

**BOARD OF DIRECTORS 2024**

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

APRIL CHAN  
GENERAL MANAGER/CEO



## Agenda

### Board of Directors Meeting

**May 1, 2024, 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	Chills	Sore Throat
Shortness of Breath	Muscle Pain	Loss of Taste or Smell
Fever		

2. Wearing of masks is recommended but not required.

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

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

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

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

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

**Wednesday, May 1, 2024**

**2:00 pm**

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

3. Consent Calendar

3.a. Approval of Minutes of the Board of Directors Meeting of April 3, 2024 Motion

3.b. Acceptance of Statement of Revenues and Expenses for the Period Ending March 31, 2024 Motion

3.c. Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2024 Motion

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

3.e. Awarding a Contract to Pacific Coast Petroleum, Inc. of Hayward, California for Supply of Petroleum Products for a Total Not-to-exceed Amount of \$1,509,899 Resolution

4. Public Comment for Items Not on the Agenda

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

5. Report of the Chair

5.a Proclamation Honoring Asian-American and Pacific Islander Heritage Month Motion

6. Report of the General Manager/CEO

- |        |  |               |
|--------|--|---------------|
| 6.a    | General Manager/CEO Report – April 24, 2024  | Informational |
| 6.b    | Assigning Special Legal Counsel Services Agreement from Wagstaffe, von Loewenfeldt, Busch & Radwick LLP to Adamski Moroski Madden Cumberland & Green LLP and Increasing the Contract Authority in the Agreement by \$225,000 | Resolution    |
| 6.c    | Student “Art Takes a Bus Ride” Contest: Exploring Nature with SamTrans   | Informational |
| 7.     | Board Member Requests/Comments   |               |
| 8.     | Recess to Committee Meetings   |               |
| 8.a.   | Community Relations Committee / Committee of the Whole<br><i>B. Esser (Chair), R. Mueller, P. Ratto</i>  |               |
| 8.a.1. | Call to Order  |               |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of April 3, 2024  | Motion        |
| 8.a.3. | Proclamation Declaring May as Older Americans Month  | Motion        |
| 8.a.4. | Accessible Services Update   | Informational |
| 8.a.5. | Citizens Advisory Committee Update   | Informational |
| 8.a.6. | Paratransit Coordinating Council Update  | Informational |
| 8.a.7. | Monthly Performance Report   March 2024  | Informational |
| 8.a.8. | Adjourn  |               |
| 8.b.   | Strategic Planning, Development, and Sustainability Committee / Committee of the Whole<br><i>D. Canepa (Chair), R. Medina, J. Powell</i>   |               |
| 8.b.1. | Call to Order  |               |
| 8.b.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of April 3, 2024  | Motion        |

- 8.b.3. Approving the SamTrans Bus Stop Improvement Plan Motion
- 8.b.4. *Reimagine SamTrans* Implementation Update Informational
- 8.b.5. Adjourn
- 8.c. Legislative Committee / Committee of the Whole  
*P. Ratto (Chair), J. Gee, R. Medina*
- 8.c.1. Call to Order
- 8.c.2. Approval of Minutes of the Legislative Committee Meeting of April 3, 2024 Motion
- 8.c.3. State and Federal Legislative Update Informational
- 8.c.4. Adjourn
- 9. Reconvene Board of Directors Meeting
- 10. Matters for Board Consideration: Community Relations Committee
- 10.a. Proclamation Declaring May as Older Americans Month Motion
- 10.b. Accessible Services Update Informational
- 10.c. Citizens Advisory Committee Update Informational
- 10.d. Paratransit Coordinating Council Update Informational
- 10.e. Monthly Performance Report | March 2024 Informational
- 11. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee
- 11.a. Approving the SamTrans Bus Stop Improvement Plan Resolution
- 11.b. *Reimagine SamTrans* Implementation Update Informational
- 12. Matters for Board Consideration: Legislative Committee
- 12.a. State and Federal Legislative Update Informational

13. Communications to the Board of Directors Informational

14. Date/Time of Next Regular Meeting – Wednesday, June 5, 2024 at 2:00  
pm

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

15. General Counsel Report

15.a. Closed Session: Conference with Labor Negotiators Pursuant to Government Code  
Section 54957.6

Agency-designated Representatives: Pat Glenn and David Olmeda

Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators  
and Maintenance, and Customer Service Employees)

16. Adjourn

## Information for the Public

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

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

### **Date and Time of Board and Citizens Advisory Committee Meetings**

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

### **Location of Meeting**

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

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

### **Public Comment**

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

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

### **Accessible Public Meetings/Translation**

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

### **Availability of Public Records**

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

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

**Minutes of Board of Directors Meeting**

**April 3, 2024**

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

**Members Present:** None  
**(Via Teleconference)**

**Members Absent:** P. Ratto

**Staff Present:** A. Chan, K. Jordan Steiner, D. Olmeda, J. Cassman, S. van Hoften, D.  
Santoro, J. Brook, D. Seamans

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

Chair Marina Fraser called the meeting to order at 2:01 pm and led the Pledge of Allegiance.

**2. Roll Call**

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

**3. Report from Closed Sessions at March 6 Board Meeting**

**3.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pamela Scannell v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 22-CIV-00026**

**3.b. Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6**

**Agency-designated Representatives: Pat Glenn and David Olmeda**

**Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators and Maintenance, and Customer Service Employees)**

**3.c. Closed Session: Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2): Two Potential Cases**

Joan Cassman, Legal Counsel, reported that there was no final action for Items 3.b and 3.c. Regarding Item 3.a, she announced that the Board unanimously approved a settlement of \$250,000.

#### **4. Consent Calendar**

- 4.a. Approval of Minutes of the Board of Directors Meeting of March 6, 2024**
- 4.b. Acceptance of Statement of Revenues and Expenses for the Period Ending February 29, 2024**
- 4.c. Amending the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Studies to Include Technical Support, Extend the Schedule by One Year, and Increase the Value by \$250,000 – Approved by Resolution No. 2024-5**
- 4.d. Authorizing the Application for and Receipt of Low Carbon Transportation Operations Program Funds for the Purchase of Fuel Cell Electric Buses – Approved by Resolution No. 2024-6**
- 4.e. Amending the Investment Policy for the San Mateo County Transit District and Paratransit Trust Funds and Delegating Investment Authority for Fiscal Year 2024-2025 – Approved by Resolution No. 2024-7**

Motion/Second: Medina/Chuang

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

Noes: None

Absent: Ratto

#### **5. Public Comment for Items Not on the Agenda**

There were no comments.

#### **6. Report of the Chair**

##### **6.a. Proclamation Honoring Arab-American Heritage Month**

Mahmoud Abunie, Public Affairs Specialist, summarized the proclamation in honor of Arab-American Heritage Month.

Motion/Second: Medina/Gee

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

Noes: None

Absent: Ratto

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

##### **7.a. General Manager/CEO Report – March 27, 2024**

April Chan, General Manager/CEO, said the report was in the packet. She said the 2024 Strategic Plan project team has been working on finalizing the vision and mission goals. She said they are putting together a 10-year capital improvement program and financial model and Measure W expenditure plan with a future Board workshop on this soon.

She said they have a project manager for the new District headquarters in Millbrae and the District project team is working with the developer and the developer's architectural firm.

She announced that the annual Rodeo is scheduled for Saturday, June 15.



Ms. Chan noted that Jessica Epstein, Director, Government and Community Affairs, would be reporting on the Regional Funding Measure during the Legislative Committee meeting. She noted that the earlier bills from Senators Wiener and Wahab [Senate Bills (SB) 925 and 926] have now been consolidated into SB 1031. She said one of the key drivers for the bill is to introduce a regional revenue measure to provide funding for those transit agencies facing financial cliffs; however, one of the major issues with the consolidation bill now is a proposed study to consolidate the transit agencies in the Bay Area.

She noted that both she and Michelle Bouchard, Executive Director, Caltrain, are members of the RNM (Regional Network Management) Council that was established by MTC (Metropolitan Transportation Commission). She said the Council's goal is to take recommendations from the Transit Transformation action plan and implement and operationalize them. She said more will be discussed about this bill during the Legislative Committee.

For the final report item, she noted that the State has, under the newly established Reconnecting Communities program, awarded the Transportation Authority (TA) and the City of South San Francisco a grant for the new Connect4SSF program. She said that this is only one of three projects awarded in the State of California; the three agencies will share a total of \$149 million.

**7.b Presentation of Awards for Bus Operator and Maintenance Employee of the Year for 2023**

Chair Fraser and Vice Chair Jeff Gee presented Qi Ni Chen with the Bus Operator of the Year award, and Zhuolun (Alan) Liao with the Maintenance Employee of the Year award.

**7.c. Presentation of Safety Award**

Chair Fraser and Vice Chair Gee presented Carl Cruz with a 35 Year Safe Driver award.

**8. Board Member Requests/Comments**

There were no requests or comments.

**9. Recess to Committee Meetings**

The Board meeting recessed to Committee meetings at 2:29 pm.

*Director Rico Medina left the meeting at 4:51 pm.*

**10. Reconvene Board of Directors Meeting**

Chair Fraser reconvened the Board meeting at 5:09 pm.

**11. Matters for Board Consideration: Community Relations Committee**

Chair Fraser led the Board on voting on the following items:

**11.a. Appointment of Member Representing Multimodal Riders to the Citizens Advisory Committee**

**11.f. Adopting the Code of Conduct and Enforcement Policy for Use of District Services –  
*Approved by Resolution No. 2024-8***

**11.g. Approving an Update to the Public Comment Process – Approved by Resolution No. 2024-9**

Motion/Second: Canepa/Powell

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

Noes: None

Absent: Medina, Ratto

Chair Fraser reported on the following items:

- 11.b. Accessible Services Update**
- 11.c. Citizens Advisory Committee Update**
- 11.d. Paratransit Coordinating Council Update**
- 11.e. Monthly Performance Report | February 2024**

**12. Matters for Board Consideration: Finance Committee**

Chair Fraser led the Board on voting on the following items in one motion:

- 12.a. Adopting a Revised Travel Policy and Procedures – Approved by Resolution No. 2024-10**
- 12.b. Awarding a Contract to Clark Construction Group - CA, LP of San Francisco, California, for Construction Manager General Contractor Services for the South Base Battery Electric Bus Charging Infrastructure Project for a Total Amount of \$975,681 – Approved by Resolution No. 2024-11**

Motion/Second: Gee/Canepa

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

Noes: None

Absent: Medina, Ratto

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

Chair Fraser reported on the following item:

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

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

Chair Fraser led the Board on voting to have staff prepare a strongly worded letter going to MTC and/or legislators on opposing SB 1031 unless amended.

Motion/Second: Fraser/Gee

Ayes: Chuang, Esser, Fraser, Gee, Mueller, Powell

Noes: None

Abstentions: Canepa

Absent: Medina, Ratto

Chair Fraser reported on the following item:

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

### **15. Communications to the Board of Directors**

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

She noted the Board had received a card from Mike Levinson's sister thanking the Board for adjourning the March 6 Board meeting in his memory.

### **16. Date/Time of Next Regular Meeting**

Chair Fraser announced the time and location of the next meeting as Wednesday, May 1, 2024 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

### **17. General Counsel Report**

Ms. Cassman said she had nothing to report. She noted that Ms. Chan had celebrated a birthday on April 1.

### **18. Adjourn**

The meeting adjourned at 5:14 pm.

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

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Acceptance of Statement of Revenues and Expenses for the Period  
Ending March 31, 2024**

**Action**

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenses for the period ending March 31, 2024 and supplemental information.

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through March 31, 2024. 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 March year-to-date actual, the Total Sources of Funds (page 1, line 16) are \$16.2 million higher than the prior year. This is primarily driven by the increases in Investment Income (page 1, line 12) and Other Interest, Rent & Other Income (page 1, line 13). The significant increases are attributed to \$22.2 million in receipts of payment for the Caltrain Right of Way. These increases are partially offset by the decreases in CARES ACT and CRRSAA and ARPA (page 1, line 4).

**Year-to-Date Expenses:** As of March year-to-date actual, the Total Uses of Funds (page 1, line 36) are \$46.1 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 20), A.D.A. Programs (page 1, line 21), and Sales Tax Allocation for Capital Programs (page 1, line 32).

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

**Annual Forecast:** The FY24 budget was approved with a projected deficit of \$7.1 million, using a draw from Prior Years' Surplus to cover the balance. The Midyear Forecast projects the Agency may end FY24 with a surplus of \$30.1 million, a change of \$37.2 million from the approved budget. The FY24 Q2 Quarterly Financial Report (QFR) includes the details of the annual forecast.

**Budget Impact**

There is no budget impact for the month of March 2024.

Prepared By:	Kyle Huie	Accountant III	650-551-6180
	Annie To	Director of Accounting	650-622-7890

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2024  
MARCH 2024

% OF YEAR ELAPSED: 75.0%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
<b>SOURCES OF FUNDS</b>							
<b>Operating Revenues</b>							
1 Passenger Fares	8,238,362	9,583,125	1,344,763	16.3%	11,506,000	12,000,000	494,000
2 Local TDA and STA Funds	57,414,842	51,650,847	(5,763,995)	(10.0%)	68,867,790	68,867,790	-
3 Pass through to Other Agencies	448,029	-	(448,029)	(100.0%)	-	-	-
4 CARES ACT and CRRSAA and ARPA	11,882,760	-	(11,882,760)	(100.0%)	-	-	-
5 Operating Grants	2,017,239	647,345	(1,369,893)	(67.9%)	4,300,863	4,300,863	-
6 SMCTA Measure A	3,607,130	3,542,960	(64,170)	(1.8%)	4,650,560	4,650,560	-
7 AB434 Funds, TA Funded Shuttle & Other	139,374	-	(139,374)	(100.0%)	-	-	-
8 <b>Subtotal - Operating Revenues</b>	<b>83,747,735</b>	<b>65,424,277</b>	<b>(18,323,458)</b>	<b>(21.9%)</b>	<b>89,325,213</b>	<b>89,819,213</b>	<b>494,000</b>
<b>Other Revenue Sources</b>							
10 District Sales Tax	88,471,441	87,638,977	(832,464)	(0.9%)	116,264,000	116,399,000	135,000
11 Measure W Sales Tax	44,174,402	43,829,369	(345,033)	(0.8%)	58,132,000	58,199,500	67,500
12 Investment Income	6,360,845	14,289,899	7,929,054	124.7%	8,098,649	17,066,762	8,968,113
13 Other Interest, Rent & Other Income	9,119,596	30,500,761	21,381,165	234.5%	10,206,685	30,816,207	20,609,522
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	22,754,071	29,101,249	6,347,177	27.9%	55,308,187	55,308,187	-
15 <b>Subtotal - Other Revenues</b>	<b>170,880,355</b>	<b>205,360,255</b>	<b>34,479,899</b>	<b>20.2%</b>	<b>248,009,521</b>	<b>277,789,656</b>	<b>29,780,135</b>
16 <b>Total Sources of Funds</b>	<b>254,628,091</b>	<b>270,784,532</b>	<b>16,156,441</b>	<b>6.3%</b>	<b>337,334,734</b>	<b>367,608,869</b>	<b>30,274,135</b>
<b>USES OF FUNDS</b>							
19 PCJPB, SMCTA & SAMTR Capital W&B	22,754,071	29,101,249	6,347,177	27.9%	55,308,187	55,308,187	-
20 Motor Bus	108,803,613	127,780,645	18,977,031	17.4%	187,715,458	180,170,682	(7,544,776)
21 A. D. A. Programs	14,281,234	16,229,679	1,948,445	13.6%	20,673,892	22,320,290	1,646,398
22 Other Multi-Modal Programs	3,800,812	3,947,017	146,205	3.8%	6,489,357	5,496,357	(993,000)
23 Pass through to Other Agencies	448,029	-	(448,029)	(100.0%)	-	-	-
24 <b>Total Operating Expense</b>	<b>150,087,759</b>	<b>177,058,589</b>	<b>26,970,830</b>	<b>18.0%</b>	<b>270,186,894</b>	<b>263,295,516</b>	<b>(6,891,378)</b>
25							
26 <b>Total Operating Surplus / (Deficit)</b>	<b>104,540,331</b>	<b>93,725,943</b>	<b>(10,814,388)</b>	<b>(10.3%)</b>	<b>67,147,840</b>	<b>104,313,353</b>	<b>37,165,513</b>
27							
28 District Sales Tax Capital	4,145,550	10,272,807	6,127,257	147.8%	13,697,076	13,697,076	-
29 Measure W Sales Tax Capital	17,651,991	21,541,929	3,889,938	22.0%	28,722,572	28,722,572	-
30 Reserves for Future Measure W Capital Allocation	-	9,512,032	9,512,032	100.0%	12,682,709	12,682,709	-
31 Reserves for Future Capital Allocation	-	-	-	-	-	-	-
32 <b>Sales Tax Allocation - Capital Program</b>	<b>21,797,541</b>	<b>41,326,768</b>	<b>19,529,227</b>	<b>89.6%</b>	<b>55,102,357</b>	<b>55,102,357</b>	<b>-</b>
33							
34 <b>Total Debt Service</b>	<b>5,924,311</b>	<b>5,523,773</b>	<b>(400,538)</b>	<b>(6.8%)</b>	<b>19,142,898</b>	<b>19,142,898</b>	<b>-</b>
35							
36 <b>Total Uses of Funds</b>	<b>177,809,611</b>	<b>223,909,130</b>	<b>46,099,519</b>	<b>25.9%</b>	<b>344,432,149</b>	<b>337,540,771</b>	<b>(6,891,378)</b>
37							
38 <b>SURPLUS/(DEFICIT)</b>	<b>76,818,479</b>	<b>46,875,402</b>	<b>(29,943,078)</b>	<b>(39.0%)</b>	<b>(7,097,415)</b>	<b>30,068,098</b>	<b>37,165,513</b>
39 <b>Draw from Prior Years' Surplus</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,097,415</b>	<b>-</b>	<b>(7,097,415)</b>
40 <b>ADJUSTED SURPLUS/(DEFICIT)</b>	<b>76,818,479</b>	<b>46,875,402</b>	<b>(29,943,078)</b>	<b>(39.0%)</b>	<b>-</b>	<b>30,068,098</b>	<b>30,068,098</b>

