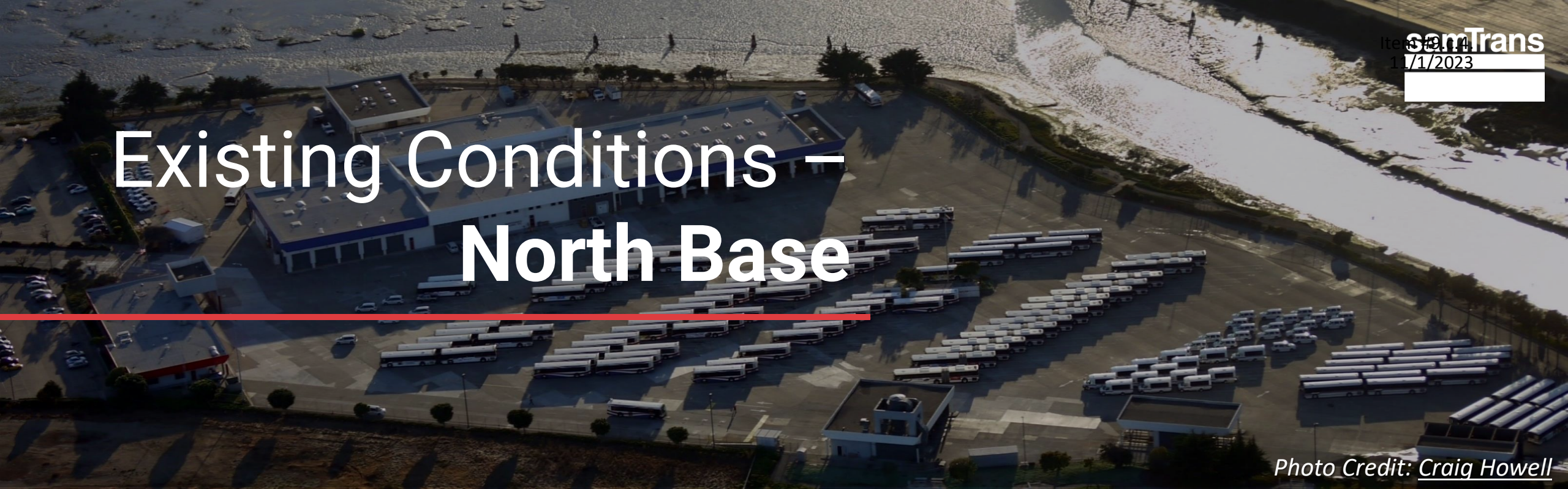


Photo Credit: Craig Howell



Location

- 301 N Access Rd South San Francisco



Size

- 27 acres



Vehicles

- Accommodates 175 buses



Zero-Emission Infrastructure Status

- 10 Interim Chargers commissioned
- 1 Hydrogen Mobile Refueler (early 2024)
- 4 indoor FCEB maintenance bays (early 2024)

Existing Conditions – South Base



Location

- 501 Pico Boulevard
San Carlos



Size

- 13 acres



Vehicles

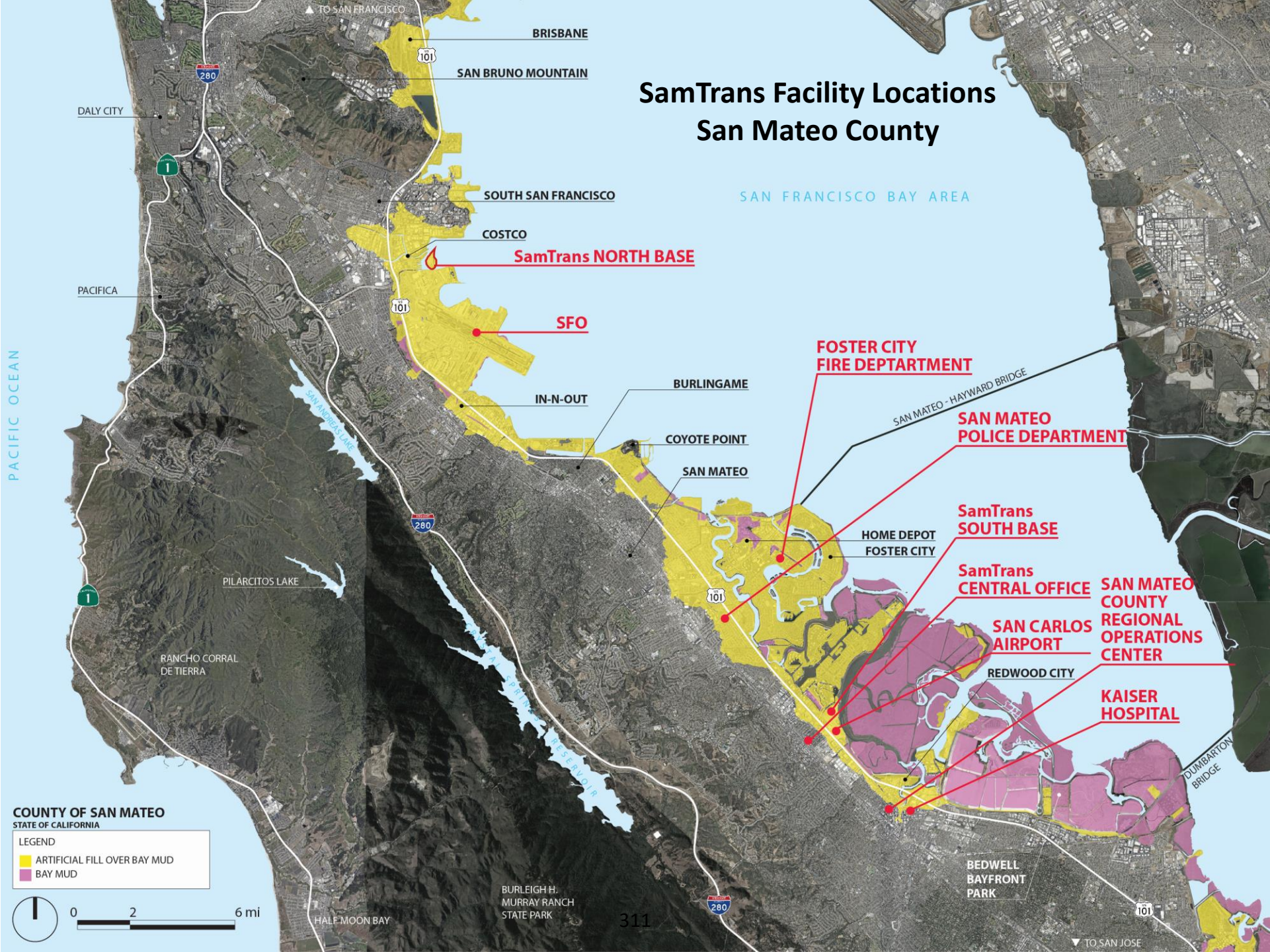
- Accommodates
147 buses



Zero-Emission Infrastructure Status

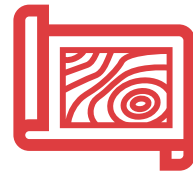
- 10 Interim Chargers
under construction
(late 2024)
- 37 Permanent BEB Chargers
(late 2026)

SamTrans Facility Locations San Mateo County



Existing Conditions Fixed Route Service

446 square miles
service area

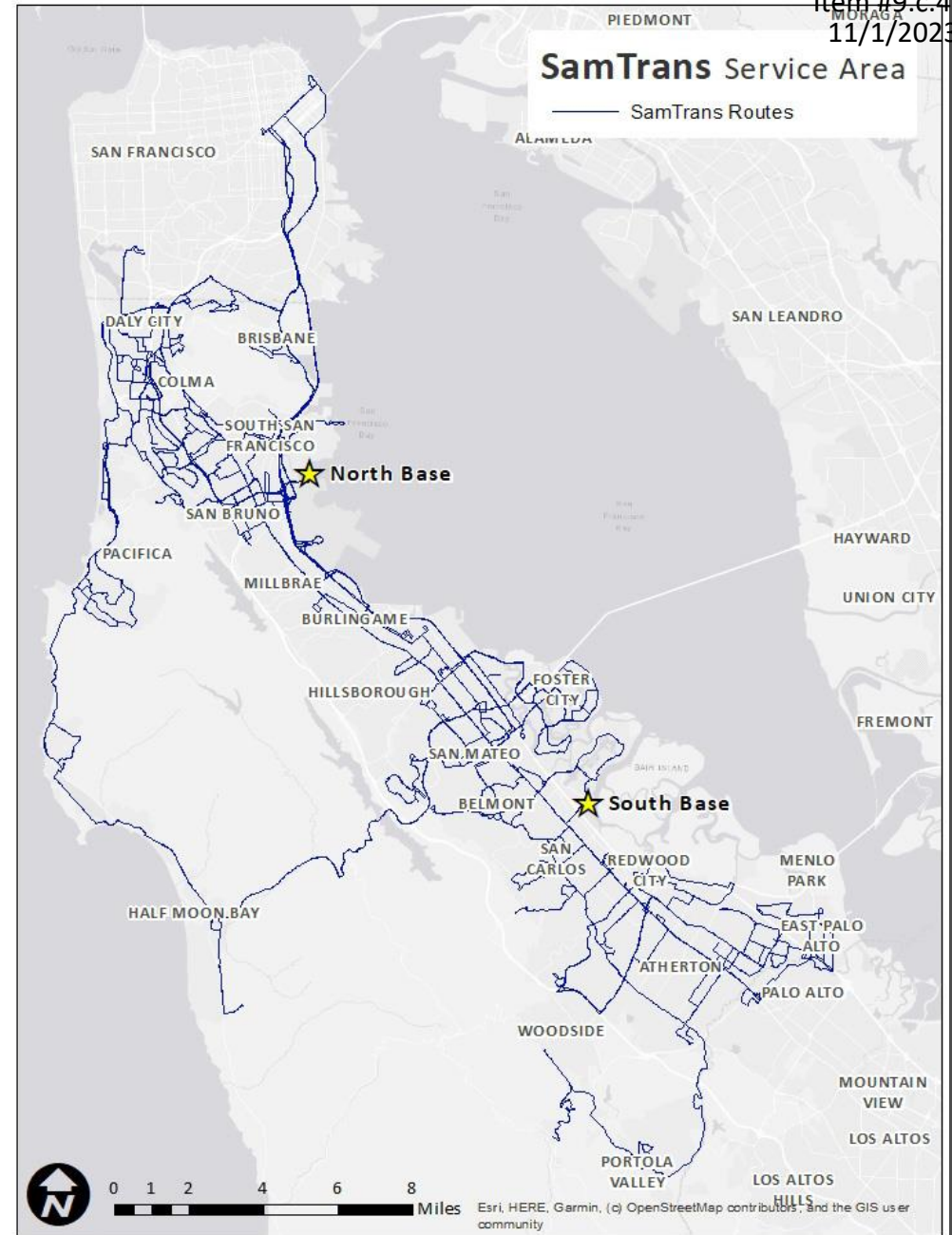


Over 10 million
trips (pre-COVID)



67 Routes

Local | Community |
Express/Limited |
School-oriented | Owl |
& Special Routes



Existing Conditions Fixed Route Service (North Base)

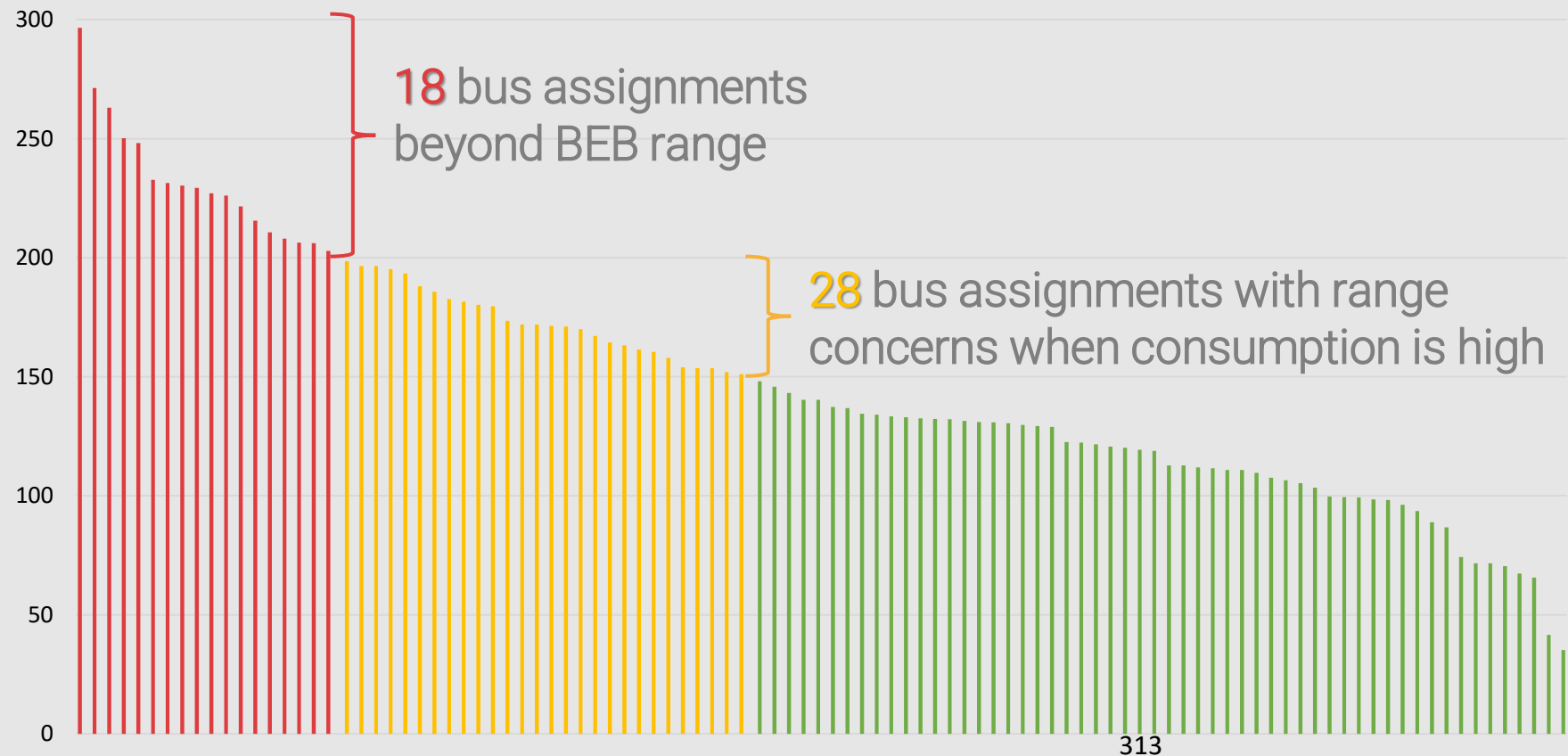
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11/1/2023

- BEB Travel Range:
~150 miles – 200 miles

- FCEB Travel Range:
~300 miles

Assumed 40' bus with 440 kWh, energy consumption at 2.02 kWh/mile – 3 kWh/mile.

North Base Bus Assignments Distance (Weekday)



- 18% - 45% of bus assignments may have range concerns if only using BEBs

- All bus assignments can be completed by FCEBs

Existing Conditions Fixed Route Service (South Base)

Item #9.c.4.
11/1/2023

● BEB Travel Range:
~150 miles – 200 miles

● FCEB Travel Range:
~300 miles

Assumed 40' bus with 440 kWh, energy consumption at 2.02 kWh/mile – 3 kWh/mile.

South Base Bus Assignments Distance (Weekday)