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2024 MARCH 2024							
% OF YEAR ELAPSED: 75.0%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>OPERATING REVENUES - MOTOR BUS</b>							
1 PASSENGER FARES	7,847,070	9,144,632	1,297,563	16.5%	11,000,000	11,494,000	494,000
2							
3 LOCAL (TDA) TRANSIT FUND	39,771,000	40,195,314	424,314	1.1%	53,593,748	53,593,748	-
4							
5 STATE TRANSIT ASSISTANCE	14,821,397	8,539,938	(6,281,459)	(42.4%)	11,386,584	11,386,584	-
6							
7 OPERATING GRANTS	491,398	207,682	(283,716)	(57.7%)	1,587,507	1,587,507	-
8							
9 DISTRICT SALES TAX REVENUE	35,150,088	26,595,466	(8,554,622)	(24.3%)	85,947,063	47,199,252	(38,747,811)
10							
11 MEASURE W SALES TAX	-	3,204,824	3,204,824	100.0%	13,201,881	13,201,881	-
12							
13 INVESTMENT INTEREST INCOME	6,013,411	13,724,730	7,711,319	128.2%	7,431,808	16,399,921	8,968,113
14							
15 <b>OTHER REVENUE SOURCES:</b>							
16 Rental Income	2,890,111	2,411,372	(478,739)	(16.6%)	2,195,931	3,000,000	804,069
17 Advertising Income	1,035,167	865,218	(169,949)	(16.4%)	1,009,299	1,034,909	25,610
18 Other Income	783,972	22,891,468	22,107,495	2,819.9%	361,637	21,272,880	20,911,243
19 <b>TOTAL OTHER REVENUES</b>	<b>4,709,250</b>	<b>26,168,058</b>	<b>21,458,808</b>	<b>455.7%</b>	<b>3,566,867</b>	<b>25,307,789</b>	<b>21,740,922</b>
20							
21 <b>TOTAL MOTOR BUS</b>	<b>108,803,613</b>	<b>127,780,645</b>	<b>18,977,032</b>	<b>17.4%</b>	<b>187,715,458</b>	<b>180,170,682</b>	<b>(7,544,776)</b>
22							
23 <b>AMERICAN DISABILITIES ACT:</b>							
24 Passenger Fares Redi-Wheels	391,292	438,492	47,200	12.1%	506,000	506,000	-
25 Local TDA 4.5 Redi-Wheels	2,093,211	2,115,540	22,329	1.1%	2,820,723	2,820,723	-
26 Local STA - Paratransit	729,234	800,055	70,821	9.7%	1,066,735	1,066,735	-
27 Operating Grants	1,525,840	439,663	(1,086,177)	(71.2%)	2,713,356	2,713,356	-
28 Sales Tax Revenue - ADA	4,953,516	4,038,025	(915,490)	(18.5%)	3,524,839	5,171,237	1,646,398
29 Measure W Sales Tax - ADA	-	4,038,025	4,038,025	100.0%	3,524,838	3,524,838	-
30 Interest Income - Paratransit Fund	347,435	565,169	217,735	62.7%	666,841	666,841	-
31 SMCTA Measure A Redi-Wheels	3,607,130	3,542,960	(64,170)	(1.8%)	4,650,560	4,650,560	-
32 Measure M Paratransit	633,576	251,749	(381,827)	(60.3%)	1,200,000	1,200,000	-
33 <b>TOTAL ADA PROGRAMS</b>	<b>14,281,234</b>	<b>16,229,679</b>	<b>1,948,446</b>	<b>13.6%</b>	<b>20,673,892</b>	<b>22,320,290</b>	<b>1,646,398</b>
34							
35 <b>MULTI-MODAL TRANSIT PROGRAMS:</b>							
36							
37 AB434 Funds-SamTrans Shuttle	139,374	-	(139,374)	(100.0%)	-	-	-
38 Employer SamTrans Shuttle Funds	3,245,626	3,328,628	83,003	2.6%	5,257,400	4,126,000	(1,131,400)
39 Dumbarton Rental Income	531,144	752,325	221,182	41.6%	182,418	182,418	-
40 Sales Tax Revenue - Gen. Operating Asst.	(115,332)	(133,937)	(18,605)	16.1%	1,049,539	1,187,939	138,400
41							
42 <b>TOTAL MULTIMODAL</b>	<b>3,800,812</b>	<b>3,947,017</b>	<b>146,205</b>	<b>3.8%</b>	<b>6,489,357</b>	<b>5,496,357</b>	<b>(993,000)</b>
43							
44 <b>TOTAL REVENUES</b>	<b>126,885,659</b>	<b>147,957,341</b>	<b>21,071,682</b>	<b>16.6%</b>	<b>214,878,707</b>	<b>207,987,329</b>	<b>(6,891,378)</b>

Statement of Revenues and Expenses

SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2024  
MARCH 2024

% OF YEAR ELAPSED: 75.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>DISTRICT OPERATED BUSES</b>							
1 Motor Bus Wages & Benefits	58,329,619	68,866,237	10,536,618	18.1%	95,894,954	85,783,653	(10,111,301)
2							
3 Services:							
4 Board of Directors	105,310	112,517	7,207	6.8%	142,484	172,484	30,000
5 Contracted Vehicle Maintenance	827,453	436,186	(391,267)	(47.3%)	1,197,256	996,276	(200,980)
6 Property Maintenance	1,313,083	1,651,613	338,530	25.8%	2,732,602	2,388,275	(344,327)
7 Professional Services	3,255,991	3,573,158	317,167	9.7%	6,307,989	7,408,427	1,100,438
8 Technical Services	6,757,171	6,682,630	(74,541)	(1.1%)	13,177,254	13,521,561	344,307
9 Other Services	2,541,084	3,338,731	797,648	31.4%	6,454,734	4,988,041	(1,466,693)
10 Materials & Supply:							
11 Fuel and Electricity*	3,999,208	3,817,017	(182,190)	(4.6%)	5,529,826	5,529,826	-
12 Bus Parts and Materials	2,379,005	2,621,272	242,267	10.2%	3,500,510	3,872,510	372,000
13 Uniforms and Driver Expense	282,353	309,340	26,987	9.6%	916,134	917,134	1,000
14 Timetables and Tickets	49,255	36,754	(12,501)	(25.4%)	175,633	156,633	(19,000)
15 Office Supplies / Printing	430,056	472,825	42,769	9.9%	838,799	905,574	66,775
16 Other Materials and Supply	149,850	141,616	(8,235)	(5.5%)	183,800	238,800	55,000
17							
18 Utilities:							
19 Telephone	529,542	524,234	(5,308)	(1.0%)	745,200	745,200	-
20 Other Utilities	1,126,084	1,449,668	323,585	28.7%	1,842,600	1,789,300	(53,300)
21 Insurance	2,905,156	2,417,629	(487,527)	(16.8%)	3,309,439	3,378,044	68,605
22 Claims Reserves and Payments	1,173,986	1,014,687	(159,299)	(13.6%)	800,000	1,575,000	775,000
23 Workers Compensation	2,754,175	2,471,688	(282,487)	(10.3%)	3,835,476	3,835,476	-
24 Taxes and License Fees	541,630	554,481	12,851	2.4%	732,339	732,339	-
25 Leases and Rentals	37,703	92,456	54,753	145.2%	241,894	302,260	60,366
26 Promotional and Legal Advertising	574,180	545,195	(28,985)	(5.0%)	1,356,384	1,407,106	50,722
27 Training and Business Travel	234,747	235,303	555	0.2%	977,040	1,172,015	194,975
28 Dues and Membership	129,890	192,602	62,712	48.3%	262,707	254,761	(7,946)
29 Postage and Other	110,932	98,906	(12,026)	(10.8%)	218,244	215,894	(2,350)
30							
31 <b>Total District Operated Buses</b>	<b>90,537,463</b>	<b>101,656,747</b>	<b>11,119,284</b>	<b>12.3%</b>	<b>151,373,298</b>	<b>142,286,589</b>	<b>(9,086,709)</b>
32							
33 <b>CONTRACTED BUS SERVICES</b>							
34 Contracted Urban Bus Service	13,640,295	17,347,550	3,707,255	27.2%	27,321,300	25,877,950	(1,443,350)
35 Coastside Services	1,382,294	1,534,032	151,738	11.0%	2,070,800	2,070,800	-
36 Redi Coast Non-ADA	173,564	229,782	56,218	32.4%	246,380	246,380	-
37 La Honda - Pescadero	30,450	26,513	(3,938)	(12.9%)	52,600	52,600	-
38 SamCoast - Pescadero	120,517	244,922	124,405	103.2%	210,327	405,000	194,673
39 Microtransit	-	2,254,399	2,254,399	100.0%	3,319,877	3,066,367	(253,510)
40 CUB Related Wages & Benefits	414,451	581,113	166,663	40.2%	702,566	702,566	-
41 CUB Related Other Support	190,384	128,121	(62,264)	(32.7%)	160,360	160,360	-
42 CUB Insurance	1,397,472	1,180,814	(216,658)	(15.5%)	1,657,950	1,627,070	(30,880)
43 CUB Claims Reserves & Payments	916,723	2,596,653	1,679,930	183.3%	600,000	3,675,000	3,075,000
44 <b>Total Contracted Bus Service</b>	<b>18,266,150</b>	<b>26,123,897</b>	<b>7,857,747</b>	<b>43.0%</b>	<b>36,342,160</b>	<b>37,884,093</b>	<b>1,541,933</b>
45							
46 <b>TOTAL MOTOR BUS</b>	<b>108,803,613</b>	<b>127,780,645</b>	<b>18,977,031</b>	<b>17.4%</b>	<b>187,715,458</b>	<b>180,170,682</b>	<b>(7,544,776)</b>

\* Fuel and Electricity costs were reduced by a realized gain of \$279,157 from the fuel hedge program.

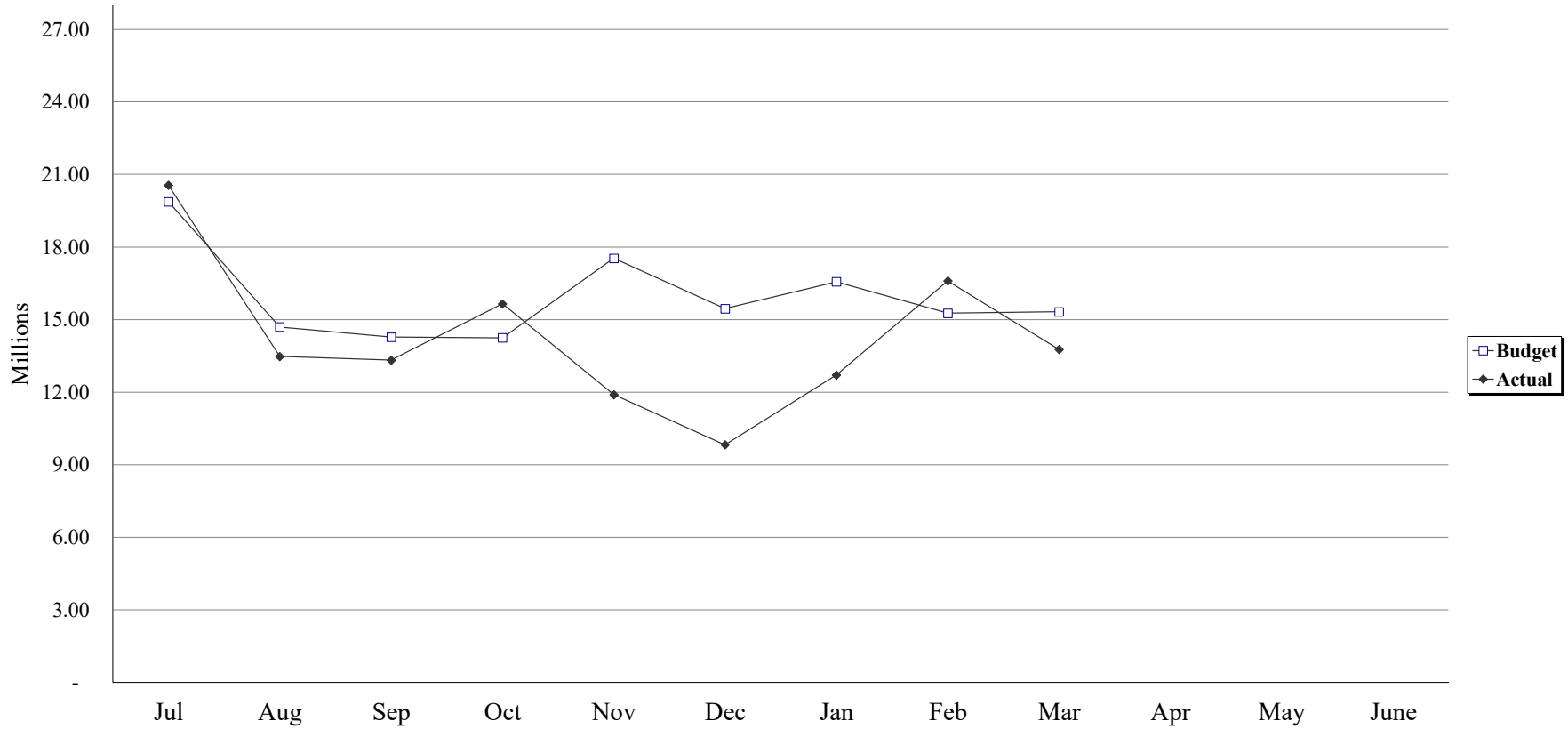


<i>Statement of Revenues and Expenses</i>							
OPERATING EXPENSES FISCAL YEAR 2024 MARCH 2024							
% OF YEAR ELAPSED: 75.0%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>AMERICAN DISABILITY ACT PROGRAMS</b>							
47 Elderly & Disabled/Redi-Wheels	6,273,059	7,039,602	766,543	12.2%	8,465,551	9,210,000	744,449
48 ADA Sedans / Taxi Service	1,908,347	2,476,422	568,075	29.8%	2,390,907	3,640,000	1,249,093
49 Coastside ADA	1,406,708	2,018,672	611,964	43.5%	2,281,914	2,680,000	398,086
50 ADA Related Wages & Benefits	2,121,903	2,208,572	86,668	4.1%	3,328,660	2,883,570	(445,090)
51 ADA Related Other Support	1,396,202	1,492,573	96,372	6.9%	2,701,942	2,570,662	(131,280)
52 ADA Insurance	1,174,414	992,838	(181,576)	(15.5%)	1,304,918	1,331,058	26,140
53 ADA Claims Reserves & Payments	600	1,000	400	66.7%	200,000	5,000	(195,000)
54 <b>TOTAL ADA PROGRAMS</b>	<b>14,281,234</b>	<b>16,229,679</b>	<b>1,948,445</b>	<b>13.6%</b>	<b>20,673,892</b>	<b>22,320,290</b>	<b>1,646,398</b>
55							
<b>MULTI-MODAL TRANSIT PROGRAMS</b>							
56 SamTrans Shuttle Service	3,426,050	3,376,807	(49,243)	(1.4%)	5,782,900	4,651,500	(1,131,400)
58 Shuttle Related Wages & Benefits	188,066	197,226	9,160	4.9%	285,439	285,439	-
59 Dumbarton M.O.W.	31,071	32,153	1,082	3.5%	182,418	182,418	-
60 Maintenance Multimodal Facilities	155,625	340,830	185,206	119.0%	238,600	377,000	138,400
61 <b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>3,800,812</b>	<b>3,947,017</b>	<b>146,205</b>	<b>125.9%</b>	<b>6,489,357</b>	<b>5,496,357</b>	<b>(993,000)</b>
62							
63 <b>TOTAL OPERATING EXPENSES</b>	<b>126,885,659</b>	<b>147,957,341</b>	<b>21,071,682</b>	<b>16.6%</b>	<b>214,878,707</b>	<b>207,987,329</b>	<b>(6,891,378)</b>