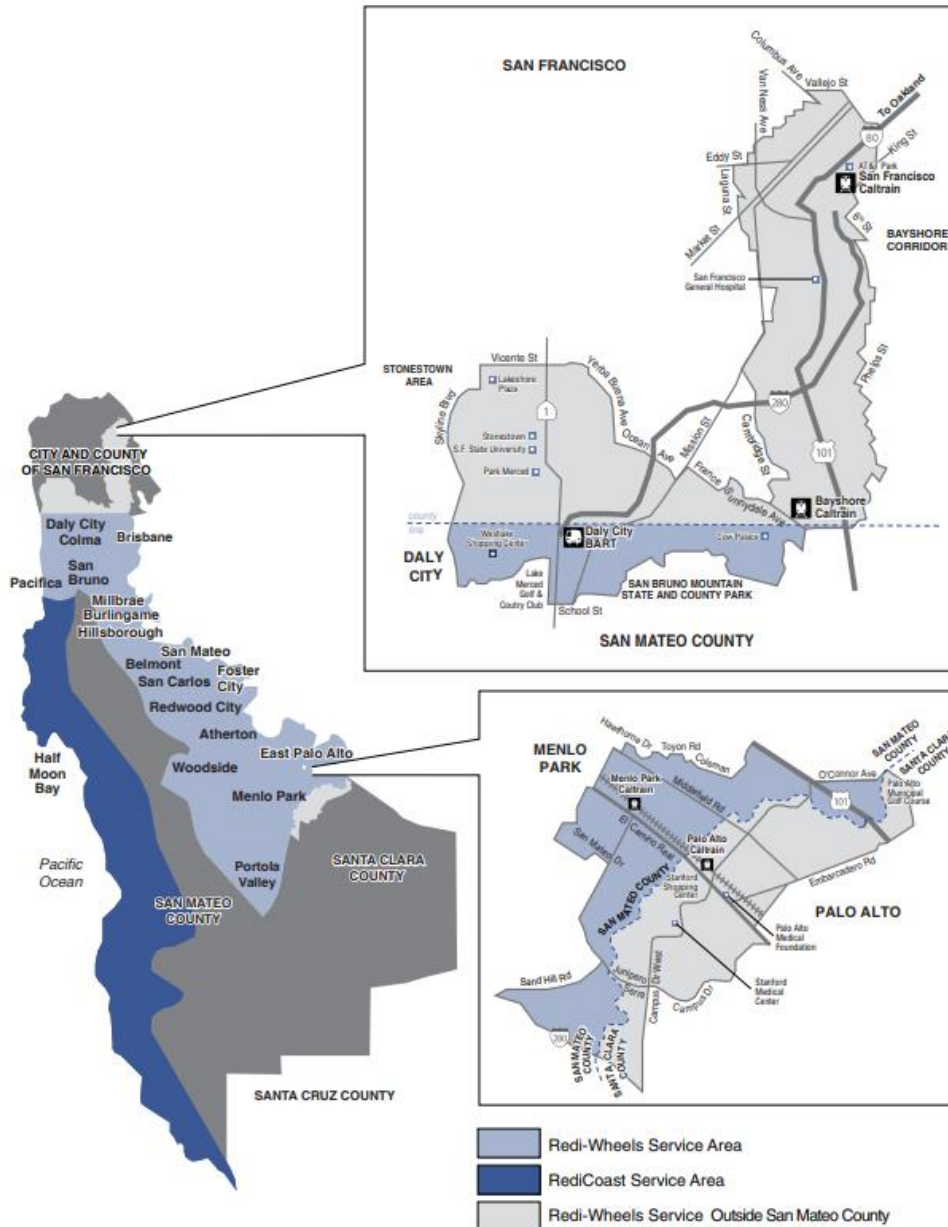
● Fewer bus assignments than North Base

● Most bus assignments are shorter than 150 miles

● 1% - 8% of bus assignments may have range concerns if only using BEBs



Existing Conditions Paratransit Service



70 Vehicles

To be replaced by ZEVs starting 2026



Shared Ride, Curb-to-Curb Service

Optional door-to-door



Over **344K**
trips (pre-COVID)



2023 ICT Plan Update



2023 ICT Plan Highlights



Updated transition timeline achieving **full ZE fleet in 2034** – 4 years ahead of the 2020 Rollout Plan timeline



Updated **technology** evaluations and review of the zero-emission **market**



Closer review of the **equity** impact and **workforce** development implications

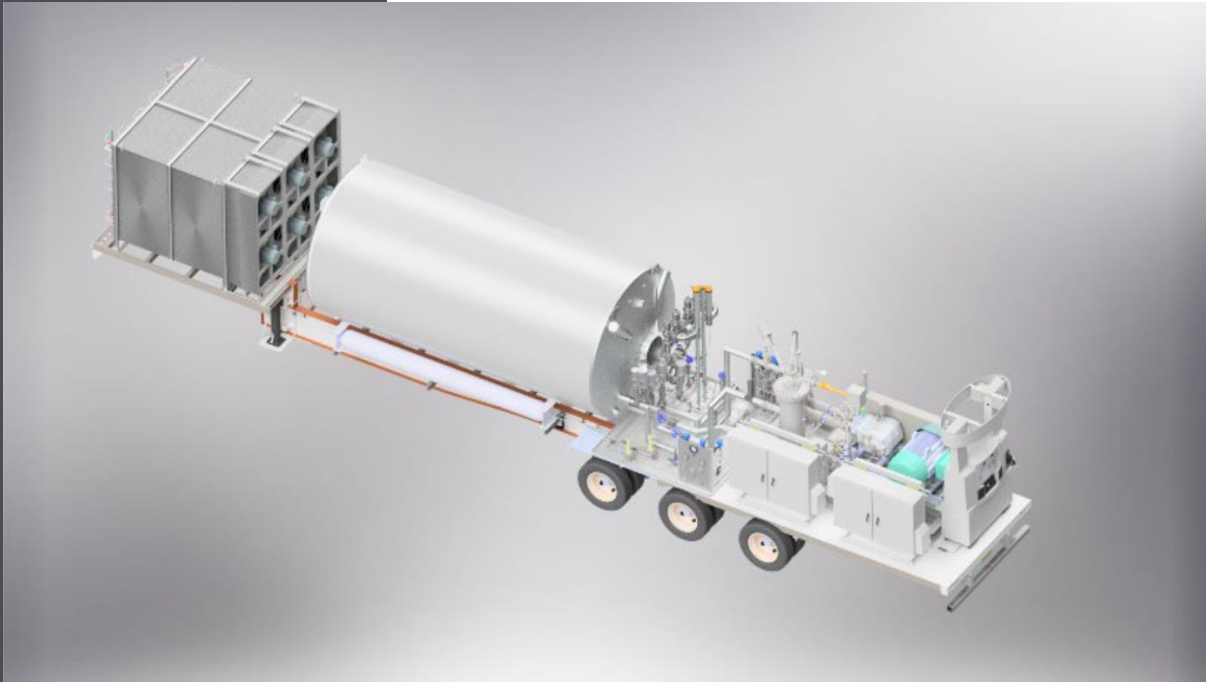
FCEBs vs. BEBs

ZE Technology Comparison

		Fuel Cell Electric Bus (FCEB)	Battery Electric Bus (BEB)
Market	Number of Manufacturers		☑
Operations	Advertised Range	☑	
	Fueling Time	☑	
	Resilience	☑	
Costs	Maintenance		☑
	Energy/Fuel		☑
Facility	Infrastructure	☑	
Climate	GHG Reduction		☑



FCEB Demonstration



Mobile Hydrogen Refueler

- ✓ June 2022: Board approved purchase of 10 FCEBs for North Base as part of a Demonstration Program
- ✓ May 2023: Board approved purchase of a mobile hydrogen refueler & award of a 2-year hydrogen supply contract for the 10 FCEBs
- ✓ May 2023: Board approved contract to modify 4 maintenance bays at North Base to enable indoor maintenance of FCEBs

2023 ICT Plan Lifecycle Costs – North Base

- **FCEBs** have lower infrastructure costs
- **BEBs** have lower energy costs
- 12-year lifecycle cost savings of FCEB fleet estimated at **\$94 M**

CAPITAL & OPERATING COSTS (12-year Lifecycle)		
Item	BEB Option	FCEB Option
Number of Buses	185	162
Buses	\$252,393,157	\$247,008,174
Infrastructure	\$144,950,000	\$36,150,000
Maintenance	\$40,492,886	\$50,686,882
Energy (Electricity & Hydrogen)	\$41,096,703	\$51,129,786
Lifecycle Cost Total (NB)	\$478,932,746	\$384,974,842

2023 ICT Plan

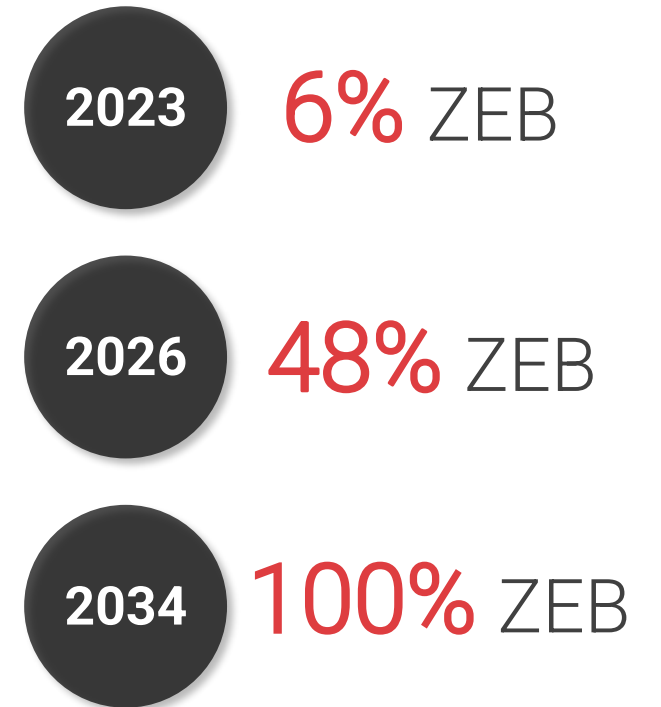
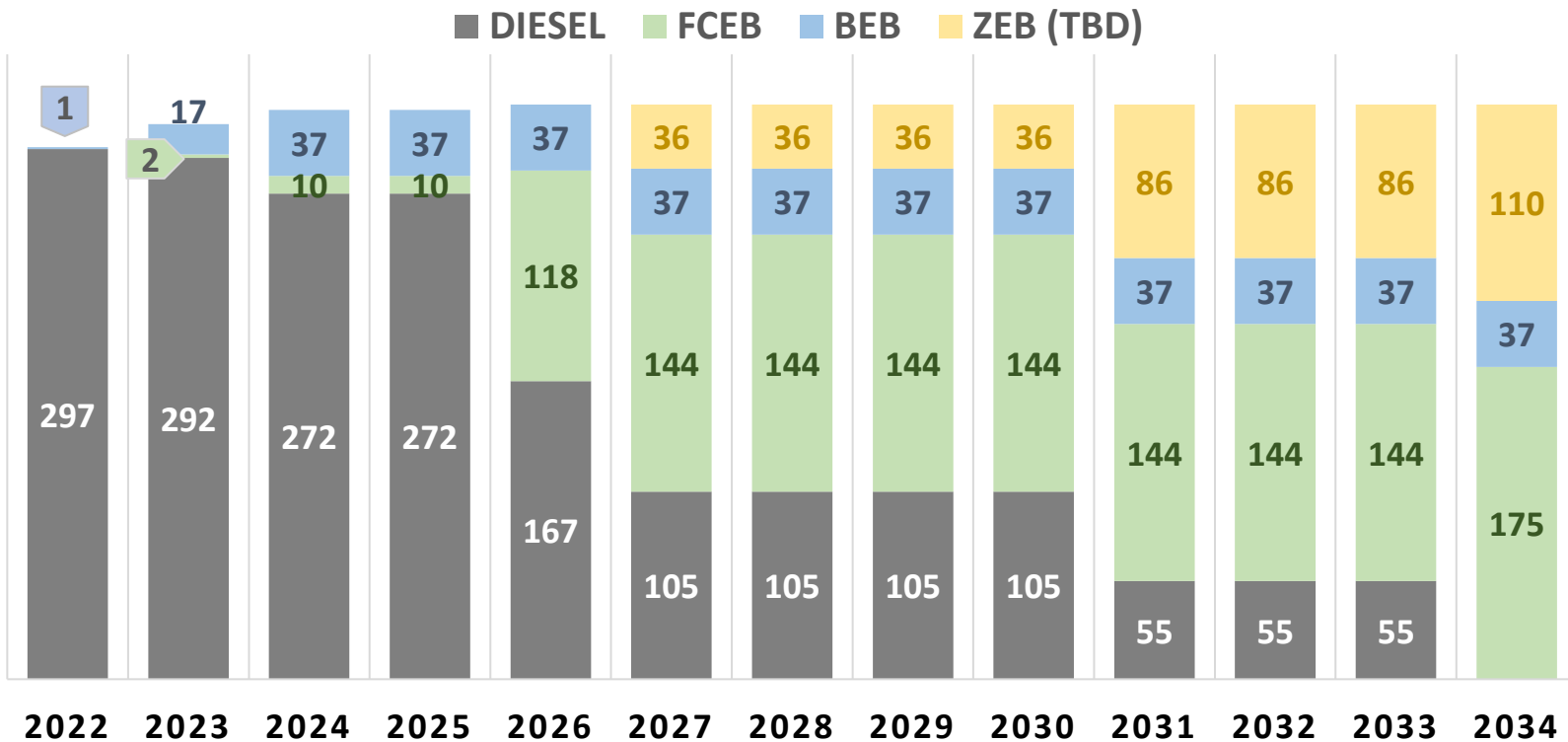
Fleet Procurement Plan

Procurement Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FCEBs (No. Base)	0	10	20	88	26	0	0	0	0	0	0	31
BEBs (So. Base)	7	30	0									
ZEBs (So. Base)*				0	36	0	0	0	50	0	0	24



* Defer decision on type of ZEB for remaining So. Base fleet until 2024

2023 ICT Plan Fleet Replacement Plan



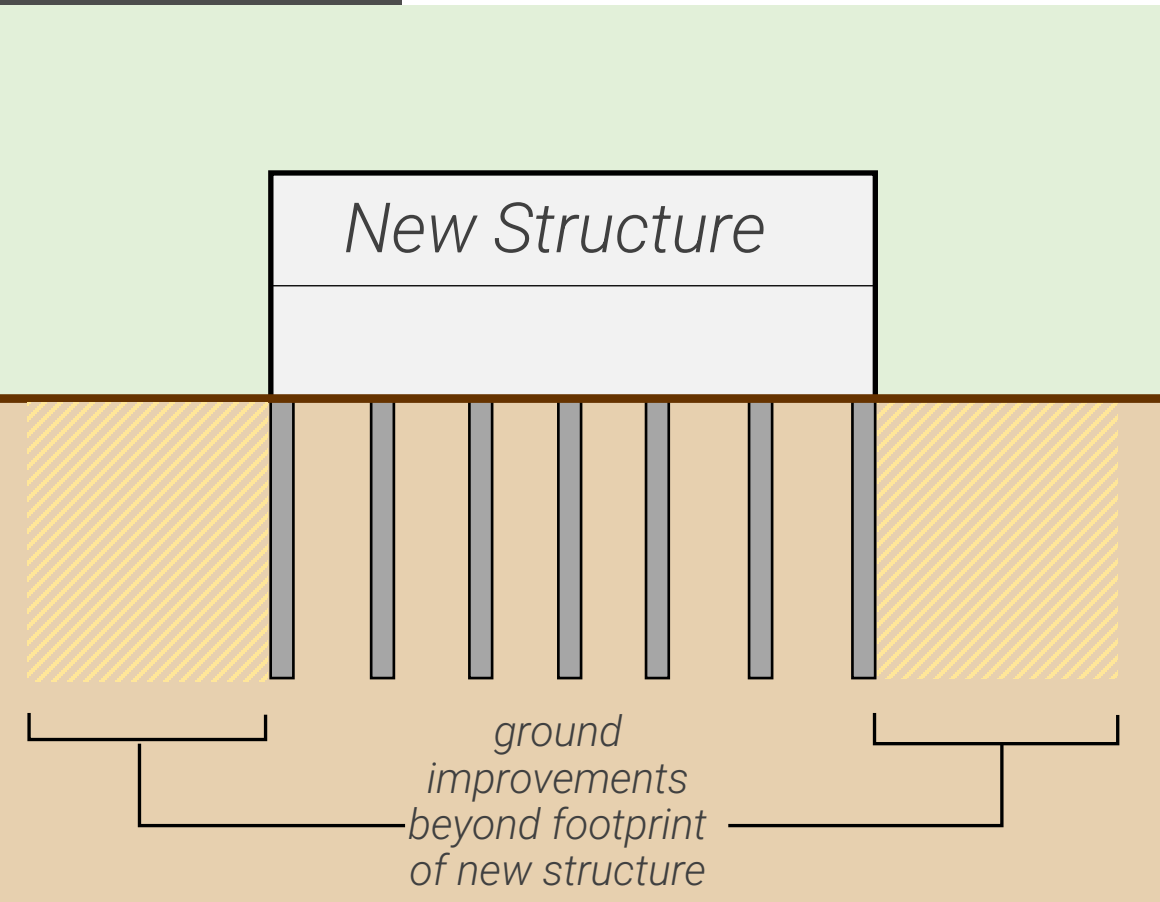
Infrastructure



Hydrogen Storage & Fueling Station

- ✓ Hydrogen Storage & Fueling Station at North Base
- ✓ Additional Modifications to North Base Maintenance Building
- ✓ Additional Permanent BEB Chargers and/or Hydrogen Fueling Station at South Base, depending on decision for remaining fleet