## SAN MATEO COUNTY TRANSIT DISTRICT

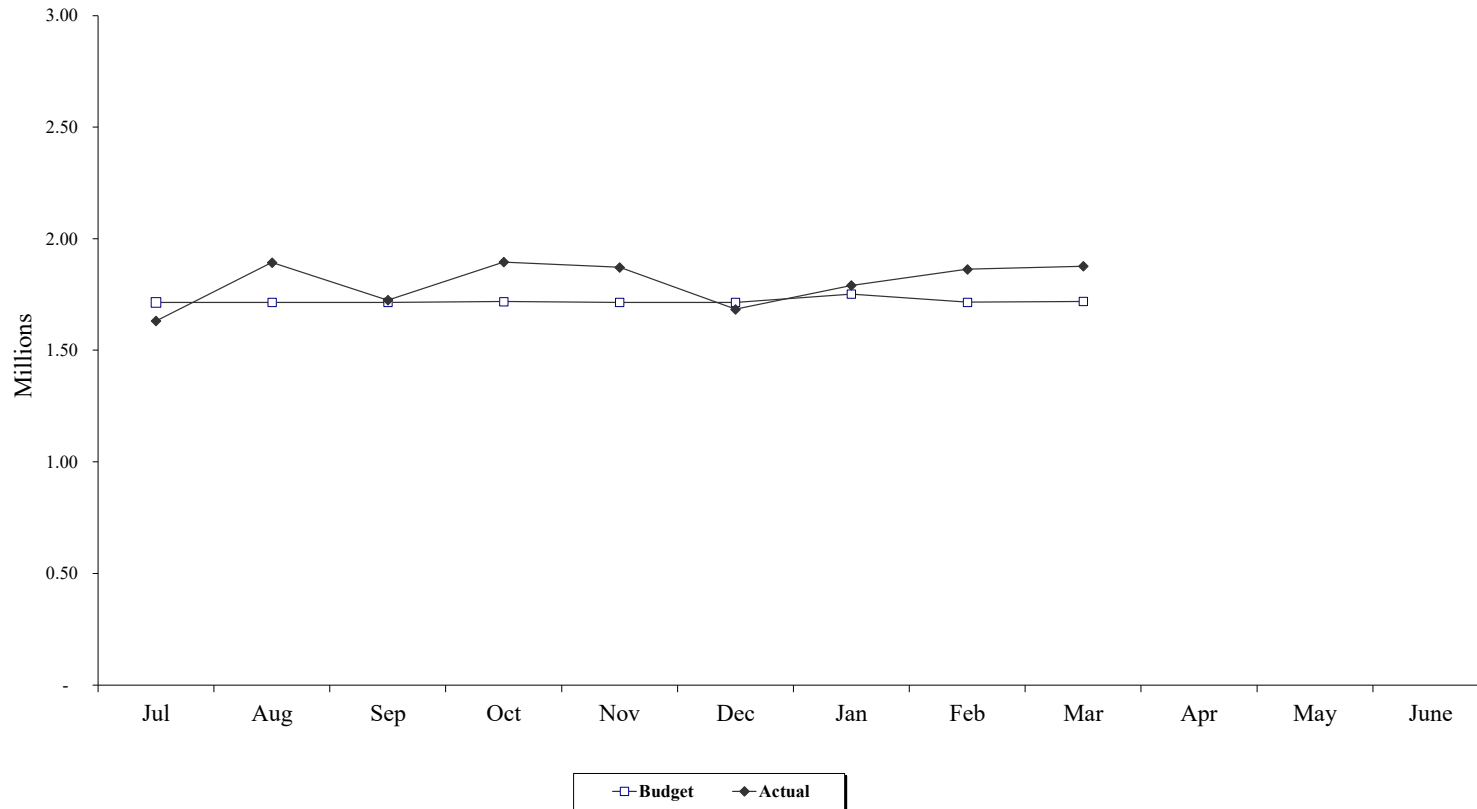
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2024



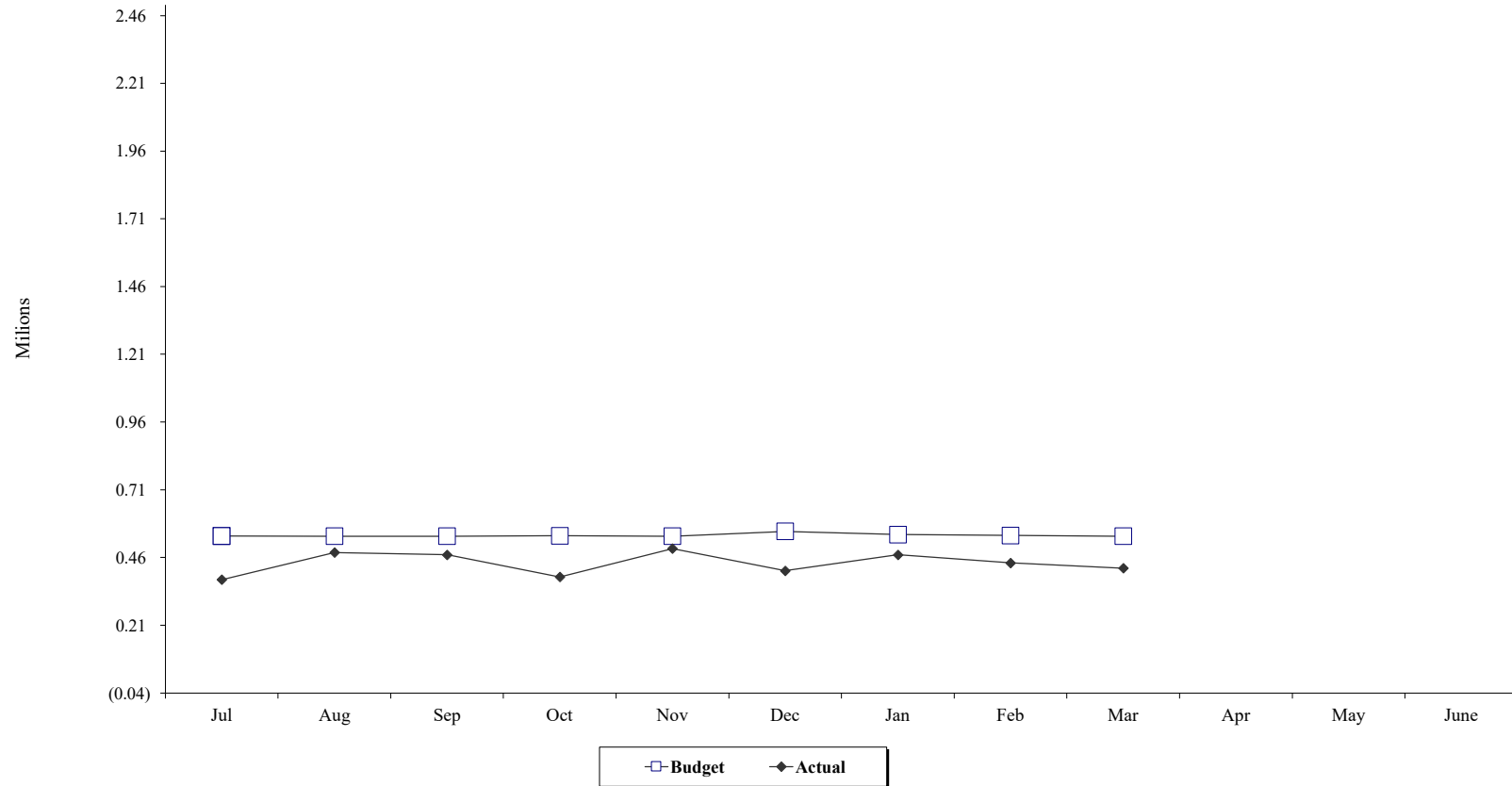
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	19,866,045	14,694,052	14,274,168	14,243,543	17,529,886	15,447,905	16,560,301	15,260,911	15,319,145			
<b>Actual</b>	20,546,859	13,474,273	13,323,863	15,647,397	11,895,188	9,826,528	12,708,110	16,594,231	13,764,195			
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	19,866,045	34,560,097	48,834,265	63,077,808	80,607,694	96,055,599	112,615,900	127,876,811	143,195,956			
<b>Actual</b>	20,546,859	34,021,132	47,344,995	62,992,392	74,887,580	84,714,109	97,422,219	114,016,450	127,780,645			
<b>Variance - F(U)</b>	(680,814)	538,965	1,489,270	85,416	5,720,114	11,341,490	15,193,681	13,860,361	15,415,311			
<b>Variance %</b>	-3.4%	1.6%	3.0%	0.1%	7.1%	11.8%	13.5%	10.8%	10.8%			

**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
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	1,715,532	1,715,532	1,715,532	1,718,032	1,715,532	1,715,532	1,752,033	1,715,533	1,718,533			
<b>Actual</b>	1,631,213	1,892,860	1,724,407	1,894,946	1,871,801	1,683,747	1,790,820	1,863,063	1,876,822			
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	1,715,532	3,431,064	5,146,596	6,864,628	8,580,160	10,295,692	12,047,725	13,763,258	15,481,791			
<b>Actual</b>	1,631,213	3,524,073	5,248,481	7,143,426	9,015,227	10,698,974	12,489,794	14,352,857	16,229,679			
<b>Variance - F(U)</b>	84,319	(93,009)	(101,885)	(278,798)	(435,067)	(403,282)	(442,069)	(589,599)	(747,888)			
<b>Variance %</b>	4.9%	-2.7%	-2.0%	-4.1%	-5.1%	-3.9%	-3.7%	-4.3%	-4.8%			

### 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
<b>MONTHLY EXPENSES</b>												
Budget	538,655	538,155	538,155	539,755	538,155	556,605	544,305	541,355	538,155			
Actual	378,152	478,023	469,596	387,866	492,831	410,608	469,977	439,899	420,064			
<b>CUMULATIVE EXPENSES</b>												
Budget	538,655	1,076,810	1,614,965	2,154,720	2,692,875	3,249,480	3,793,785	4,335,140	4,873,295			
Actual	378,152	856,175	1,325,771	1,713,637	2,206,468	2,617,077	3,087,054	3,526,952	3,947,017			
Variance - F(U)	160,503	598,787	1,145,369	1,766,854	2,200,044	2,838,872	3,323,808	3,895,241	4,453,231			
Variance %	29.8%	55.6%	70.9%	82.0%	81.7%	87.4%	87.6%	89.9%	91.4%			

**SAN MATEO COUNTY TRANSIT DISTRICT  
CASH AND INVESTMENTS AS OF MARCH 31, 2024**

	3/31/2024
<b>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</b>	
Bank of America (unrestricted: includes Checking)	\$ 103,481,138
Bank of America (Restricted: includes grant/endowment funds)	16,800,493
CAMP	183,916,732
LAIF	5,586,347
ICD Investment (Market values)**	1,058,438
<b>INVESTMENT FUNDS</b>	
Investment Portfolio (Market Values+ Accrued interest)*	212,361,268
MMF - US Bank Custodian Account	10,758,152
<b>TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT</b>	12,471,585
<b>TOTAL</b>	<b>\$ 546,434,153</b>

\* 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.



**Risk Summary**

03/01/2024 - 03/31/2024

SAM Transit District Agg (136232)

Dated: 04/10/2024

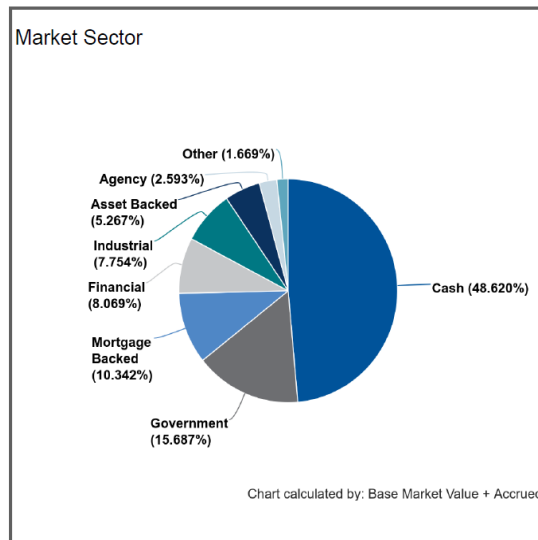
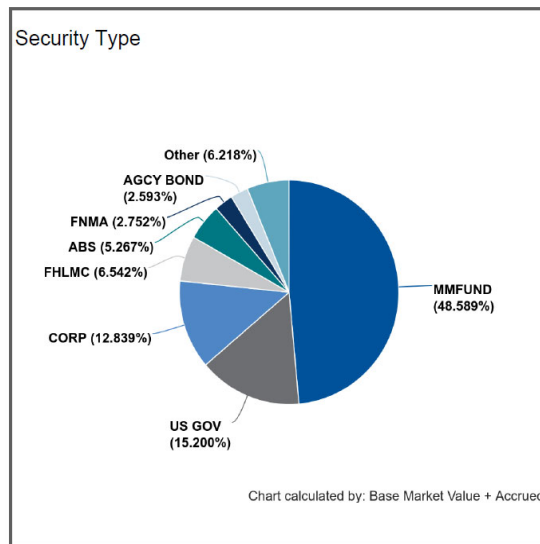
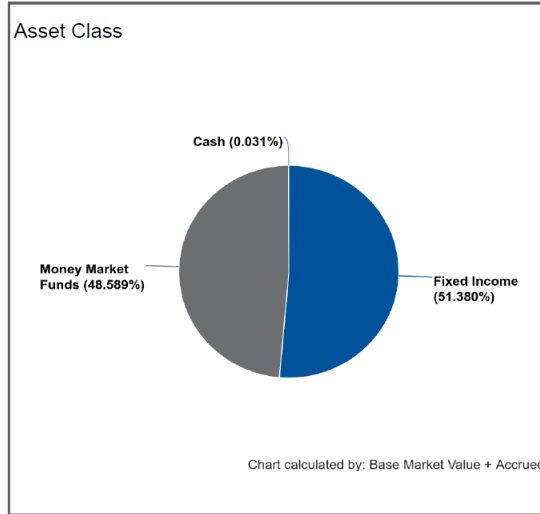
Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	128,338.08
MMFund	201,319,668.91
Fixed Income	212,232,929.50
Duration	1.068
Convexity	0.033
WAL	1.184
Years to Final Maturity	1.592
Years to Effective Maturity	1.490
Yield	5.148
Book Yield	4.013
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM-CAMP) California Asset Management Program	44.375%
Other	22.081%
United States	15.200%
Federal Home Loan Mortgage Corporation	8.022%
Federal National Mortgage Association	4.467%
U.S. Bancorp	3.037%
Mitsubishi UFJ Financial Group, Inc.	1.465%
(SM - LAIF) State of California	1.352%
---	<b>100.000%</b>

Footnotes: 1,2

Footnotes:

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

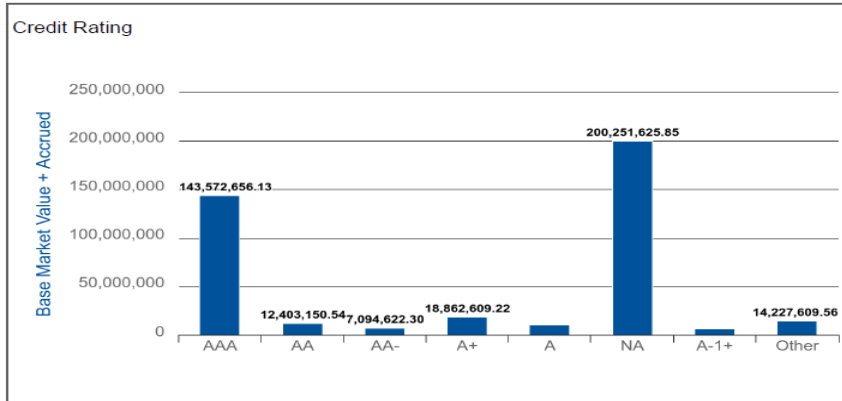


**Risk Summary**

03/01/2024 - 03/31/2024

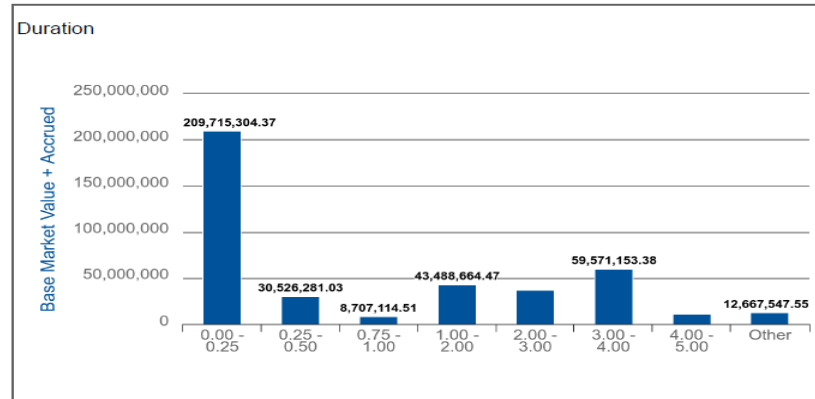
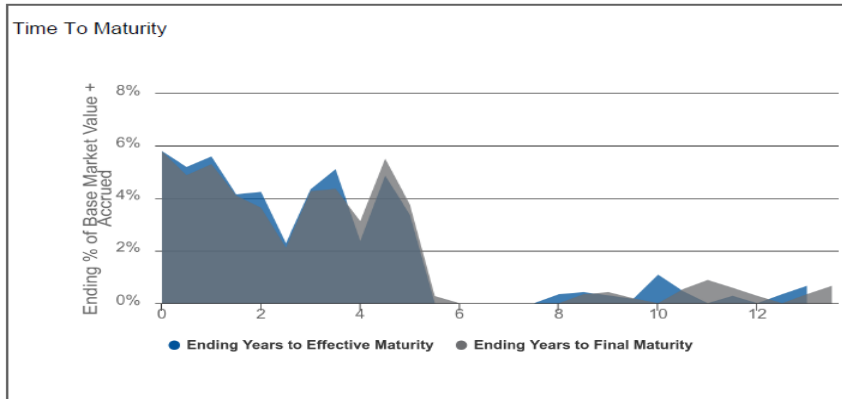
**SAM Transit District Agg (136232)**

Dated: 04/10/2024



**Credit Duration Heat Map**

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	10.960%	6.211%	5.575%	12.475%	1.002%	0.000%	0.000%	0.000%	0.000%
AA	1.067%	2.247%	1.005%	1.011%	0.516%	0.000%	0.000%	0.000%	0.000%
A	3.298%	1.580%	1.639%	0.936%	1.134%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	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	46.135%	0.490%	0.843%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%