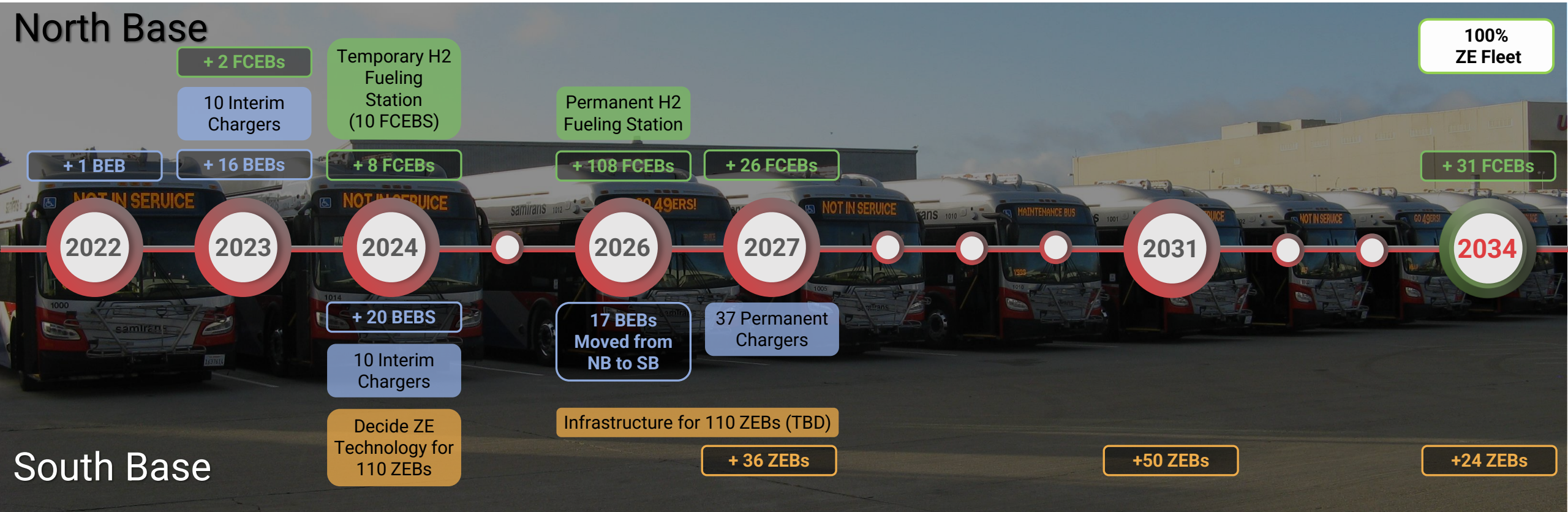
Soils & Foundations



- ✓ Add materials to strengthen soil
- ✓ Install deep foundations to reduce settlement potential
- ✓ Place ground improvements beyond the building's footprint to confine soil
- ✓ Engage an independent third-party geotechnical engineer to review foundation design

2023 ICT Plan Path to Zero Emissions

North Base



South Base

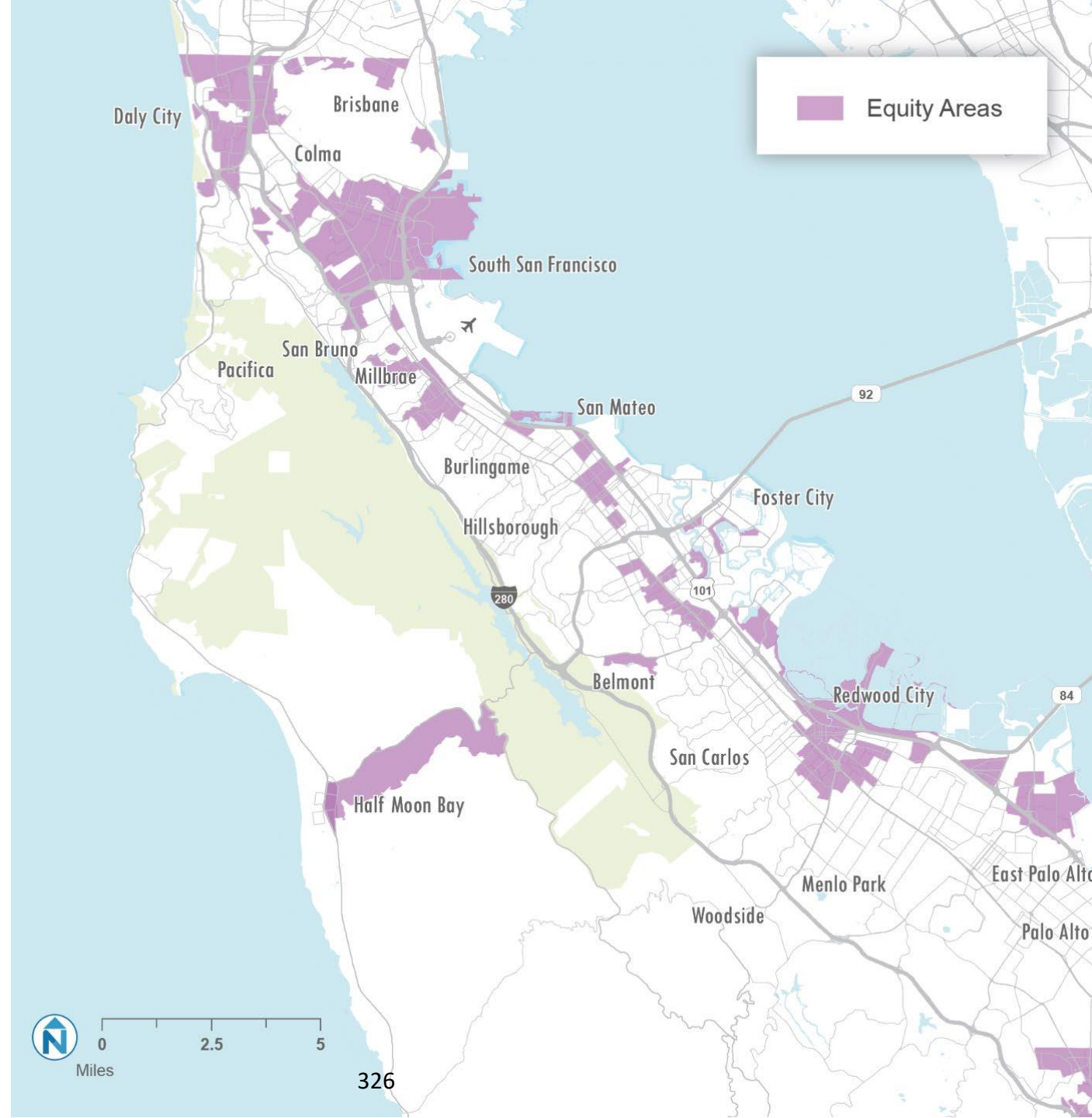


2023 ICT Plan Equity Analysis

Equity Priority Areas

- Low-income households
- Racial and ethnic minorities
- Zero-car households

**Goal: Prioritize service in
Equity Priority Areas**



Item #9.c.4.
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Improve Air
Quality



Reduce
Ambient Noise



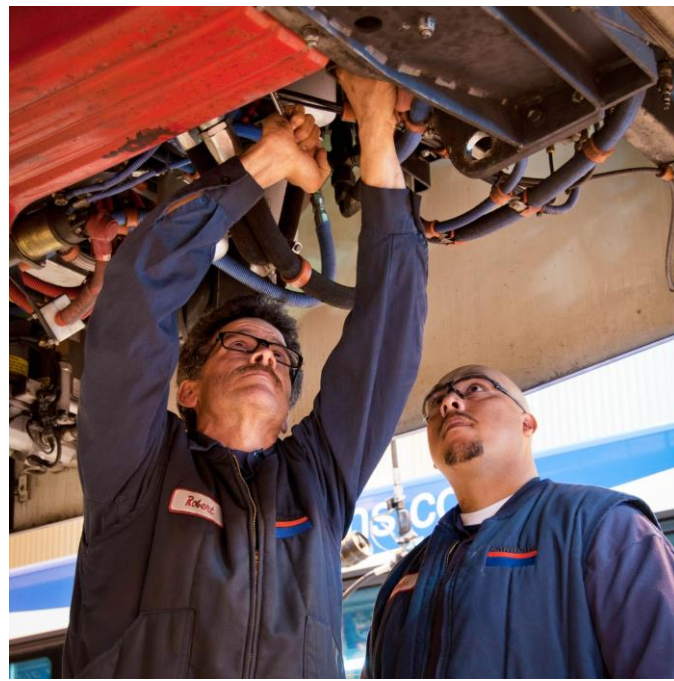
Reduce
Pollution

2023 ICT Plan Workforce Training

Similar job duties/descriptions.
New skills!

- ✓ Training
- ✓ Skills gap assessment
- ✓ Re-skilling modules

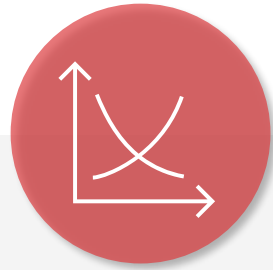
SamTrans commmits to
training staff!



2023 ICT Plan Considerations & Challenges



Significant Supply
Chain &
Production Delays



BEB Market
Fluctuations &
Limited FCEB
Options

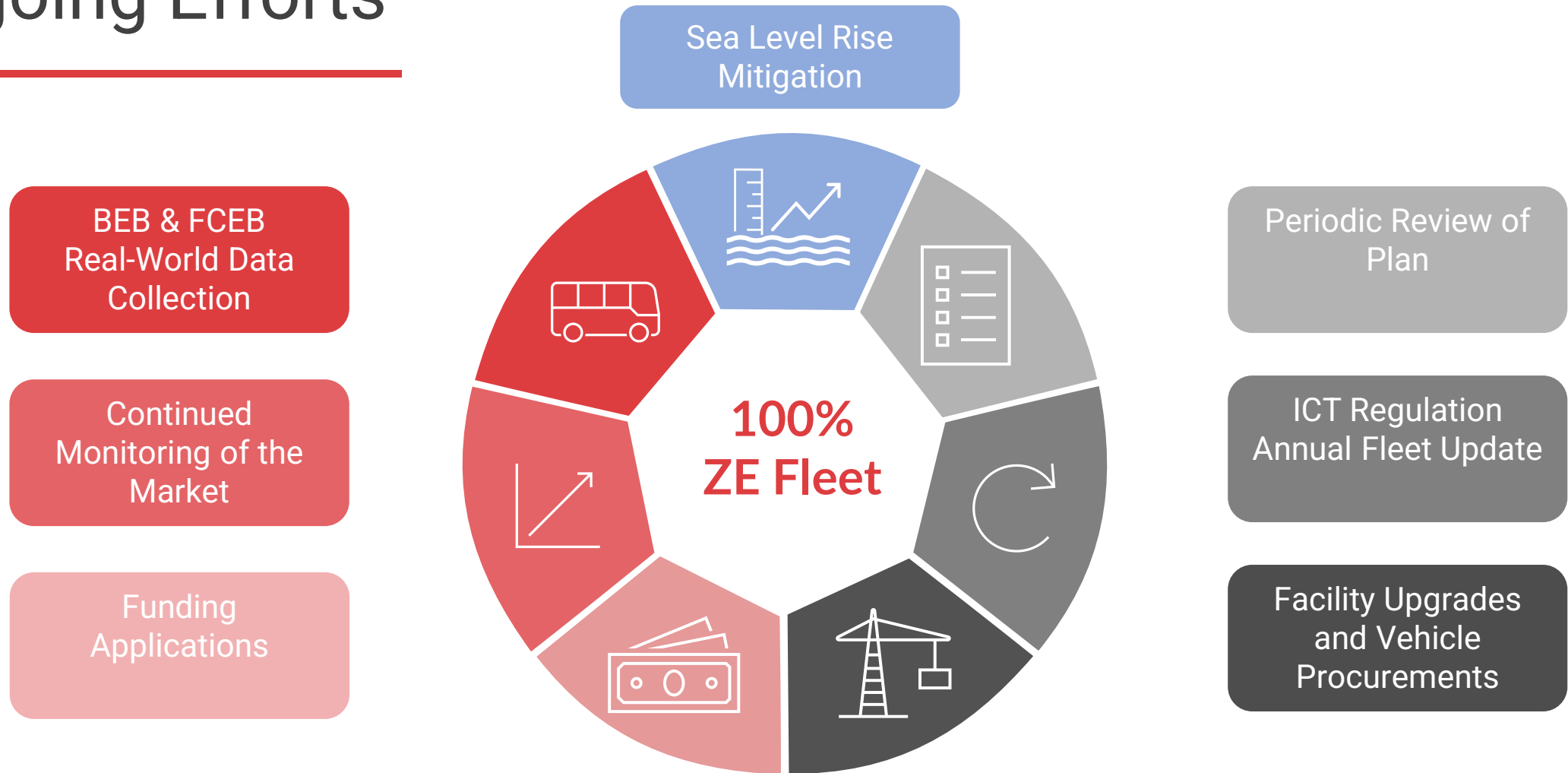


New Protocols for
Emergency, Safety,
and Resiliency
Management



Material Sourcing
& End-of-Life
Sustainability

Ongoing Efforts



emission ZERO

Progress

H₂

CA 58295



Progress

17 BEBs delivered to No. Base
10 BEBs in revenue service

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1 FCEB delivered to North Base



Progress North Base Facility Modifications for 10 FCEBS



General Work Activities

Lighting relocation



Electrical Work



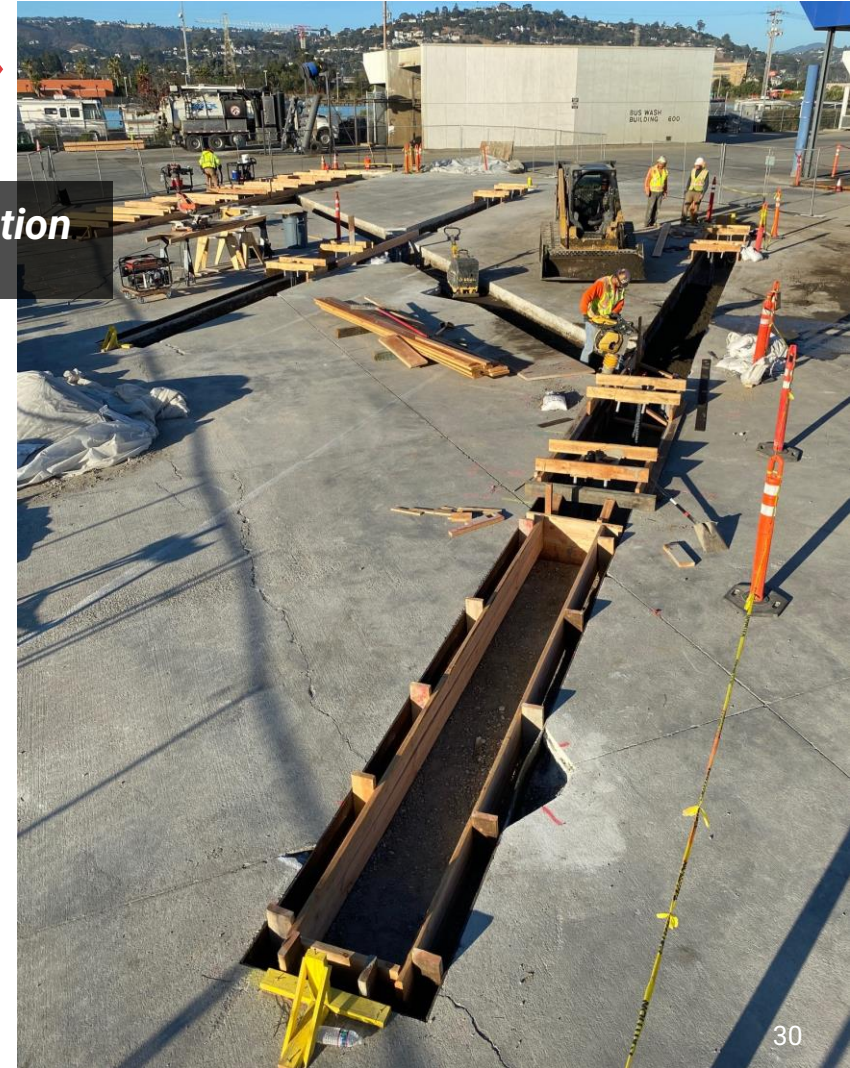
Progress South Base Installation of 10 Depot Chargers



Construction of Charger Pads.



Conduit installation



NEXT STEPS



- ✓ **Seek Board Approval of Updated ICT Rollout Plan at December 2023 BOD Meeting**
- ✓ **Submit Updated ICT Plan to California Air Resources Board**
- ✓ **Seek Board Approval for Purchase of up to 108 FCEBs at December 2023 BOD Meeting**

3000 **SamTrans**

Q&A





BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

Legislative Committee Committee of the Whole

San Mateo County Transit District

Wednesday, November 1, 2023 – 3:15 pm

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

- | | | |
|--------|---|---------------|
| 9.d.1. | Call to Order | |
| 9.d.2. | Approval of Minutes of the Legislative Committee Meeting of October 4, 2023 | Motion |
| 9.d.3. | State and Federal Legislative Update | Informational |
| 9.d.4. | Adjourn | |

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

Note:

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

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

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

October 4, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: J. Gee

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

9.d.1. Call to Order

Committee Chair Ray Mueller called the meeting to order at 4:30 pm.