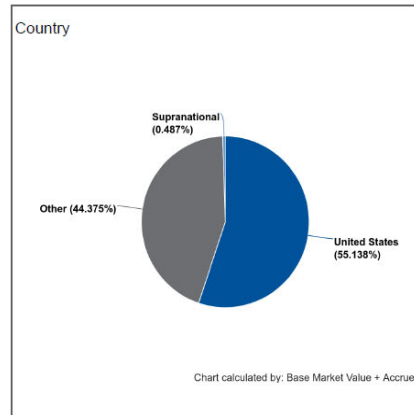
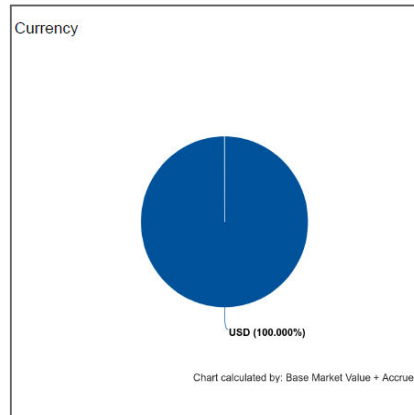
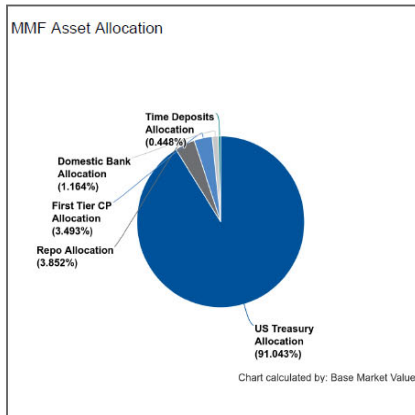
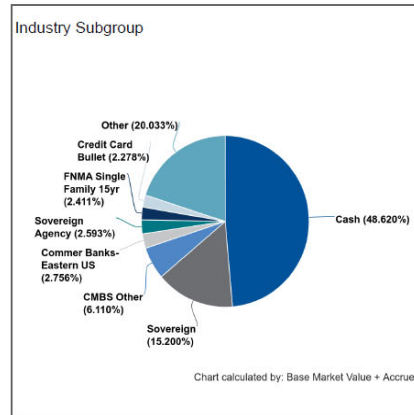
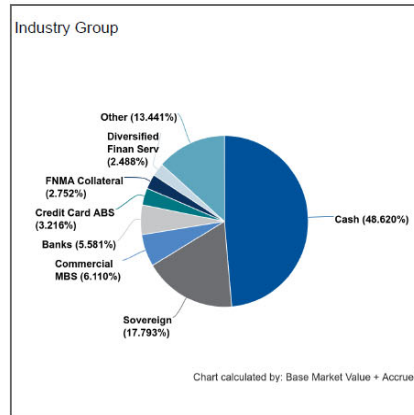
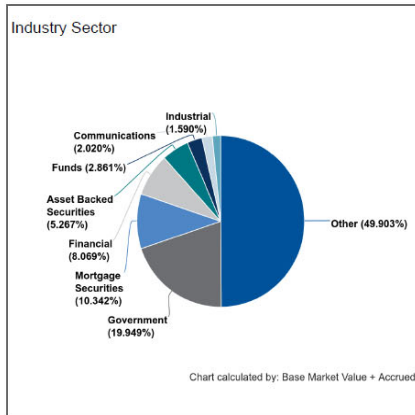


Risk Summary

03/01/2024 - 03/31/2024

SAM Transit District Agg (136232)

Dated: 04/10/2024



**CLEARWATER**  
ANALYTICS.

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reimbursement Fund (136225)  
 As of: 03/31/2024  
 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	37,548.66	---	03/31/2024	37,548.66	0.00	37,548.66	37,548.66
<b>CASH</b>			<b>37,548.66</b>			<b>37,548.66</b>	<b>0.00</b>	<b>37,548.66</b>	<b>37,548.66</b>

**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	9,013,006.68	---	03/31/2024	9,013,006.68	0.00	9,013,006.68	9,013,006.68
<b>MMFUND</b>			<b>9,013,006.68</b>			<b>9,013,006.68</b>	<b>0.00</b>	<b>9,013,006.68</b>	<b>9,013,006.68</b>

**Summary**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>9,050,555.34</b>	---		<b>9,050,555.34</b>	<b>0.00</b>	<b>9,050,555.34</b>	<b>9,050,555.34</b>

\* 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: 03/31/2024  
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	02582JZ4	AMNCA 2023-1 A	680,000.00	06/14/2023	05/15/2028	679,939.68	1,471.82	678,565.20	680,037.02
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	1,298.62	607,163.50	608,462.12
ABS	05522RDH8	BACCT 2023-2 A	640,000.00	12/14/2023	11/16/2026	639,914.05	1,416.53	641,536.00	642,952.53
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,453,317.50	1,453,678.06
ABS	14041NFY2	COMET 2021-3 A	1,145,000.00	11/30/2021	11/15/2024	1,144,842.22	529.24	1,113,420.90	1,113,950.14
ABS	1404ACAC6	COPAR 2021-1 A3	269,944.14	10/27/2021	09/15/2026	269,939.04	92.38	262,329.02	262,421.40
ABS	14316HAC6	CARMX 2020-4 A3	28,653.12	10/21/2020	08/15/2025	28,626.82	6.36	28,507.99	28,514.35
ABS	14316NAC3	CARMX 2021-1 A3	43,891.64	07/27/2021	12/15/2025	43,882.97	6.63	43,343.00	43,349.63
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	04/15/2027	1,229,970.97	2,170.27	1,213,272.00	1,215,442.27
ABS	161571HT4	CHAIT 2023-1 A	1,450,000.00	09/15/2023	09/15/2028	1,449,598.06	3,325.33	1,457,395.00	1,460,720.33
ABS	161571HV9	CHAIT 241 A	1,565,000.00	01/31/2024	01/16/2029	1,564,761.65	3,199.56	1,556,189.05	1,559,388.61
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/15/2024	889,809.45	229.42	869,948.30	870,177.72
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	2,749.84	1,252,565.30	1,255,315.14
ABS	31680EAD3	FITAT 2023-1 A3	1,265,000.00	08/23/2023	08/15/2028	1,264,921.57	3,109.09	1,273,146.60	1,276,255.69
ABS	344928AD8	FORDO 2023-A A3	470,000.00	03/31/2023	02/15/2028	469,950.98	971.33	465,812.30	466,783.63
ABS	36255AC1	GMCAR 2021-4 A3	224,922.11	10/21/2021	09/16/2026	224,916.37	63.73	218,408.36	218,472.09
ABS	36260KAC8	GMCAR 2020-4 A3	11,107.71	10/14/2020	08/18/2025	11,105.34	1.76	11,078.50	11,080.26
ABS	380140AC7	GMCAR 2021-3 A3	258,133.45	07/21/2021	06/16/2026	258,117.50	51.63	252,000.20	252,051.83
ABS	437918AC9	HAROT 2024-1 A3	1,065,000.00	02/21/2024	08/15/2028	1,064,953.67	2,466.07	1,069,419.75	1,071,885.82
ABS	438123AC5	HAROT 2023-4 A3	310,000.00	11/08/2023	06/21/2028	309,945.41	488.25	313,751.00	314,239.25
ABS	43815GAC3	HAROT 2021-4 A3	249,940.28	11/24/2021	01/21/2026	249,887.59	61.10	243,849.23	243,910.33
ABS	44933LAC7	HART 2021-A A3	52,824.70	04/28/2021	09/15/2025	52,819.15	8.92	52,392.07	52,400.99
ABS	44935FAD6	HART 2021-C A3	188,930.46	11/17/2021	05/15/2026	188,888.29	62.14	184,715.42	184,777.56
ABS	50117TAC5	KCOT 2021-1 A3	114,366.21	04/14/2021	08/15/2025	114,342.81	31.51	112,809.68	112,841.20
ABS	65480BAC1	NAROT 2021-A A3	467,104.26	06/23/2021	10/15/2025	467,096.37	68.51	459,238.22	459,306.73
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	598,925.80	599,600.54
ABS	92868KAC7	VALET 2021-1 A3	352,944.47	12/13/2021	06/22/2026	352,930.63	110.00	344,710.27	344,820.27
ABS	92970QAA3	WFCIT 2024-1 A	1,800,000.00	03/01/2024	02/15/2029	1,799,511.48	0.00	1,801,125.00	1,801,125.00
ABS	98163KAC6	WOART 2021-D A3	311,869.35	11/03/2021	10/15/2026	311,826.87	112.27	303,626.64	303,738.92
<b>ABS</b>			<b>19,027,611.90</b>			<b>19,027,018.89</b>	<b>25,137.62</b>	<b>18,882,561.81</b>	<b>18,907,699.44</b>

**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	953,280.00	955,599.44
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	154.69	516,494.00	516,648.69
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,760.42	954,810.00	957,570.42
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,444.44	948,350.00	949,794.44
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	487.50	1,221,129.00	1,221,616.50
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	2,400.00	1,121,676.00	1,124,076.00
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	1,509,424.00	1,510,590.67
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	108.33	1,217,710.00	1,217,818.33
<b>AGCY BOND</b>			<b>8,950,000.00</b>			<b>8,916,999.00</b>	<b>10,841.49</b>	<b>8,442,873.00</b>	<b>8,453,714.49</b>

**CASH**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Cash	75,439.00	---	03/31/2024	75,439.00	0.00	75,439.00	75,439.00
CASH	CCYUSD	Receivable	3,063.14	---	03/31/2024	3,063.14	0.00	3,063.14	3,063.14
<b>CASH</b>			<b>78,502.14</b>			<b>78,502.14</b>	<b>0.00</b>	<b>78,502.14</b>	<b>78,502.14</b>

**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	60,219.18	2,523,350.00	2,583,569.18
<b>CD</b>			<b>2,500,000.00</b>			<b>2,500,000.00</b>	<b>60,219.18</b>	<b>2,523,350.00</b>	<b>2,583,569.18</b>

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	009158BH8	AIR PRODUCTS AND CHEMICALS INC	1,225,000.00	02/08/2024	02/08/2029	1,223,370.75	8,295.97	1,218,164.50	1,226,460.47
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	2,284.81	1,307,228.25	1,309,513.16
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	12,320.00	861,678.40	873,998.40
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	5,640.00	893,304.00	898,944.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	4,375.00	957,490.00	961,865.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	4,375.00	957,490.00	961,865.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	3,062.50	670,243.00	673,305.50
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	4,929.17	1,303,133.00	1,308,062.17
CORP	05511FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	3,750.00	890,433.00	894,183.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	331.77	319,465.25	319,797.02
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	1,446.18	779,059.00	780,505.18
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	5,166.67	787,424.00	792,590.67
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	4,110.88	1,045,616.00	1,049,726.88
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,724.27	398,812.00	400,536.27
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	2,502,090.00	2,512,083.75
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	2,760.00	2,542,455.00	2,545,215.00
CORP	09290DA5A9	BLACKROCK FUNDING INC	175,000.00	03/14/2024	03/14/2029	174,683.25	388.40	175,115.50	175,503.90
CORP	09290DA5A9	BLACKROCK FUNDING INC	1,675,000.00	03/14/2024	03/14/2029	1,675,820.75	3,717.57	1,676,105.50	1,679,823.07
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	5,291.25	1,244,570.00	1,249,748.25
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	5,439.00	865,494.00	870,933.00
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	5,606.25	382,250.70	387,856.95
CORP	17275RBR2	CISCO SYSTEMS INC	1,485,000.00	02/26/2024	02/26/2029	1,484,480.25	7,002.19	1,495,959.30	1,502,961.49
CORP	17325FBF3	CITIBANK NA	2,600,000.00	10/04/2023	09/29/2028	2,587,104.00	838.21	2,691,442.00	2,692,280.21
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000.00	07/25/2023	07/14/2028	1,309,932.00	13,763.75	1,309,802.00	1,323,565.75
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	1,523.96	935,645.50	937,169.46
CORP	30231GBK5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	2,271.38	889,083.00	891,354.38
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	7,988.75	895,581.00	903,569.75
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	1,743.00	136,502.80	138,245.80
CORP	459200K59	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	9,244.44	1,279,603.00	1,288,847.44
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	3,705.00	442,575.00	446,280.00
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,593.07	574,983.00	576,576.07
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	2,000.31	730,620.00	732,620.31
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	3,446.28	205,052.50	206,498.78
CORP	59932YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	7,763.63	506,250.15	514,013.78
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	12,803.33	1,285,999.00	1,298,802.33
CORP	63743HF1C	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	1,096.88	378,666.60	379,763.48
CORP	63743HF1E7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	2,234.83	215,318.40	217,553.23
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	458.61	623,671.60	624,130.21
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	2,897.74	2,264,294.00	2,267,191.74
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	1,067.00	386,632.00	387,699.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	988.00	223,087.20	224,075.20
CORP	89236TL17	TOYOTA MOTOR CREDIT CORP	575,000.00	01/05/2024	01/05/2029	574,241.00	6,387.29	571,481.00	577,868.29
CORP	89236TL17	TOYOTA MOTOR CREDIT CORP	775,000.00	01/05/2024	01/05/2029	773,938.25	8,608.96	770,257.00	778,865.96
CORP	90237QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	17,648.44	1,231,054.60	1,248,703.04
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	238.58	274,957.20	275,195.78
CORP	91159HFX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	7,320.00	1,780,974.00	1,788,294.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	4,996.11	1,063,692.50	1,068,688.61
CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	16,724.50	911,260.50	927,985.00
<b>CORP</b>			<b>46,940,000.00</b>			<b>47,311,805.90</b>	<b>241,062.66</b>	<b>45,849,953.05</b>	<b>46,091,015.71</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LJ63	MUFG Bank Ltd., New York Branch	5,400,000.00	12/20/2023	09/06/2024	5,194,854.00	0.00	5,271,534.00	5,271,534.00
<b>CP</b>			<b>5,400,000.00</b>			<b>5,194,854.00</b>	<b>0.00</b>	<b>5,271,534.00</b>	<b>5,271,534.00</b>

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	3132CWMH3	FH SB0364	772,339.82	06/25/2021	06/01/2035	832,196.16	2,252.66	737,623.15	739,875.81
FHLMC	3133L7LB1	FH RC1222	862,820.95	10/19/2021	12/01/2034	927,532.52	2,516.56	825,659.25	828,175.81
FHLMC	3133L9AJ2	FH RC2709	947,662.48	10/18/2022	09/01/2037	930,486.10	3,553.73	935,816.70	939,370.43
FHLMC	3137BGK24	FHMS K-043 A2	637,340.06	03/25/2020	12/25/2024	668,908.31	1,626.28	626,365.06	627,991.34
FHLMC	3137I4R25	FHMS K-336 A1	59,490.62	12/10/2021	12/25/2026	59,490.38	64.35	56,245.41	56,309.76
FHLMC	3137H8B42	FHMS K-140 A1	819,659.58	07/14/2022	06/25/2028	819,649.75	2,322.37	787,119.10	789,441.47
FHLMC	3137H8H79	FHMS K-141 A1	1,688,054.00	08/04/2022	01/25/2029	1,688,033.75	4,412.85	1,590,872.74	1,595,285.59
FHLMC	3137H92N8	FHMS K-142 A1	989,719.54	09/15/2022	07/25/2029	989,681.93	3,218.24	954,495.42	957,713.66
FHLMC	3137H9MM8	FHMS K-143 A1	1,719,557.68	12/15/2022	12/25/2028	1,719,528.44	1,254.42	1,697,289.40	1,698,543.82
FHLMC	3137H9Q19	FHMS K-144 A1	1,781,518.82	02/23/2023	01/25/2029	1,781,463.60	6,766.80	1,758,091.85	1,764,858.65
FHLMC	3137HA4K9	FHMS K-145 A1	1,793,760.17	05/25/2023	11/25/2028	1,793,756.59	6,659.33	1,761,615.99	1,768,275.33
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000.00	07/20/2023	06/25/2028	1,817,978.40	7,228.50	1,804,194.00	1,811,422.50
FHLMC	3137HAC45	FHMS K-146 A1	1,443,522.57	07/27/2023	06/25/2028	1,443,486.49	5,746.42	1,432,566.24	1,438,312.66
FHLMC	3137HAGY6	FHMS K-752 A1	831,627.53	08/24/2023	01/25/2029	807,062.08	2,968.91	819,419.23	822,388.15
FHLMC	3137HAMH6	FHMS K-506 A2	1,800,000.00	09/14/2023	08/25/2028	1,773,372.60	6,975.00	1,793,340.00	1,800,315.00
FHLMC	3137HAM52	FHMS K-507 A2	1,800,000.00	09/28/2023	09/25/2028	1,778,484.60	7,200.00	1,805,832.00	1,813,032.00
FHLMC	3137HAQ74	FHMS K-508 A2	1,800,000.00	10/19/2023	08/25/2028	1,760,515.20	7,110.00	1,799,100.00	1,806,210.00
FHLMC	3137HAST4	FHMS K-509 A2	1,350,000.00	10/31/2023	09/25/2028	1,306,957.95	5,456.25	1,355,697.00	1,361,153.25
FHLMC	3137HB3D4	FHMS K-510 A2	655,000.00	11/21/2023	10/25/2028	653,106.40	2,766.83	663,580.50	666,347.33
<b>FHLMC</b>			<b>23,552,073.83</b>			<b>23,551,691.24</b>	<b>80,099.51</b>	<b>23,204,923.04</b>	<b>23,285,022.55</b>

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	824,834.59	12/29/2020	09/25/2033	836,498.27	687.36	772,482.34	773,169.70
FHLMC CMO	3137F7DHS	FHR 5048 B	553,459.62	11/30/2020	05/25/2033	560,464.34	461.22	498,097.06	498,558.27
FHLMC CMO	3137HB3G7	FHMS K-511 A2	1,000,000.00	12/07/2023	10/25/2028	997,127.00	4,050.00	1,005,040.00	1,009,090.00
<b>FHLMC CMO</b>			<b>2,378,294.21</b>			<b>2,394,089.61</b>	<b>5,198.58</b>	<b>2,275,619.40</b>	<b>2,280,817.97</b>