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

Motion/Second: Medina/Powell

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

Noes: None

Absent: Gee

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

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

On the federal side, a continuing resolution was passed to keep the government running for 45 more days. She noted removal of House Speaker McCarthy via a motion to vacate. She said the Governor had appointed Laphonza Butler to fill late Senator Dianne Feinstein's seat.

On the state side, she gave an update on the various ballot measures the District is following and noted the Governor has until October 14 to sign. She noted that SB 410 (Powering up California) would require the California Public Utilities Commission to establish on or before September 30, 2024 reasonable targets for connecting new customers and upgrading the service of existing customers to the electrical grid. She added that it would also require utilities to prepare the grid for the anticipated transportation building electrification demand.

The Board voted to approve support of SB 410.

Motion/Second: Ratto/Fraser

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

Noes: None

Absent: Gee

9.d.4. Adjourn

The meeting adjourned at 4:38 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

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

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

SamTrans Federal Report October 2023

Congressional Update

Congress Avoids Government Shutdown with 45-Day CR

- On September 30, Congress passed a 45-day continuing resolution (CR) to prevent a government shutdown after the House failed to pass a CR with conservative priorities. The bill includes a three-month extension of the Federal Aviation Administration (FAA) and \$16 billion for disaster relief. Notably, it does not include border security provisions that many conservatives sought but were ultimately unsuccessful in incorporating.
- Many in Washington believed the government would shut down after Speaker Kevin McCarthy (R-CA) could not strike a deal with the conservative House Freedom Caucus on spending. Rep. Matt Gaetz (R-FL) and other McCarthy critics voted down several spending bills, including a CR full of conservative policies that the Democrat-led Senate was sure to reject.
- With a day left before a government shutdown, McCarthy put forth and passed a CR to maintain current spending levels. House Republicans, especially McCarthy, are adamant that Congress lowers federal spending by cutting funding from some domestic programs. These conversations will likely escalate as Congress nears the 45-day mark and attempts to avoid a shutdown.

Laphonza Butler Is Now California's Senator

- On October 1, California Governor Gavin Newsom announced Laphonza Butler would fill the vacant U.S. Senate seat after Sen. Dianne Feinstein passed away. Butler currently serves as President of Emily's List, a national organization working to elect Democratic Women.
- Prior to her time at Emily's List, Butler worked in labor policy, representing several unions across the United States.

House Speaker Update (as of October 18)

- On October 10, the House voted 218 to 208 to depose Rep. Kevin McCarthy (R-CA) as House Speaker. This is the first time in U.S. history that a House Speaker has been removed.
- House Republicans initially nominated House Majority Leader Steve Scalise (R-LA) for Speaker; however, Scalise withdrew due to not having enough votes within the Republican Caucus.
- During the week of October 10, House Republicans worked to nominate a new Speaker, and Rep. Jim Jordan (R-OH) became the nominee.

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- On October 17 and 18, the House conducted additional votes on Speaker of the House. On the 17th, Jordan was 20 votes short, and on the 18th, he was 22 votes short. After the vote, Jordan said he is going to stay in the race and will continue to speak to members.

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House T&I Committee Holds Hearing on DOT Oversight

- On September 20, the House Transportation and Infrastructure (T&I) Committee conducted a six-and-a-half-hour hearing with Department of Transportation (DOT) Secretary Pete Buttigieg to allow members to ask related to stakeholder perspectives on the implementation and progression of numerous DOT policies and programs with a specific focus on those funded by the Infrastructure Investment and Jobs Act (IIJA). The hearing provided insight into how DOT is working to mitigate the effects of inflation in the transportation sector, increase access to funding opportunities to rural and underserved communities, and utilize federal funding to increase transportation infrastructure nationwide.
- While the committee members generally agreed on the importance of improving transportation infrastructure in the United States, many disagreements arose regarding the success of existing programs and the most efficient allocations of funding necessary to support development. Secretary Buttigieg assured Representatives that DOT is committed to effectively distributing federal funds for critical infrastructure projects. He urged Congress to pass legislation to further expand the Department's authorities and resources and highlighted the need to prevent a government shutdown, which would halt many advancements being made in the transportation sector.
- Several members raised railroad safety, and Buttigieg responded with a request for the House to move rail safety legislation similar to the Senate bill. He also said that Congress must increase the statutory ceilings on per-incident safety violations to provide a financial incentive for the railroads to comply with stricter safety guidelines.
- Overall, the hearing emphasized the importance of efficiently and successfully utilizing funding from the IIJA to develop and support programs that bolster existing infrastructure, as well as contribute to long-term advancements in the sector as a whole. Members discussed the importance of improving a wide range of transportation needs in local communities while also combatting rising economic and national security concerns, and Secretary Buttigieg reaffirmed his commitment to serving the needs of the American citizens through improving safety and efficacy in the coming decade.

House T&I Holds Hearing on AV Technology

- On September 13, the House T&I Committee held a hearing to consider the impacts of automated commercial motor vehicles on society, the supply chain, and U.S. economic leadership. Most of the hearing was a discussion of how automated vehicles (AV) will impact the commercial trucking industry. However, some members voiced concerns about the impact of AV integration on the transit workforce.
- T&I Committee Ranking Member Rick Larsen (D-WA) opened by expressing enthusiasm at how AVs could change the commercial vehicle industry. He expressed concern over job displacement not only in the trucking industry but also in public transit

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and other industries. Despite this, he highlighted that AVs would improve mobility, pollution, and infrastructure in the long term.

- Witnesses noted that while AV technology has great potential, there are many concerns over the reliability and safety of AVs. Members also echoed the witnesses' unease by questioning DOT's ability to educate the public on AV technology. Additionally, many members inquired about the automatic braking technology's responsiveness level.

Administration Update

FHWA Distributes FY 2024 Highway Formula Funding to States:

- The week of October 2, the Federal Highway Administration (FHWA) distributed \$61 billion in highway formula funding to the state DOTs and the District of Columbia.
- The state of California will receive a total of \$5.712 billion for FY 2024. This includes \$574.8 billion for the Bridge formula program and \$81.7 for the National Electric Vehicle Infrastructure (NEVI) formula program.

FHWA Issues NOFO for Large Highway Bridge Program

- On September 27, the FHWA posted a NOFO for the [FY 2023 – 2026 Bridge Large Project Grants program](#). The highway bridge projects must have a total cost of \$100 million or more, and the deadline is November 27.
- During the first round of funding, \$2.1 billion was awarded and only funded four projects:
 - CA Golden Gate Bridge Seismic Retrofit 400.0
 - CT Goldstar Memorial Bridge Rehab. 158.2
 - IL Chicago Port Calumet River Bridges 145.0
 - KY-OH Brent Spence Bridge Corridor 1,385.0
- These large bridge projects in CA did not receive awards:
 - Oakland Bay Bridge Restoration: Request \$184.5 million
 - Stockton Channel Viaduct: Request \$484 million
 - Sacramento I Street Bridge Replacement: Request: \$106 million

Biden-Harris Administration Issues Back State Authority for Infrastructure Reviews with New EPA Rule

- On September 14, the Biden-Harris Administration issued a [final rule](#) increasing states' authority to block infrastructure projects if there are water quality concerns. This rule reversed a [Trump-era regulation](#) that made it more challenging for states to block new

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projects, and is part of the Biden Administration's efforts to promote clean energy infrastructure facilities.

- This final rule specifically widens states' scope of consideration to include the overall impacts of a project (including those related to construction and operations), as opposed to just direct discharges. It also extends the length of time states have to consider applications to a six-month review period following a pre-filing meeting projects must have with states.

Round-Up of Open Grant Opportunities

- [Bridge Investment Program, Large Bridge Project Grants](#). \$9.6 billion available. All applications due by November 27.



October 16, 2023

TO: Board of Directors, San Mateo County Transit District

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

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

General Update

The Legislature adjourned the first year of the two-year 2023-24 Legislative Session for its interim recess on September 14. The Governor had until October 14 to act on any bills sent to his desk in the final weeks of the session. In the first year of the Session, the Legislature sent Governor Newsom over 1,000 bills, with 890 signed and 156 vetoed. The Legislature will return to Sacramento on January 3 to convene the second year of the 2023-24 Legislative Session. When the Legislature returns, their actions will be subject to the 2024 Legislative Calendar, which is now available [here](#).