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	883,759.36	05/18/2021	03/01/2035	947,003.40	2,209.40	830,565.89	832,775.29
FNMA	3140Q9FM0	FN CA1971	1,031,378.96	01/18/2022	06/01/2033	1,088,265.96	3,008.19	981,779.95	984,788.13
FNMA	3140QGKN6	FN CA8400	886,626.60	03/22/2021	12/01/2035	970,024.92	2,585.99	854,406.59	856,992.59
FNMA	3140X9ZC8	FN FM6170	634,408.24	06/25/2021	07/01/2035	687,539.93	2,114.69	618,408.46	620,523.16
FNMA	3140X9K46	FN FM5714	576,237.56	03/25/2021	11/01/2035	627,738.80	1,920.79	562,344.48	564,265.27
FNMA	3140XALC4	FN FM6622	1,062,370.45	03/29/2021	02/01/2036	1,117,148.92	2,213.27	968,223.18	970,436.45
FNMA	3140XC4K1	FN FM8925	1,042,149.49	11/16/2021	08/01/2034	1,130,080.85	3,473.83	1,024,339.15	1,027,812.98
FNMA	3140XHQQ3	FN FS2262	1,439,752.28	06/30/2022	06/01/2037	1,457,974.15	4,799.17	1,410,064.59	1,414,863.77
FNMA	3140XJHF3	FN FS2929	1,435,673.02	10/18/2022	09/01/2037	1,392,827.15	4,785.58	1,393,464.23	1,398,249.81
FNMA	3140XJ87	FN FS2986	1,267,652.20	10/21/2022	10/01/2032	1,230,018.78	4,225.51	1,231,232.56	1,235,458.06
<b>FNMA</b>			<b>10,260,008.17</b>			<b>10,648,622.85</b>	<b>31,336.43</b>	<b>9,874,829.08</b>	<b>9,906,165.51</b>

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	1,548,816.75	03/31/2023	04/25/2035	1,578,643.57	6,453.40	1,548,026.86	1,554,480.26
<b>FNMA CMO</b>			<b>1,548,816.75</b>			<b>1,578,643.57</b>	<b>6,453.40</b>	<b>1,548,026.86</b>	<b>1,554,480.26</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER.US TRS MM Y	1,514,558.99	---	03/31/2024	1,514,558.99	0.00	1,514,558.99	1,514,558.99
<b>MMFUND</b>			<b>1,514,558.99</b>			<b>1,514,558.99</b>	<b>0.00</b>	<b>1,514,558.99</b>	<b>1,514,558.99</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	1307DD07	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	1,544.42	403,847.40	405,391.82
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	805.38	227,548.20	228,353.58
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,100.75	333,679.50	334,780.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	2,044.25	619,690.50	621,734.75
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	786.25	238,342.50	239,128.75
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	708.58	520,789.50	521,498.08
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	637.50	738,067.50	738,705.00
MUNI	60412AV99	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	425.25	383,178.60	383,603.85
MUNI	646140DPS	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	863.78	309,054.90	309,918.68
MUNI	650036D10	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	618.67	1,536,384.00	1,537,002.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	672.75	565,961.00	566,633.75
<b>MUNI</b>			<b>6,120,000.00</b>			<b>6,123,878.00</b>	<b>10,207.58</b>	<b>5,876,543.60</b>	<b>5,886,751.18</b>

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	1,727,568.00	1,744,130.50
<b>SUPRANATIONAL</b>			<b>1,800,000.00</b>			<b>1,799,064.00</b>	<b>16,562.50</b>	<b>1,727,568.00</b>	<b>1,744,130.50</b>

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	9128266R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	37,829.67	3,990,000.00	4,027,829.67
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	3,791.21	469,375.00	473,166.21
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	15,164.84	1,877,500.00	1,892,664.84
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	11,752.75	1,455,062.50	1,466,815.25
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	3,285.71	644,507.50	647,793.21
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	2,274.73	446,197.50	448,472.23
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	25,274.73	4,957,750.00	4,983,024.73
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	7,456.04	1,462,536.25	1,469,992.29
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	6,824.18	1,338,592.50	1,345,416.68
US GOV	912828Y0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	3,759.62	828,818.00	832,577.62
US GOV	912828ZW3	UNITED STATES TREASURY	2,400,000.00	12/24/2020	06/30/2025	2,391,187.50	1,516.48	2,265,744.00	2,267,260.48
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	331.73	324,625.00	324,956.73
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,137.36	1,113,000.00	1,114,137.36
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	6,824.18	6,678,000.00	6,684,824.18
US GOV	91282CBV2	UNITED STATES TREASURY	6,200,000.00	12/06/2021	04/15/2024	6,145,750.00	10,735.66	6,188,220.00	6,198,955.66
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	50,859.89	4,189,988.00	4,240,847.89
US GOV	91282CFB2	UNITED STATES TREASURY	4,950,000.00	05/05/2023	07/31/2027	4,782,744.14	22,812.16	4,700,965.50	4,723,777.66
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	8,756.18	1,804,411.00	1,813,167.18
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000.00	07/07/2023	07/31/2027	1,437,669.92	7,027.99	1,448,277.25	1,455,305.24
US GOV	91282CFB2	UNITED STATES TREASURY	1,600,000.00	09/15/2023	07/31/2027	1,498,750.00	7,373.63	1,519,504.00	1,526,877.63
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000.00	12/05/2023	11/30/2027	3,058,949.22	40,369.88	3,049,873.00	3,090,242.88
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000.00	01/05/2024	11/30/2027	3,088,132.81	40,369.88	3,049,873.00	3,090,242.88
US GOV	91282CGP0	UNITED STATES TREASURY	1,500,000.00	02/06/2024	02/29/2028	1,506,269.53	5,217.39	1,482,480.00	1,487,697.39
<b>US GOV</b>			<b>57,250,000.00</b>			<b>56,447,050.81</b>	<b>320,745.86</b>	<b>55,285,300.00</b>	<b>55,606,045.86</b>

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	1,368,801.90	1,383,991.90
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	1,215,425.00	1,230,611.11
<b>YANKEE</b>			<b>2,645,000.00</b>			<b>2,633,825.00</b>	<b>30,376.11</b>	<b>2,584,226.90</b>	<b>2,614,603.01</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>189,966,866.00</b>	---	---	<b>189,720,604.00</b>	<b>838,240.92</b>	<b>184,940,369.86</b>	<b>185,778,610.79</b>

\* 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: 03/31/2024  
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	02582JZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2028	104,990.69	227.27	104,778.45	105,005.72
ABS	05522RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	202.24	94,558.25	94,760.49
ABS	05522RDH8	BACCT 2023-2 A	100,000.00	12/14/2023	11/16/2026	99,986.57	221.33	100,240.00	100,461.33
ABS	14041NFV6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	251,251.50	251,313.83
ABS	14041NFY2	COMET 2021-3 A	215,000.00	11/30/2021	11/15/2024	214,970.37	99.38	209,070.30	209,169.68
ABS	14044CAC6	COPAR 2021-1 A3	46,946.81	10/27/2021	09/15/2026	46,945.92	16.07	45,622.44	45,638.50
ABS	14316HAC6	CARMX 2020-4 A3	6,737.20	10/21/2020	08/15/2025	6,735.72	1.50	6,707.76	6,709.26
ABS	14316NAC3	CARMX 2021-1 A3	7,745.58	01/27/2021	12/15/2025	7,744.05	1.17	7,648.76	7,649.93
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	04/15/2027	194,995.40	344.07	192,348.00	192,692.07
ABS	161571HT4	CHAIT 2023-1 A	220,000.00	09/15/2023	09/15/2028	219,939.02	504.53	221,122.00	221,626.53
ABS	161571HV9	CHAIT 241 A	240,000.00	01/31/2024	01/16/2029	239,963.45	490.67	238,648.80	239,139.47
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/15/2024	154,966.81	39.96	151,507.85	151,547.81
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	416.31	189,631.40	190,047.71
ABS	31680EAD3	FITAT 2023-1 A3	195,000.00	08/23/2023	08/15/2028	194,987.91	479.27	196,255.80	196,735.07
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	02/15/2028	69,992.70	144.67	69,376.30	69,520.97
ABS	362554AC1	GMCAR 2021-4 A3	37,973.86	10/21/2021	09/16/2026	37,972.89	10.76	36,874.14	36,884.90
ABS	36260KAC8	GMCAR 2020-4 A3	2,360.39	10/14/2020	08/18/2025	2,359.88	0.37	2,354.18	2,354.55
ABS	380140AC7	GMCAR 2021-3 A3	44,432.81	07/21/2021	06/16/2026	44,430.06	8.89	43,377.08	43,385.97
ABS	437918AC9	HAROT 2024-1 A3	165,000.00	02/21/2024	08/15/2028	164,992.82	382.07	165,684.75	166,066.82
ABS	438123AC5	HAROT 2023-4 A3	45,000.00	11/08/2023	06/21/2028	44,992.08	70.88	44,544.50	45,615.38
ABS	43815GAC3	HAROT 2021-4 A3	46,184.62	11/24/2021	01/21/2026	46,174.88	11.29	45,059.10	45,070.39
ABS	44933LAC7	HART 2021-A A3	10,249.57	04/28/2021	09/15/2025	10,248.49	1.73	10,165.63	10,167.36
ABS	44935FAD6	HART 2021-C A3	31,931.91	11/17/2021	05/15/2026	31,924.78	10.50	31,219.51	31,230.01
ABS	92868KAC7	VALET 2021-1 A3	59,253.45	12/13/2021	06/22/2026	59,251.13	18.47	57,871.07	57,889.53
ABS	92970AA3	WFCIT 2024-1 A	275,000.00	03/01/2024	02/15/2029	274,925.36	0.00	275,171.88	275,171.88
ABS	98163KAC6	WOART 2021-D A3	52,906.41	11/03/2021	10/15/2026	52,899.20	19.05	51,508.09	51,527.14
<b>ABS</b>			<b>2,866,722.61</b>			<b>2,866,332.69</b>	<b>3,784.75</b>	<b>2,843,597.53</b>	<b>2,847,382.29</b>

**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	262,152.00	262,789.85
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	32.34	107,994.20	108,026.54
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	759.11	262,572.75	263,331.86
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	397.22	260,796.25	261,193.47
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	103.13	258,315.75	258,418.88
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	550.00	257,050.75	257,600.75
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	255.21	330,186.50	330,441.71
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	45.83	515,185.00	515,230.83
<b>AGCY BOND</b>			<b>2,390,000.00</b>			<b>2,381,485.25</b>	<b>2,780.69</b>	<b>2,254,253.20</b>	<b>2,257,033.89</b>

**CASH**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Cash	11,606.00	---	03/31/2024	11,606.00	0.00	11,606.00	11,606.00
CASH	CCYUSD	Receivable	681.28	---	03/31/2024	681.28	0.00	681.28	681.28
<b>CASH</b>			<b>12,287.28</b>			<b>12,287.28</b>	<b>0.00</b>	<b>12,287.28</b>	<b>12,287.28</b>

**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	9,216.67	403,472.00	412,688.67
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	9,635.07	403,736.00	413,371.07
<b>CD</b>			<b>800,000.00</b>			<b>800,000.00</b>	<b>18,851.74</b>	<b>807,208.00</b>	<b>826,059.74</b>

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	009158BH8	AIR PRODUCTS AND CHEMICALS INC	180,000.00	02/08/2024	02/08/2029	179,760.60	1,219.00	178,995.60	180,214.60
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	425.69	243,552.05	243,977.74
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	1,820.00	127,293.40	129,113.40
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,566.67	248,140.00	249,706.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	1,203.13	263,309.75	264,512.88
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	758.33	200,482.00	201,240.33
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	1,041.67	247,342.50	248,384.17
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	56.15	54,063.35	54,119.50
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	255.21	137,481.00	137,736.21
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	747.43	190,112.00	190,859.43
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	862.13	199,406.00	200,268.13
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	1,573.09	393,847.50	395,420.59
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	408.89	376,660.00	377,068.89
CORP	09290DAA9	BLACKROCK FUNDING INC	25,000.00	03/14/2024	03/14/2029	24,954.75	55.49	25,016.50	25,071.99
CORP	09290DAA9	BLACKROCK FUNDING INC	250,000.00	03/14/2024	03/14/2029	250,122.50	554.86	250,165.00	250,719.86
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	783.89	184,364.00	185,147.89
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	862.50	58,807.80	59,670.30
CORP	17275RBR2	CISCO SYSTEMS INC	215,000.00	02/26/2024	02/26/2029	214,924.75	1,013.78	216,586.70	217,600.48
CORP	17325FBX3	CITIBANK NA	400,000.00	10/04/2023	09/29/2028	398,016.00	128.96	414,068.00	414,196.96
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,000.00	07/25/2023	07/14/2028	201,528.00	2,117.50	201,508.00	203,625.50
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	433.13	265,920.30	266,353.43
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	2,219.10	248,772.50	250,991.60
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	249.00	19,500.40	19,749.40
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	1,422.22	196,862.00	198,284.22
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	563.07	203,226.75	203,789.82
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	266.71	97,416.00	97,682.71
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	504.33	29,715.00	30,219.33
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	1,206.00	78,640.80	79,846.80
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	1,923.59	197,846.00	199,769.59
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	168.75	58,256.40	58,425.15
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	355.54	34,255.20	34,610.74
CORP	69371RRA0	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	75.83	103,126.80	103,202.63
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	453.94	354,707.00	355,160.94
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	160.05	57,994.80	58,154.85
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	144.08	32,533.55	32,677.63
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	115,000.00	01/05/2024	01/05/2029	114,842.45	1,277.46	114,296.20	115,573.66
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	85,000.00	01/05/2024	01/05/2029	84,887.80	944.21	84,479.80	85,424.01
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	2,812.50	196,184.00	198,996.50
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	868.89	184,990.00	185,858.89
CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	2,517.67	137,179.00	139,696.67
<b>CORP</b>			<b>7,065,000.00</b>			<b>7,064,096.10</b>	<b>36,020.42</b>	<b>6,907,103.65</b>	<b>6,943,124.07</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LJ63	MUFG Bank, Ltd., New York Branch	800,000.00	12/20/2023	09/06/2024	769,608.00	0.00	780,968.00	780,968.00
<b>CP</b>			<b>800,000.00</b>			<b>769,608.00</b>	<b>0.00</b>	<b>780,968.00</b>	<b>780,968.00</b>



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	143,357.74	06/25/2021	06/01/2035	154,467.96	418.13	136,913.81	137,331.94
FHLMC	3133L7LB1	FH RC1222	155,307.77	10/19/2021	12/01/2034	166,955.85	452.98	148,618.67	149,071.65
FHLMC	3133L9AJ2	FH RC2709	153,659.84	10/18/2022	09/01/2037	150,874.75	576.22	151,739.09	152,315.31
FHLMC	3137BGK24	FHMS K-043 A2	171,591.55	03/25/2020	12/25/2024	180,090.70	437.84	168,636.75	169,074.59
FHLMC	3137H4RZ5	FHMS K-J36 A1	9,464.42	12/16/2021	12/25/2026	9,464.38	10.24	8,948.13	8,958.37
FHLMC	3137H8B42	FHMS K-J40 A1	136,609.93	07/14/2022	06/25/2028	136,608.29	387.06	131,186.52	131,573.58
FHLMC	3137H8H79	FHMS K-J41 A1	281,342.33	08/04/2022	01/25/2029	281,338.96	735.48	265,145.46	265,880.93
FHLMC	3137H92N8	FHMS K-J42 A1	165,699.65	09/15/2022	07/25/2029	165,693.35	538.80	159,802.40	160,341.20
FHLMC	3137H9MM8	FHMS K-J43 A1	262,710.20	12/15/2022	12/25/2028	262,705.73	191.65	259,308.10	259,499.75
FHLMC	3137H9QT9	FHMS K-J44 A1	272,176.49	02/23/2023	01/25/2029	272,168.06	1,033.82	268,597.37	269,631.18
FHLMC	3137HA4K9	FHMS K-J45 A1	274,046.69	05/25/2023	11/25/2028	274,046.15	1,017.40	269,135.78	270,153.17
FHLMC	3137HACX2	FHMS K-505 A2	275,000.00	07/20/2023	06/25/2028	277,746.70	1,104.35	275,640.75	276,745.10
FHLMC	3137HAD45	FHMS K-J46 A1	223,994.88	07/27/2023	06/25/2028	223,989.29	891.69	222,294.76	223,186.45
FHLMC	3137HAGY6	FHMS K-752 A1	128,704.26	08/24/2023	01/25/2029	124,902.47	459.47	126,814.88	127,274.36
FHLMC	3137HAMH6	FHMS K-506 A2	275,000.00	09/14/2023	08/25/2028	270,931.93	1,065.63	273,982.50	275,048.13
FHLMC	3137HAMS2	FHMS K-507 A2	275,000.00	09/28/2023	09/25/2028	271,712.93	1,100.00	275,891.00	276,991.00
FHLMC	3137HAQ74	FHMS K-508 A2	275,000.00	10/19/2023	08/25/2028	268,967.60	1,086.25	274,862.50	275,948.75
FHLMC	3137HAST4	FHMS K-509 A2	205,000.00	10/31/2023	09/25/2028	198,463.98	828.54	205,865.10	206,693.64
FHLMC	3137HB3D4	FHMS K-510 A2	100,000.00	11/21/2023	10/25/2028	99,710.90	422.42	101,310.00	101,732.42
<b>FHLMC</b>			<b>3,783,665.76</b>			<b>3,790,839.97</b>	<b>12,757.96</b>	<b>3,724,693.56</b>	<b>3,737,451.52</b>

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	117,078.00	11/30/2020	05/25/2033	118,559.77	97.57	105,366.68	105,464.25
FHLMC CMO	3137HB3G7	FHMS K-511 A2	150,000.00	12/07/2023	10/25/2028	149,569.05	607.50	150,756.00	151,363.50
<b>FHLMC CMO</b>			<b>267,078.00</b>			<b>268,128.82</b>	<b>705.07</b>	<b>256,122.68</b>	<b>256,827.75</b>

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	155,957.54	05/18/2021	03/01/2035	167,118.25	389.89	146,570.45	146,960.34
FNMA	3140Q9FM0	FN CA1971	154,706.84	01/18/2022	06/01/2033	163,239.89	451.23	147,266.99	147,718.22
FNMA	3140QGKN6	FN CA8400	173,539.27	03/22/2021	12/01/2035	189,862.81	506.16	167,232.85	167,739.01
FNMA	3140X92C8	FN FM6170	118,951.55	06/25/2021	07/01/2035	128,913.74	396.51	115,951.59	116,348.09
FNMA	3140X9K46	FN FMS714	102,899.57	03/25/2021	11/01/2035	112,096.21	343.00	100,418.66	100,761.66
FNMA	3140XALC4	FN FM6622	199,194.46	03/29/2021	02/01/2036	209,465.42	414.99	181,541.85	181,956.83
FNMA	3140XC4K1	FN FM8925	195,403.03	11/16/2021	08/01/2034	211,890.16	651.34	192,063.59	192,714.93
FNMA	3140XJHF3	FN FS2929	239,278.84	10/18/2022	09/01/2037	232,137.86	797.60	232,244.04	233,041.63
FNMA	3140XJJ87	FN FS2986	179,479.80	10/21/2022	10/01/2032	174,151.50	598.27	174,323.35	174,921.61
<b>FNMA</b>			<b>1,519,410.89</b>			<b>1,588,875.84</b>	<b>4,548.98</b>	<b>1,457,613.36</b>	<b>1,462,162.34</b>

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	235,088.26	03/31/2023	04/25/2035	239,615.54	979.53	234,968.36	235,947.90
<b>FNMA CMO</b>			<b>235,088.26</b>			<b>239,615.54</b>	<b>979.53</b>	<b>234,968.36</b>	<b>235,947.90</b>

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	230,586.39	---	03/31/2024	230,586.39	0.00	230,586.39	230,586.39
<b>MMFUND</b>			<b>230,586.39</b>			<b>230,586.39</b>	<b>0.00</b>	<b>230,586.39</b>	<b>230,586.39</b>

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	70,438.50	70,707.88
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	210.10	59,360.40	59,570.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	172.98	52,435.35	52,608.33
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	235.88	71,502.75	71,738.63
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	408.85	123,938.10	124,346.95
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	148.16	108,892.35	109,040.51
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	89.25	80,420.20	80,509.45
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	143.96	51,509.15	51,653.11
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	106.33	264,066.00	264,172.33
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	146.25	123,035.00	123,181.25
<b>MUNI</b>			<b>1,050,000.00</b>			<b>1,050,886.10</b>	<b>1,931.13</b>	<b>1,005,597.80</b>	<b>1,007,528.93</b>

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	263,934.00	266,464.38
<b>SUPRANATIONAL</b>			<b>275,000.00</b>			<b>274,857.00</b>	<b>2,530.38</b>	<b>263,934.00</b>	<b>266,464.38</b>

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	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	1,137.36	140,812.50	141,949.86
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	758.24	93,875.00	94,633.24
US GOV	912828XX3	UNITED STATES TREASURY	925,000.00	11/06/2019	06/30/2024	943,716.80	4,675.82	917,183.75	921,859.57
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	2,274.73	446,197.50	448,472.23
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	631.87	123,943.75	124,575.62
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	2,148.35	421,408.75	423,557.10
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	884.62	173,521.25	174,405.87
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,105.77	243,770.00	244,875.77
US GOV	91282CBC4	UNITED STATES TREASURY	50,000.00	10/06/2021	12/31/2025	49,101.56	47.39	46,375.00	46,422.39
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	497.60	486,937.50	487,435.10
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	1,103.37	323,340.50	324,443.87
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	471.33	411,259.50	411,730.83
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	157.11	137,086.50	137,243.61
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	7,513.39	618,975.50	626,488.89
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	4,032.45	830,978.75	835,011.20
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	1,382.55	284,907.00	286,289.55
US GOV	91282CFB2	UNITED STATES TREASURY	225,000.00	07/07/2023	07/31/2027	212,115.23	1,036.92	213,680.25	214,717.17
US GOV	91282CFB2	UNITED STATES TREASURY	250,000.00	09/15/2023	07/31/2027	234,179.69	1,152.13	237,422.50	238,574.63
US GOV	91282CFZ9	UNITED STATES TREASURY	325,000.00	12/05/2023	11/30/2027	320,696.29	4,232.33	319,744.75	323,977.08
US GOV	91282CFZ9	UNITED STATES TREASURY	450,000.00	01/05/2024	11/30/2027	448,277.34	5,860.14	442,723.50	448,583.64
US GOV	91282CGP0	UNITED STATES TREASURY	225,000.00	02/06/2024	02/29/2028	225,940.43	782.61	222,372.00	223,154.61
<b>US GOV</b>			<b>7,425,000.00</b>			<b>7,300,462.89</b>	<b>41,886.07</b>	<b>7,136,515.75</b>	<b>7,178,401.82</b>

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	245,305.00	248,027.22
<b>YANKEE</b>			<b>250,000.00</b>			<b>250,000.00</b>	<b>2,722.22</b>	<b>245,305.00</b>	<b>248,027.22</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>28,969,839.18</b>	---	---	<b>28,888,061.87</b>	<b>129,498.94</b>	<b>28,160,754.58</b>	<b>28,290,253.51</b>

\* 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: 03/01/2024 - 03/31/2024  
Base Currency: USD

\* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
65480BAC1	NAROT 2021-A A3	(59,389.37)	0.330	Principal Paydown	03/15/2024	03/15/2024	10/15/2025	(59,389.36)	0.00	59,389.36
14316NAC3	CARMX 2021-1 A3	(8,357.43)	0.340	Principal Paydown	03/15/2024	03/15/2024	12/15/2025	(8,357.43)	0.00	8,357.43
14316NAC3	CARMX 2021-1 A3	(1,474.84)	0.340	Principal Paydown	03/15/2024	03/15/2024	12/15/2025	(1,474.84)	0.00	1,474.84
91282CBV2	UNITED STATES TREASURY	(1,800,000.00)	0.375	Sell	03/06/2024	03/13/2024	04/15/2024	(1,791,984.38)	(2,766.39)	1,794,750.77
36260KAC8	GMCAR 2020-4 A3	(12,616.76)	0.380	Principal Paydown	03/16/2024	03/16/2024	08/18/2025	(12,616.76)	0.00	12,616.76
44891RAC4	HART 2020-C A3	(39,130.37)	0.380	Principal Paydown	03/15/2024	03/15/2024	05/15/2025	(39,130.35)	0.00	39,130.35
44933LAC7	HART 2021-A A3	(14,239.82)	0.380	Principal Paydown	03/15/2024	03/15/2024	09/15/2025	(14,239.82)	0.00	14,239.82
36260KAC8	GMCAR 2020-4 A3	(2,681.06)	0.380	Principal Paydown	03/16/2024	03/16/2024	08/18/2025	(2,681.06)	0.00	2,681.06
44891RAC4	HART 2020-C A3	(8,608.68)	0.380	Principal Paydown	03/15/2024	03/15/2024	05/15/2025	(8,608.67)	0.00	8,608.67
44933LAC7	HART 2021-A A3	(2,762.95)	0.380	Principal Paydown	03/15/2024	03/15/2024	09/15/2025	(2,762.95)	0.00	2,762.95
380140AC7	GMCAR 2021-3 A3	(25,425.93)	0.480	Principal Paydown	03/16/2024	03/16/2024	06/16/2026	(25,425.93)	0.00	25,425.93
380140AC7	GMCAR 2021-3 A3	(4,376.59)	0.480	Principal Paydown	03/16/2024	03/16/2024	06/16/2026	(4,376.60)	0.00	4,376.60
14316HAC6	CARMX 2020-4 A3	(14,444.00)	0.500	Principal Paydown	03/15/2024	03/15/2024	08/15/2025	(14,444.00)	0.00	14,444.00
14316HAC6	CARMX 2020-4 A3	(3,398.59)	0.500	Principal Paydown	03/15/2024	03/15/2024	08/15/2025	(3,398.59)	0.00	3,398.59
50117TAC5	KCOT 2021-1 A3	(19,217.80)	0.620	Principal Paydown	03/15/2024	03/15/2024	08/15/2025	(19,217.80)	0.00	19,217.80
362554AC1	GMCAR 2021-4 A3	(17,531.05)	0.680	Principal Paydown	03/16/2024	03/16/2024	09/16/2026	(17,531.05)	0.00	17,531.05
362554AC1	GMCAR 2021-4 A3	(2,959.79)	0.680	Principal Paydown	03/16/2024	03/16/2024	09/16/2026	(2,959.79)	0.00	2,959.79
44935FAD6	HART 2021-C A3	(18,215.00)	0.740	Principal Paydown	03/15/2024	03/15/2024	05/15/2026	(18,215.00)	0.00	18,215.00
44935FAD6	HART 2021-C A3	(3,078.59)	0.740	Principal Paydown	03/15/2024	03/15/2024	05/15/2026	(3,078.59)	0.00	3,078.59
808513BN4	CHARLES SCHWAB CORP	(495,000.00)	0.750	Maturity	03/18/2024	03/18/2024	03/18/2024	(495,000.00)	0.00	495,000.00
808513BN4	CHARLES SCHWAB CORP	(85,000.00)	0.750	Maturity	03/18/2024	03/18/2024	03/18/2024	(85,000.00)	0.00	85,000.00
14044CAC6	COPAR 2021-1 A3	(20,944.45)	0.770	Principal Paydown	03/15/2024	03/15/2024	09/15/2026	(20,944.45)	0.00	20,944.45
14044CAC6	COPAR 2021-1 A3	(3,642.51)	0.770	Principal Paydown	03/15/2024	03/15/2024	09/15/2026	(3,642.51)	0.00	3,642.51
98163KAC6	WOART 2021-D A3	(25,287.11)	0.810	Principal Paydown	03/15/2024	03/15/2024	10/15/2026	(25,287.11)	0.00	25,287.11
98163KAC6	WOART 2021-D A3	(4,289.78)	0.810	Principal Paydown	03/15/2024	03/15/2024	10/15/2026	(4,289.78)	0.00	4,289.78
43815GAC3	HAROT 2021-4 A3	(22,778.77)	0.880	Principal Paydown	03/21/2024	03/21/2024	01/21/2026	(22,778.77)	0.00	22,778.77
43815GAC3	HAROT 2021-4 A3	(4,209.12)	0.880	Principal Paydown	03/21/2024	03/21/2024	01/21/2026	(4,209.12)	0.00	4,209.12
3137F7DH5	FHR 5048 B	(11,397.04)	1.000	Principal Paydown	03/01/2024	03/01/2024	05/25/2033	(11,397.04)	0.00	11,397.04
3133Q5GZ3	FHS 370 A3	(20,749.75)	1.000	Principal Paydown	03/01/2024	03/01/2024	09/25/2033	(20,749.75)	0.00	20,749.75
3137F7DH5	FHR 5048 B	(2,410.91)	1.000	Principal Paydown	03/01/2024	03/01/2024	05/25/2033	(2,410.91)	0.00	2,410.91
92868KAC7	VALET 2021-1 A3	(32,641.99)	1.020	Principal Paydown	03/20/2024	03/20/2024	06/22/2026	(32,641.99)	0.00	32,641.99
92868KAC7	VALET 2021-1 A3	(5,480.04)	1.020	Principal Paydown	03/20/2024	03/20/2024	06/22/2026	(5,480.04)	0.00	5,480.04
3137H4RZ5	FHMS K-J36 A1	(1,002.85)	1.298	Principal Paydown	03/01/2024	03/01/2024	12/25/2026	(1,002.85)	0.00	1,002.85
3137H4RZ5	FHMS K-J36 A1	(159.54)	1.298	Principal Paydown	03/01/2024	03/01/2024	12/25/2026	(159.54)	0.00	159.54
912828XX3	UNITED STATES TREASURY	(125,000.00)	2.000	Sell	03/06/2024	03/13/2024	06/30/2024	(123,754.88)	(501.37)	124,256.25
3140XALC4	FN FM6622	(7,379.68)	2.500	Principal Paydown	03/01/2024	03/01/2024	02/01/2036	(7,379.68)	0.00	7,379.68
3140XALC4	FN FM6622	(1,383.69)	2.500	Principal Paydown	03/01/2024	03/01/2024	02/01/2036	(1,383.69)	0.00	1,383.69
3140K7XA6	FN BP0672	(7,262.20)	3.000	Principal Paydown	03/01/2024	03/01/2024	03/01/2035	(7,262.20)	0.00	7,262.20
3140K7XA6	FN BP0672	(1,281.56)	3.000	Principal Paydown	03/01/2024	03/01/2024	03/01/2035	(1,281.56)	0.00	1,281.56
3137BGK24	FHMS K-043 A2	(1,189.14)	3.062	Principal Paydown	03/01/2024	03/01/2024	12/25/2024	(1,189.14)	0.00	1,189.14
3137BGK24	FHMS K-043 A2	(320.15)	3.062	Principal Paydown	03/01/2024	03/01/2024	12/25/2024	(320.15)	0.00	320.15
3137H8H79	FHMS K-J41 A1	(1,508.99)	3.137	Principal Paydown	03/01/2024	03/01/2024	01/25/2029	(1,508.99)	0.00	1,508.99
3137H8H79	FHMS K-J41 A1	(251.50)	3.137	Principal Paydown	03/01/2024	03/01/2024	01/25/2029	(251.50)	0.00	251.50
3137H8B42	FHMS K-J40 A1	(1,586.58)	3.400	Principal Paydown	03/25/2024	03/25/2024	06/25/2028	(1,586.58)	0.00	1,586.58
3137H8B42	FHMS K-J40 A1	(264.43)	3.400	Principal Paydown	03/25/2024	03/25/2024	06/25/2028	(264.43)	0.00	264.43
3132CWMM3	FH SB0364	(10,044.99)	3.500	Principal Paydown	03/01/2024	03/01/2024	06/01/2035	(10,044.99)	0.00	10,044.99
3140QGKN6	FN CA8400	(19,488.52)	3.500	Principal Paydown	03/01/2024	03/01/2024	12/01/2035	(19,488.52)	0.00	19,488.52
3133L7LB1	FH RC1222	(6,964.93)	3.500	Principal Paydown	03/01/2024	03/01/2024	12/01/2034	(6,964.93)	0.00	6,964.93