Update on State Budget Implementation

As you know, the FY 2023-24 Budget Act included [SB 125 \(Committee on Budget and Fiscal Review\)](#), which imposes new accountability and reform requirements on regions and their transit agencies to access the \$5.1 billion in funds authorized under AB 102 (Committee on Budget). SB 125 requires the California State Transportation Agency (CalSTA) to adopt final guidelines by September 30 that provide greater structure and specificity to these accountability and reform requirements.

On September 29, following a month of public review and comment, CalSTA adopted [final SB 125 guidelines](#). These guidelines will govern access to the General Fund-supported Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program. AB 102 appropriated \$4 billion in General Fund support to the TIRCP over the next two fiscal years as well as \$1.1 billion in Greenhouse Gas Reduction Fund and Public Transportation Account support to the Zero-Emission Transit Capital Program (ZETCP) over the next four years. Of this total, the Metropolitan Transportation Commission is set to receive approximately \$1.2 billion.

California Wins Hydrogen Hub

On October 13, Governor Newsom announced that the State of California will receive up to \$1.2 billion from the U.S. Department of Energy to accelerate the development and deployment of clean renewable hydrogen, through the creation of a new hydrogen hub. California's hydrogen hub project, led by the ARCHES consortium, will build or expand hydrogen projects that will power public transportation, heavy-duty trucks, and port operations.

Final Outcome - Bills with Positions

SB 410 (Becker) Powering Up Californians Act – SUPPORT

This bill would require the California Public Utilities Commission to establish, by September 30, 2024,

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

AB 463 (Hart) Electricity: Prioritization of Service: Public Transit Vehicles – SUPPORT

This bill would provide transit agencies with priority access to electricity when facing grid disruptions caused by natural or man-made disasters, rolling blackouts, utility company “Public Safety Power Shutoffs” (PSPS), and increasing demand on California’s electrical grid. **This bill was held in the Assembly Appropriations Committee.**

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. ***Signed by Governor.***

AB 817 (Pacheco) Brown Act - Advisory Bodies – SUPPORT

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location. **Two-year bill.**

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. ***Signed by Governor.***

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval - SUPPORT

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. **This measure was passed by the Legislature and will be on the November ballot.**

Final Outcome - Bills of Interest

SB 532 (Wiener) Bridge Toll Increase for Transit Operations – WATCH

This bill, as currently drafted, would temporarily raise tolls on seven state-owned bridges in the Bay Area by \$1.50 for five years, generating approximately \$180 million annually. SB 532 would direct this revenue to the Metropolitan Transportation Commission to help eligible transit operators avoid service cuts and maintain operations and to transform transit service pursuant to MTC'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. ***This is a two-year bill.***

SB 747 (Caballero) and AB 480 (Ting) Surplus Lands Act – WATCH

These bills amend the Surplus Lands Act in numerous ways to address concerns raised by stakeholders. As it relates to public transit agencies, the bills reflect numerous changes brought forward by the California Transit Association. Specifically, these bills will include a definition of "disposal" which will include both sales and leases, and include an exemption for certain leases that don't result in the demolition or construction of structures to be continued without going out to bid. The bills also clarify several exempt parcel definitions, such as the ability to exchange easements with adjacent parcel owners and the disposal of parcels that are under a certain size. Finally, perhaps most important, the bills create a path for transit agencies to develop parcels for commercial or industrial uses if certain conditions are met, mainly an agency has an adopted land-use plan that commits a certain percentage of land to affordable housing. This was a significant change as transit agencies were the only agencies prohibited from commercial development. ***Signed by Governor.***

AB 96 (Kalra) Autonomous Transit Vehicle Technology – WATCH

This bill requires 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 requires 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. ***Signed by Governor.***

AB 316 (Aguar-Curry) Heavy Duty Autonomous Vehicles – WATCH

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

AB 610 (Holden) Free Student Transit Passes – WATCH

This bill would, upon appropriation of moneys by the Legislature, create the Student Transit Pass Pilot Program for the purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free student transit passes to persons attending public educational institutions, and persons 18 years of age or younger, providing free transit service to

holders of those passes, and administering and participating in the program. Grants would be awarded based on the aggregate enrollment of students at eligible educational institutions within the county served by those transit agencies. The bill would authorize a transit agency to submit a grant application in partnership with one or more public educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program. **Two-year bill.**

AB 761 (Friedman) Transit Transformation Task Force – WATCH

This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. **This bill was fully incorporated into SB 125 and will not move forward as a policy bill.**

Grants for Zero-Emission Buses and Infrastructure

Vehicles:

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

Current Guidelines: Found [here](#)

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

Vehicles and Infrastructure:

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

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

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

Status: [Funding cycle open](#)

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

Current Guidelines: Found [here](#)

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

Cybersecurity and Transit Security

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

Current Guidelines: Found [here](#)

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

Bill ID/Topic	Location	Summary	Position
<p>AB 316 Aguiar-Curry D</p> <p>Vehicles: autonomous vehicles.</p>	<p>Vetoed by Governor Newsom.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would require a manufacturer of an autonomous vehicle to report to the department a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 400 Rubio, Blanca D</p> <p>Local agency design-build projects: authorization.</p>	<p>Signed by Governor Newsom.</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 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

Bill ID/Topic	Location	Summary	Position
<p>AB 504 Reyes D</p> <p>State and local public employees: labor relations: disputes.</p>	<p>Vetoed by Governor Newsom.</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 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

Bill ID/Topic	Location	Summary	Position
<p>AB 719 Boerner Horvath D</p> <p>Medi-Cal benefits.</p>	<p>Vetoed by Governor Newsom.</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 10/16/23

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

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

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 819 Bryan D</p> <p>Crimes: public transportation: fare evasion.</p>	<p>Vetoed by Governor Newsom.</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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 914 Friedman D</p> <p>Electrical infrastructure: California Environmental Quality Act: exemptions: review time period.</p>	<p>This is a two-year bill.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>

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

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

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

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 1550 Bennett D</p> <p>Green hydrogen.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires the State Air Resources Board to develop and adopt hydrogen fuel regulations to ensure that state funding for the production and use of hydrogen fuel contributes to the reduction of greenhouse gas emissions, criteria air pollutant emissions, and toxic air contaminant emissions, including by requiring that, on a statewide basis, no less than 33.3% of the hydrogen produced for, or dispensed by, fueling stations that receive state funds be made from eligible renewable energy resources, as specified. Under existing law, a violation of those regulations, and other provisions pertaining to motor vehicle fuels, is a crime. This bill would require, on and after January 1, 2045, that all hydrogen produced and used in California for the generation of electricity or fueling of vehicles be green hydrogen, as defined, in furtherance of the state’s policy to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045. The bill would require the state board, in consultation with the Public Utilities Commission and the State Energy Resources Conservation and Development Commission, to develop interim targets to ensure the state achieves that requirement. Because a violation of a state board regulation implementing this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1637 Irwin D</p> <p>Local government: internet websites and email addresses.</p>	<p>Signed by Governor Newsom.</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>
<p>ACA 1 Aguilar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>Passed by the Legislature. This measure will appear on the November 2024 ballot.</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>

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Bill ID/Topic	Location	Summary	Position
ACA 13 Ward D Voting thresholds.	Passed by the Legislature. This measure will appear on the November 2024 ballot.	The California Constitution provides that a proposed constitutional amendment and a statewide initiative measure each take effect only if approved by a majority of the votes cast on the amendment or measure. This measure would further provide that an initiative measure that includes one or more provisions that would amend the Constitution to increase the voter approval requirement to adopt any state or local measure would be approved by the voters only if the proportion of votes cast in favor of the initiative measure is equal to or greater than the highest voter approval requirement that the initiative measure would impose. The measure would specify that this voter approval requirement would apply to statewide initiative measures that appear on the ballot on or after January 1, 2024. This bill contains other related provisions and other existing laws.	Watch
SB 5 Nguyen R Motor Vehicle Fuel Tax Law: limitation on adjustment.	This bill is dead.	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.	Watch

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

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

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

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

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

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

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Bill ID/Topic	Location	Summary	Position
<p>SB 410 Becker D</p> <p>Powering Up Californians Act.</p>	<p>Signed by Governor Newsom.</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>Supported September 2023</p>

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

San Mateo County Transit District State Legislative Matrix 10/16/23

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

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

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