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
3140Q9FM0	FN CA1971	(10,818.56)	3.500	Principal Paydown	03/01/2024	03/01/2024	06/01/2033	(10,818.56)	0.00	10,818.56
3132CWMM3	FH SB0364	(1,864.50)	3.500	Principal Paydown	03/01/2024	03/01/2024	06/01/2035	(1,864.50)	0.00	1,864.50
3140QGKN6	FN CA8400	(3,814.49)	3.500	Principal Paydown	03/01/2024	03/01/2024	12/01/2035	(3,814.49)	0.00	3,814.49
3133L7LB1	FH RC1222	(1,253.69)	3.500	Principal Paydown	03/01/2024	03/01/2024	12/01/2034	(1,253.69)	0.00	1,253.69
3140Q9FM0	FN CA1971	(1,622.78)	3.500	Principal Paydown	03/01/2024	03/01/2024	06/01/2033	(1,622.78)	0.00	1,622.78
3137H92N8	FHMS K-J42 A1	(45,952.43)	3.902	Principal Paydown	03/01/2024	03/01/2024	07/25/2029	(45,952.43)	0.00	45,952.43
3137H92N8	FHMS K-J42 A1	(7,693.39)	3.902	Principal Paydown	03/01/2024	03/01/2024	07/25/2029	(7,693.39)	0.00	7,693.39
3140X9K46	FN FM5714	(6,497.92)	4.000	Principal Paydown	03/01/2024	03/01/2024	11/01/2035	(6,497.92)	0.00	6,497.92
3140X92C8	FN FM6170	(5,594.74)	4.000	Principal Paydown	03/01/2024	03/01/2024	07/01/2035	(5,594.74)	0.00	5,594.74
3140XC4K1	FN FM8925	(12,023.71)	4.000	Principal Paydown	03/01/2024	03/01/2024	08/01/2034	(12,023.71)	0.00	12,023.71
3140XHQQ3	FN FS2262	(23,938.90)	4.000	Principal Paydown	03/01/2024	03/01/2024	06/01/2037	(23,938.90)	0.00	23,938.90
3140XJHF3	FN FS2929	(8,195.63)	4.000	Principal Paydown	03/01/2024	03/01/2024	09/01/2037	(8,195.63)	0.00	8,195.63
3140XJJ87	FN FS2986	(30,538.04)	4.000	Principal Paydown	03/01/2024	03/01/2024	10/01/2032	(30,538.04)	0.00	30,538.04
3140X9K46	FN FM5714	(1,160.34)	4.000	Principal Paydown	03/01/2024	03/01/2024	11/01/2035	(1,160.34)	0.00	1,160.34
3140X92C8	FN FM6170	(1,049.01)	4.000	Principal Paydown	03/01/2024	03/01/2024	07/01/2035	(1,049.01)	0.00	1,049.01
3140XC4K1	FN FM8925	(2,254.45)	4.000	Principal Paydown	03/01/2024	03/01/2024	08/01/2034	(2,254.45)	0.00	2,254.45
3140XJHF3	FN FS2929	(1,365.94)	4.000	Principal Paydown	03/01/2024	03/01/2024	09/01/2037	(1,365.94)	0.00	1,365.94
3140XJJ87	FN FS2986	(4,323.71)	4.000	Principal Paydown	03/01/2024	03/01/2024	10/01/2032	(4,323.71)	0.00	4,323.71
3137HAGY6	FHMS K-752 A1	(1,294.82)	4.284	Principal Paydown	03/01/2024	03/01/2024	01/25/2029	(1,294.82)	0.00	1,294.82
3137HAGY6	FHMS K-752 A1	(200.39)	4.284	Principal Paydown	03/01/2024	03/01/2024	01/25/2029	(200.39)	0.00	200.39
3137H9MM8	FHMS K-J43 A1	(69,647.47)	4.377	Principal Paydown	03/25/2024	03/25/2024	12/25/2028	(69,647.47)	0.00	69,647.47
3137H9MM8	FHMS K-J43 A1	(10,640.59)	4.377	Principal Paydown	03/25/2024	03/25/2024	12/25/2028	(10,640.59)	0.00	10,640.59
3137HA4K9	FHMS K-J45 A1	(993.44)	4.455	Principal Paydown	03/01/2024	03/01/2024	11/25/2028	(993.44)	0.00	993.44
3137HA4K9	FHMS K-J45 A1	(151.78)	4.455	Principal Paydown	03/01/2024	03/01/2024	11/25/2028	(151.78)	0.00	151.78
3133L9AJ2	FH RC2709	(27,594.34)	4.500	Principal Paydown	03/01/2024	03/01/2024	09/01/2037	(27,594.34)	0.00	27,594.34
3133L9AJ2	FH RC2709	(4,474.32)	4.500	Principal Paydown	03/01/2024	03/01/2024	09/01/2037	(4,474.32)	0.00	4,474.32
3137H9QT9	FHMS K-J44 A1	(2,585.29)	4.558	Principal Paydown	03/01/2024	03/01/2024	01/25/2029	(2,585.29)	0.00	2,585.29
3137H9QT9	FHMS K-J44 A1	(394.97)	4.558	Principal Paydown	03/01/2024	03/01/2024	01/25/2029	(394.97)	0.00	394.97
09290DAA9	BLACKROCK FUNDING INC	175,000.00	4.700	Buy	03/05/2024	03/14/2024	03/14/2029	174,683.25	0.00	(174,683.25)
09290DAA9	BLACKROCK FUNDING INC	1,675,000.00	4.700	Buy	03/06/2024	03/14/2024	03/14/2029	1,675,820.75	0.00	(1,675,820.75)
09290DAA9	BLACKROCK FUNDING INC	25,000.00	4.700	Buy	03/05/2024	03/14/2024	03/14/2029	24,954.75	0.00	(24,954.75)
09290DAA9	BLACKROCK FUNDING INC	250,000.00	4.700	Buy	03/06/2024	03/14/2024	03/14/2029	250,122.50	0.00	(250,122.50)
3137HAD45	FHMS K-J46 A1	(1,079.28)	4.777	Principal Paydown	03/01/2024	03/01/2024	06/25/2028	(1,079.28)	0.00	1,079.28
3137HAD45	FHMS K-J46 A1	(167.47)	4.777	Principal Paydown	03/01/2024	03/01/2024	06/25/2028	(167.47)	0.00	167.47
31846V534	FIRST AMER:US TRS MM Y	35,057.32	4.890	Buy	03/04/2024	03/04/2024	03/31/2024	35,057.32	0.00	(35,057.32)
31846V534	FIRST AMER:US TRS MM Y	(3,650,015.48)	4.890	Sell	---	---	03/31/2024	(3,650,015.48)	0.00	3,650,015.48
31846V534	FIRST AMER:US TRS MM Y	3,250,403.84	4.890	Buy	---	---	03/31/2024	3,250,403.84	0.00	(3,250,403.84)
31846V534	FIRST AMER:US TRS MM Y	(550,002.61)	4.890	Sell	---	---	03/31/2024	(550,002.61)	0.00	550,002.61
31846V534	FIRST AMER:US TRS MM Y	353,242.38	4.890	Buy	---	---	03/31/2024	353,242.38	0.00	(353,242.38)
92970QAA3	WFCIT 2024-1 A	1,800,000.00	4.940	Buy	02/21/2024	03/01/2024	02/15/2029	1,799,511.48	0.00	(1,799,511.48)
92970QAA3	WFCIT 2024-1 A	275,000.00	4.940	Buy	02/21/2024	03/01/2024	02/15/2029	274,925.36	0.00	(274,925.36)
31394CP22	FNR 2005-33 QE	(16,859.86)	5.000	Principal Paydown	03/01/2024	03/01/2024	04/25/2035	(16,859.86)	0.00	16,859.86
31394CP22	FNR 2005-33 QE	(2,559.09)	5.000	Principal Paydown	03/01/2024	03/01/2024	04/25/2035	(2,559.09)	0.00	2,559.09
90262Y869	UBS SL PRIME PREF	4,498.66	5.370	Buy	03/01/2024	03/01/2024	03/31/2024	4,499.11	0.00	(4,499.11)
SM-CAMP	California Asset Management Program	578,678.99	5.440	Buy	02/29/2024	02/29/2024	03/31/2024	578,678.99	0.00	(578,678.99)
---	---	<b>936,428.93</b>	<b>4.078</b>	---	---	---	<b>10/26/2025</b>	<b>945,708.23</b>	<b>(3,267.76)</b>	<b>(942,440.47)</b>

\* Weighted by: Absolute Value of Base Principal

\* MMF transactions are collapsed

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

## Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF BUDGET ACTIVITY FOR MARCH 2024

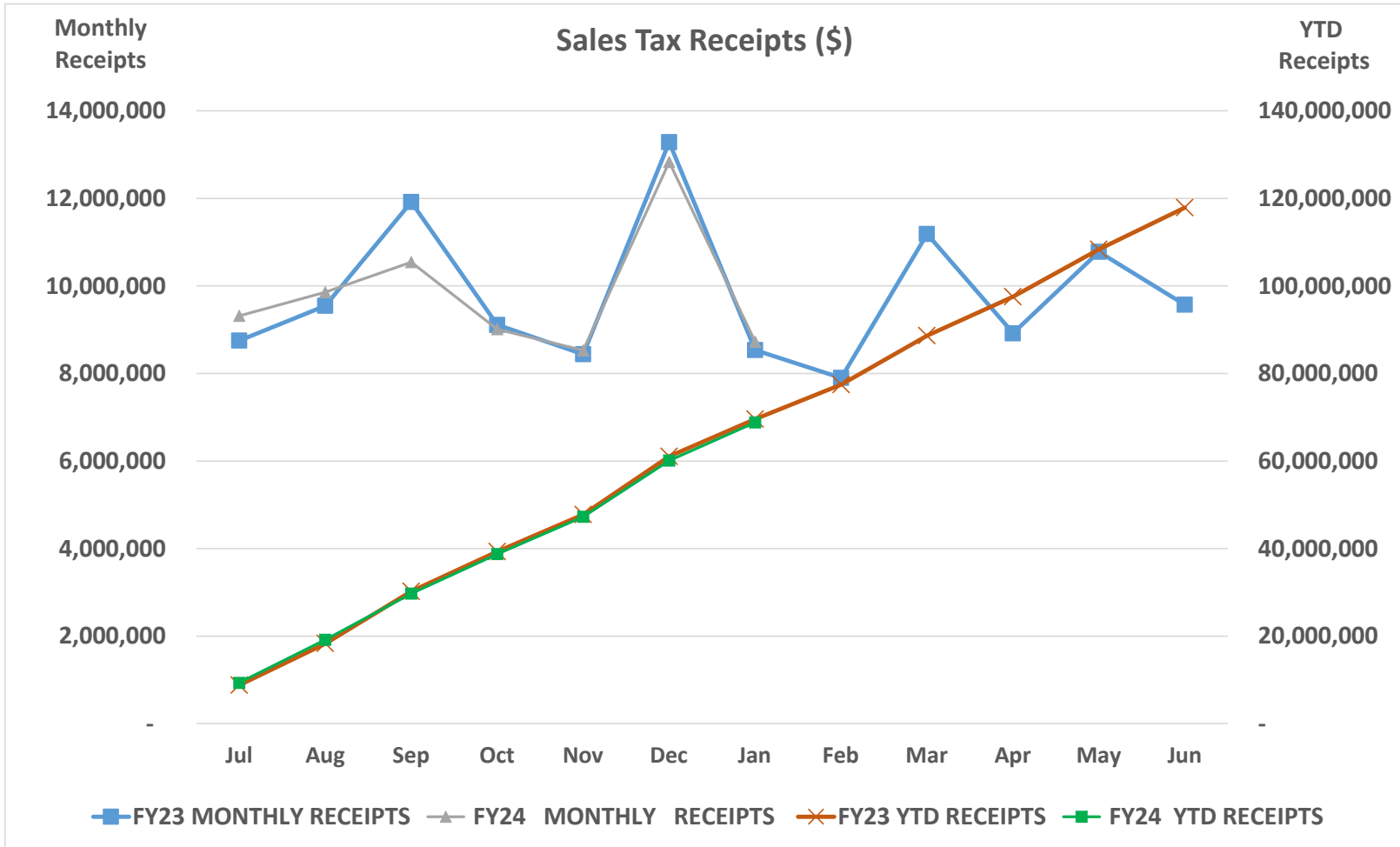
BUDGET AMENDMENTS

Amount	Line Item	Description
Mar-24		No Budget Amendments for March 2024
<u>\$ -</u> Total		<u>\$ -</u> Total

BUDGET REVISIONS

Amount	Line Item	Description
Mar-24		No Budget Revisions for March 2024
<u>\$ -</u> Total		<u>\$ -</u> Total

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2024  
Measure A Sales Tax  
Mar-24**



\* 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**  
**March 2024**

	<b>FY23</b>	<b>FY24</b>		<b>FY23</b>	<b>FY24</b>	
	<b>MONTHLY</b>	<b>MONTHLY</b>	<b>MONTHLY</b>	<b>YTD</b>	<b>YTD</b>	<b>YTD</b>
	<b>RECEIPTS*</b>	<b>RECEIPTS*</b>	<b>% Change</b>	<b>RECEIPTS</b>	<b>RECEIPTS</b>	<b>% Change</b>
<b>Jul</b>	8,751,087	9,314,718	6.4%	8,751,087	9,314,718	6.4%
<b>Aug</b>	9,545,280	9,853,612	3.2%	18,296,367	19,168,331	4.8%
<b>Sep</b>	11,914,443	10,543,395	(11.5%)	30,211,052	29,711,726	(1.7%)
<b>Oct</b>	9,109,158	9,013,470	(1.1%)	39,320,211	38,725,196	(1.5%)
<b>Nov</b>	8,437,702	8,526,577	1.1%	47,757,912	47,251,774	(1.1%)
<b>Dec</b>	13,282,326	12,835,532	(3.4%)	61,040,237	60,087,306	(1.6%)
<b>Jan</b>	8,533,234	8,722,753	2.2%	69,573,472	68,810,059	(1.1%)
<b>Feb</b>	7,899,675		(100.0%)	77,473,147		(100.0%)
<b>Mar</b>	11,183,491		(100.0%)	88,656,640		(100.0%)
<b>Apr</b>	8,918,606		(100.0%)	97,575,245		(100.0%)
<b>May</b>	10,777,353		(100.0%)	108,352,598		(100.0%)
<b>Jun</b>	9,567,557		(100.0%)	117,919,911		(100.0%)
<b>Total</b>	<u>117,919,911</u>	<u>68,810,059</u>				



**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 3rd 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



### 3rd Quarter Fiscal Year 2024 (Jan. to March 2024)

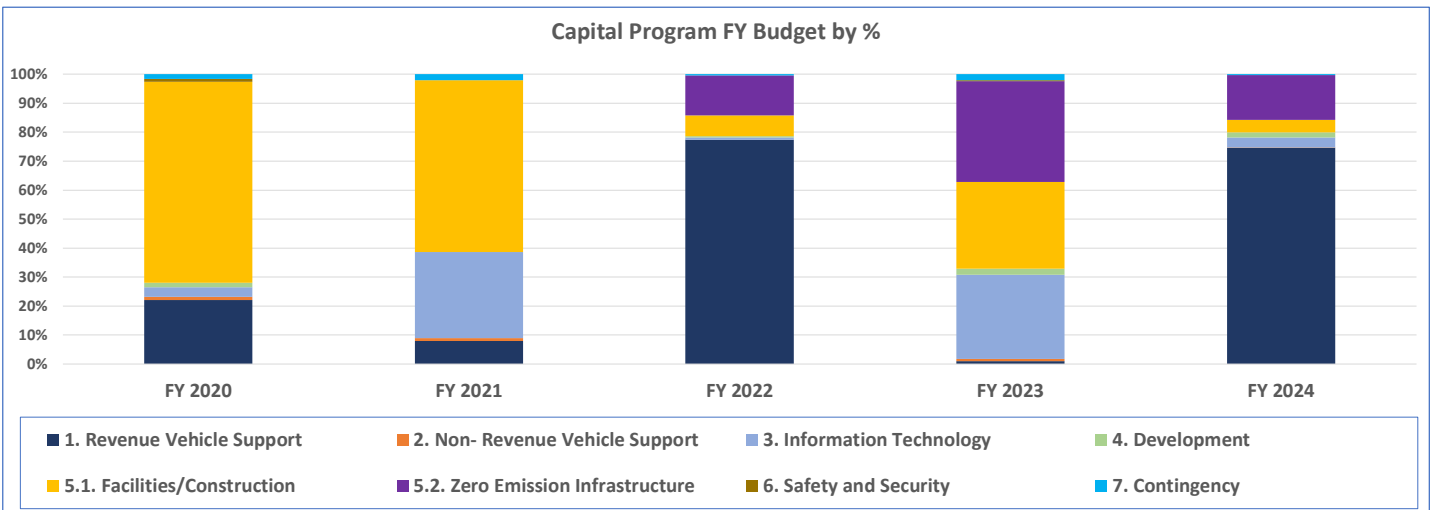
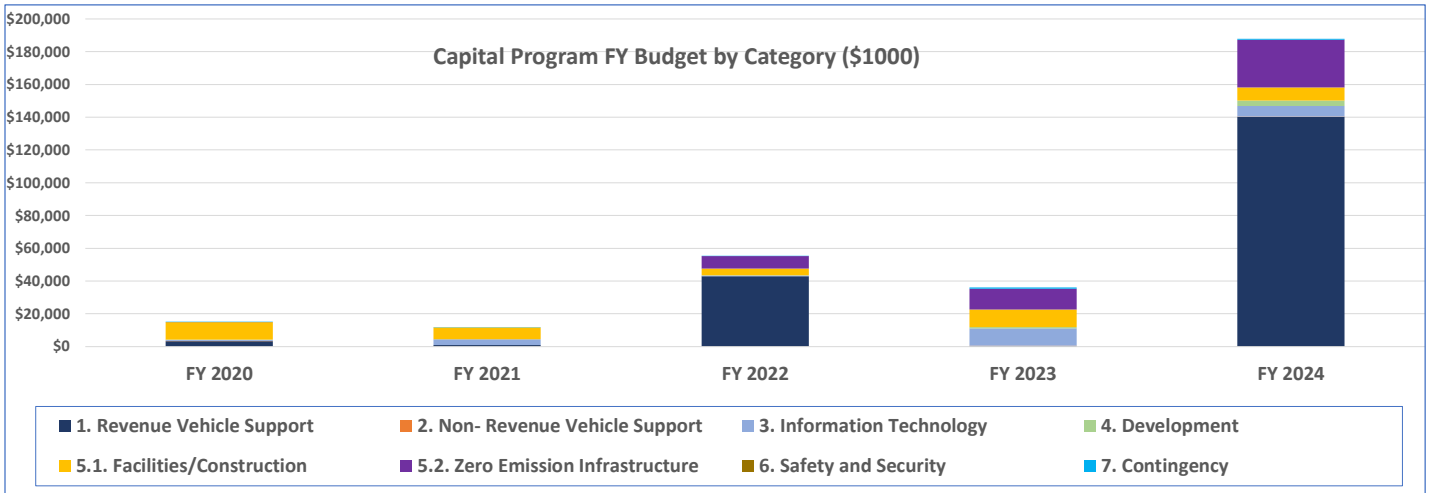
Prepared for the May 01, 2024 SamTrans Board Meeting

**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
<b>Total Board Approved Budget by FY*</b>	<b>\$15,308</b>	<b>\$11,899</b>	<b>\$55,520</b>	<b>\$36,085</b>	<b>\$187,926</b>

**Note**

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



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 - FY24Q3									
Project ID	Project Name	Project Manager	Schedule		Budget		Funding		Page
			Dec-23	Mar-24	Dec-23	Mar-24	Dec-23	Mar-24	
<b>Revenue Vehicle Support Projects</b>									
021502	Major Bus Components	Daniel Stewart	●	●	●	●	●	●	8
100353	FY19 Maintenance Support Equipment	David Harbour	●	●	●	●	●	●	10
100585	Purchase 17 Battery Electric Bus	David Harbour	●	●	●	●	●	●	12
100633	Purchase (21) Paratransit Cutaway	David Parsons	●	●	●	●	●	●	14
100634	Replace (10) 2017 RW Minivans	David Harbour	●	●	●	●	●	●	16
100635	Replace (135) 2009 Gillig Buses	David Harbour	●	●	●	●	●	●	18
<b>Non-Revenue Vehicle Support</b>									
100462	Replacement Non-Rev Toyota Priuses	Steve Prieto	●	●	●	●	●	●	20
100549	Replacement Non-Rev Vehicles	Steve Prieto	●	●	●	●	●	●	22
<b>Information Technology Projects</b>									
021505	Technology Refresh Project	Michael Salazar	●	●	●	●	●	●	24
100016	Mobile View (Wi-Fi) Enhancement	Karambir Cheema	●	●	●	●	●	●	26
100248	FY18 EPM Replacement	Mike Torres	●	●	●	●	●	●	28
100463	SPEAR System Improvement	David Harbour	●	●	●	●	●	●	30
100534	Onboard Wi-Fi	Karambir Cheema	●	●	●	●	●	●	32
100546	Automating Daily Dispatch	Jonathan 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
<b>Facilities/Construction Projects</b>									
021507	Facilities Smaller Projects	Ron Robertson	●	●	●	●	●	●	46
100252	FY18 Ctrl Bldg. Roof Replace	Jeffrey Thomas	●	●	●	●	●	●	48
100466	Remodel North and South Base Employee Areas	Jeffrey Thomas	●	●	●	●	●	●	50
100468	NB SB Bus Vacuum Replacement	Jeffrey Thomas	●	●	●	●	●	●	52
100472	samTrans HQ Tenant Improvements	Anthony Tejada	●	●	●	●	●	●	55
100473	Central Building Various Site Improvements	Jeffrey Thomas	●	●	●	●	●	●	57
100474	SB Bus Washer Walls	Jeffrey Thomas	●	●	●	●	●	●	59
100475	ADA Study & Phase 1 Retrofits	Jeffrey Thomas	●	●	●	●	●	●	62
100476	North and South Base Exterior Painting	Jeffrey Thomas	●	●	●	●	●	●	64
100538	NB / SB Front Entrance Mod	Jeffrey Thomas	●	●	●	●	●	●	66
100548	North Base 200 Transportation Bldg.	Yoko Watanabe	●	●	●	●	●	●	68
100629	EV Chargers Non-Rev Vehicles	Jeffrey Thomas	●	●	●	●	●	●	71
100710	South Base Water Utility Lines Replacement	Jeffrey Thomas	●	●	●	●	●	●	73
100711	Bus Shelter Upgrades and Replacements	Jeffrey Thomas	●	●	●	●	●	●	75
100763	Interim Workspace Enhancement	Ron Robertson	●	●	●	●	●	●	77
<b>Zero Emission Infrastructure Projects</b>									
100547	SB Switchgear Replacement and Charger Installation	Jeffrey Shu	●	●	●	●	●	●	79
100631	SB 37 BEB Charger Infrastructure	Tanisha Werner	●	●	●	●	●	●	83
100631-01	NB Interim Chargers Installation Implementation and Deployment	Jeff Shu	●	●	●	●	●	●	86
100712	North Base Sea Level Rise and Erosion Mitigation	Lisha Mai	●	●	●	●	●	●	88
100723-02	North Base H2 Fueling Station for 10 FCEBs (Interim Solution)	Tanisha Werner	●	●	●	●	●	●	90
100723-01	North Base Maintenance Modifications for FCEBs	Yoko Watanabe	●	●	●	●	●	●	92

SamTrans Capital Projects Master Schedule

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
<b>North Base Projects</b>																																																	
021502	Major Bus Components (Maintenance)	[Procurement]												[Procurement]																																			
100353	FY19 Maintenance Support Equipment (Maintenance)	[Procurement]												[Procurement]												[Procurement]																							
100548	North Base 200 Transportation Building	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100631-01	North Base Interim Charger Installation	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100712	North Base Sea Level Rise and Erosion Mitigation	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100723-02	North Base Hydrogen Fueling Station for 10 FCEBs	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100723-01	North Base Modifications for FCEBs	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
<b>South Base Projects</b>																																																	
100474	SB Bus Washer Walls	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100547	South Base Switchgear Replacement and Charger Installation	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100631	SB 37 BEB Charger Infrastructure	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100710	South Base Water Utility Lines Replacement	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
<b>North Base and South Base Projects</b>																																																	
021507	Facilities Smaller Projects	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100466	Remodel North and South Base Employee Areas	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100468	NB & SB Bus Vacuum Replacement	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100476	North and South Base Exterior Painting	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100538	NB / SB Front Entrance Modifications	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100546	Automating Daily Dispatch	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100763	Interim Workspace Enhancement	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
<b>Central Building Projects</b>																																																	
100252	FY18 Central Bldg. Roof Replacement	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100472	samTrans HQ Tenant Improvements	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100473	Central Building Various Site Improvements	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100629	EV Chargers Non-Rev Vehicles at Central Garage	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
<b>System Wide Information Technology Projects</b>																																																	
021505	Technology Refresh Project	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100248	FY18 Enterprise Performance Management Replacement	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100707	Cybersecurity Program	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
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100715	Multi Platform Upgrades	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
<b>System Wide Development and Study</b>																																																	
100628	APC Validation	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
<b>Vehicle Procurement Projects</b>																																																	
100462	Replace Non-Rev Toyota Priuses	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
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100534	Onboard Wi-Fi	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100706	Intelligent Transportation System (ITS)	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
<b>Location Projects within Cities of San Mateo County</b>																																																	
100475	ADA Study & Phase 1 Retrofits	[Procurement]												[Procurement]												[Procurement]												[Procurement]											
100711	Bus Shelter Upgrades and Replacements	[Procurement]												[Procurement]												[Procurement]												[Procurement]											

**samTrans Capital Programs Quarterly Progress Report**

**Project Controls**

**Projects Completed Within FY21 - 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
100631-01	NB Interim Chargers Installation Implementation and Deployment	\$ 835,880
100018	Lighting Upgrades at North Base	\$ 2,834,701
100723-01	North Base Maintenance Modifications for FCEBs	\$ 2,175,551
100477	Intranet Solution Replacement	\$ 131,000
100469	NB Washer Replacement	\$ 874,998

**Major Bus Components**

Period: FY24Q3

Project ID: 021502

**Project Manager:**

Joe Almondia

**SCOPE Summary**

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.

**STATUS Summary**

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 7,562,517	97%	93.6%	\$ 7,562,517

**Schedule**

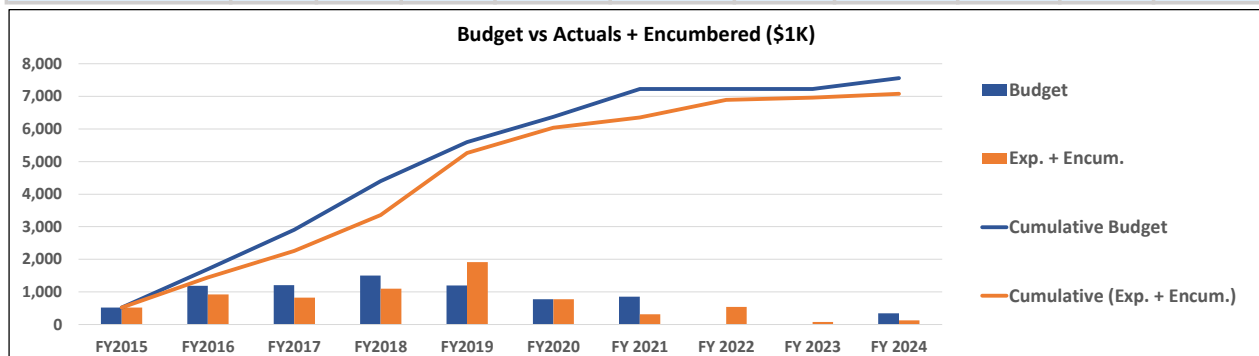
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	07/01/15	07/01/15			0	0	
Project Finish			06/30/24	06/30/24	0	0	Duration is expanded to the end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

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	7,563		7,563	107	7,563	0		6,970	7,077	485
<b>Totals</b>	<b>7,563</b>	<b>0</b>	<b>7,563</b>	<b>107</b>	<b>7,563</b>	<b>0</b>	<b>0</b>	<b>6,970</b>	<b>7,077</b>	<b>485</b>

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2015	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	107			0	13	119	485
<b>Totals</b>	<b>7,563</b>	<b>0</b>	<b>7,563</b>	<b>107</b>	<b>7,563</b>	<b>0</b>	<b>0</b>	<b>6,970</b>	<b>7,077</b>	<b>485</b>





Major Bus Components

Period: FY24Q3

Project ID: 021502

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

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	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	
<b>Totals</b>		<b>7,563</b>	<b>0</b>	<b>0</b>	<b>7,563</b>	<b>7,563</b>	<b>0</b>	

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

Risk	Mitigation

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

Issue	Status

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


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

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

**Project Notes**

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Maintenance Support Equipment

Period: FY24Q3

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	79.1%	52.6%	\$ 1,326,246

**Schedule**

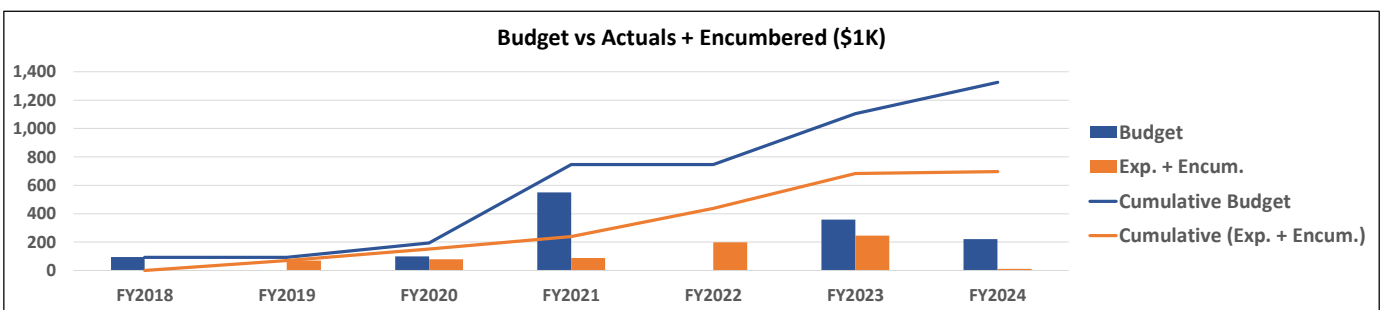
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/19	07/01/19			0	0	
Finish			06/30/25	06/30/25	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,326		1,326	8	1,326	0	77	690	697	629
<b>Totals</b>	1,326	0	1,326	8	1,326	0	77	690	697	629

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2018	94		94					0	0	94
FY2019			0					72	72	22
FY2020	101		101	2				76	79	44
FY2021	551		551	65				23	88	507
FY2022	0		0	83				116	199	308
FY2023	359		580	-66				312	246	642
FY2024	221			-77				90	13	629
<b>Totals</b>	1,326	0	1,326	8	1,326	0	77	690	697	629



Maintenance Support Equipment

Period: FY24Q3

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	
<b>Totals</b>		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**

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Express Bus - BEB (Purchase 17 Battery Electr Bus)

Period: FY24Q3

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	95%	96.8%	\$ 21,707,908

Project Manager: David Harbour

**Schedule**

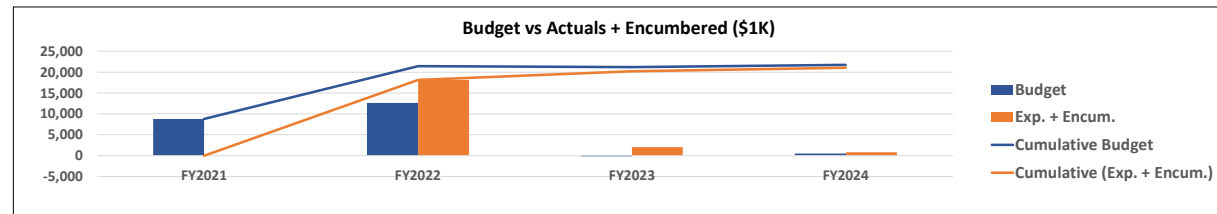
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	01/01/21	01/01/21	03/05/21	03/05/21	0	0	Initial 7 BEB as Expansion; Add 10 BEB to replace Proterras
Procurement: Staff Report/Reso, BOD, Agreement, Amendment, PO	03/05/21	03/05/21	04/20/22	04/20/22	0	0	Agreement signed 6/30/21; Amendment signed 4/20/22
Pre-Production Meetings, Bus Configurations	06/04/21	06/04/21	06/23/22	06/23/22			
Production, Inspection, Quality Control	07/01/22	07/01/22	04/24/23	04/24/23	0	0	Pilot Bus delayed by 2 month. Supply chain caused delay at New Flyer Plant.
<b>NB 2 ABB Temporary Chargers:</b> Delivery to North Base; Payment; Commissioning	08/08/22	08/08/22	09/15/22	12/12/22	0	-88	2 Temp Chargers delivered 8/8/22; started commissioning 11/29/22 and completed 12/12/22.
<b>1 Pilot Bus:</b> Delivery, Acceptance, In-Service, Payments	09/12/22	11/14/22	10/12/22	01/13/23	-63	-93	Pilot Bus delivered on 11/14/22; conditional acceptance 1/13/23
<b>NB 8 ABB Chargers:</b> Delivery to North Base; Payment; Commissioning	11/28/22	12/23/22	12/28/22	06/30/23	-25	-184	8 NB chargers delivered 12/21/22; ancillary parts received and ready for installation; 2 NB chargers de-energized for installation at permanent location with the other 8 chargers. 9 chargers fully commissioned in May. #6 charger is defective, needs part replacement; pending service.
<b>16 Serial Buses:</b> Delivery, Acceptance, In-Service, Payments	02/10/23	07/21/23	06/09/23	01/30/24	-161	-235	Serial Buses; expecting delay to production schedule with door controller/annunciator shortages; ESS recall retrofit
<b>SB 10 ABB Chargers:</b> Delivery to South Base; Payment; Commissioning	09/15/23	09/15/23	10/15/23	12/01/24	0	-413	Received 10/11/23; Commissioning will be 1 year later Est. 11/1/2024
Post Delivery	10/16/23	12/02/24	05/30/24	05/30/25	-413	-365	Drive Motor Retrofit; requires estimated 1 year for completion
Close-out	06/03/24	06/03/24	06/28/24	06/28/25	0	-365	

**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	21,708		21,708	2,609	21,708		72	18,415	21,024	684
<b>Totals</b>	<b>21,708</b>	<b>0</b>	<b>21,708</b>	<b>2,609</b>	<b>21,708</b>	<b>0</b>	<b>72</b>	<b>18,415</b>	<b>21,024</b>	<b>684</b>

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	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	-14,910				72	15,742	684
<b>Totals</b>	<b>21,708</b>	<b>0</b>	<b>21,708</b>	<b>2,609</b>	<b>21,708</b>	<b>0</b>	<b>72</b>	<b>18,415</b>	<b>21,024</b>	<b>684</b>



Express Bus - BEB (Purchase 17 Battery Electr Bus)

Period: FY24Q3

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	
<b>Totals</b>		<b>21,708</b>	<b>0</b>	<b>0</b>	<b>21,708</b>	<b>21,708</b>	<b>0</b>	

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

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

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

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

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

In-Service Buses: All buses in service
PEM22 Retrofit: Board approved; pending Amendment 5; pending retrofit of buses
North Base - 10 chargers ready for use
South Base - 10 ABB chargers delivery in Oct. 2023; purchased extended warranty; Amendment 3 signed 8/24/23; install August 2024

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

PEM22 Retrofit: Route Amendment 5 for signature; Estimated time frame for the retrofit to begin taking place is approx 7 – 8 months
North Base - 10 chargers ready for use
South Base - 10 ABB chargers delivery in Oct. 2023; purchased extended warranty; Amendment 3 signed 8/24/23; install August 2024

**Project Notes**

Purch (21) Paratransit Cutaway

Period: FY24Q3

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	36%	0.1%	\$ 4,806,900

Schedule

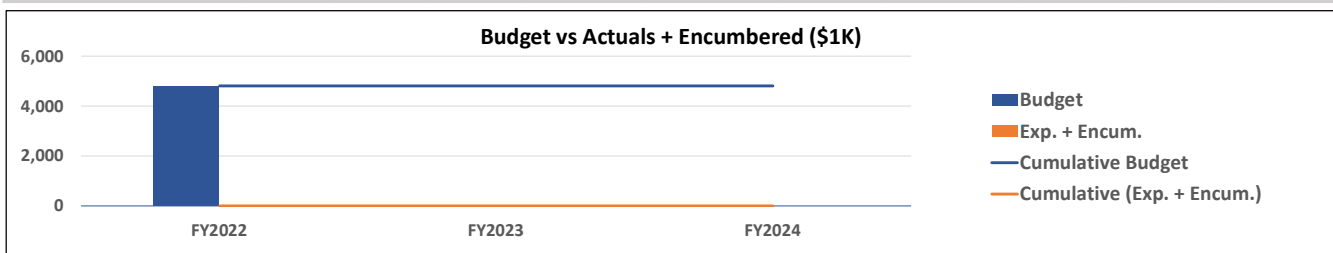
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	10/31/22	01/30/23	0	-91	El Dorado Aerotechs are no longer available for purchase; Supply chain delays
Procurement: Staff Report/Reso, BOD, Agreement, PO	11/01/22	02/01/23	05/17/23	12/30/23	-92	-227	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	2	4,807	0			2	4,804
<b>Totals</b>	<b>4,807</b>	<b>0</b>	<b>4,807</b>	<b>2</b>	<b>4,807</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4,804</b>

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2022	4,807		4,807						0	4,807
FY2023			0				0		0	4,807
FY2024			0	2			0		2	4,804
<b>Totals</b>	<b>4,807</b>	<b>0</b>	<b>4,807</b>	<b>2</b>	<b>4,807</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4,804</b>



Purch (21) Paratransit Cutaway

Period: FY24Q3

Prj. ID: 100633

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

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

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

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

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

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

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

Completed PreAward Buy America Audit on April 3, 2024
Route agreement to Model 1 for review and signatures
Prepare requisition for PO

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

Obtain schedule for transit van modifications
Prepare Work Directives for Inspection Services and Post-Delivery Buy America Audit

**Project Notes**

Buy America audits: 1) Required if there is any federal funds and 2) order is 10 quantity or more. Pre-Award must be done before any PO or agreement with Dealer/Mfg.
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Repl (10) 2017 RW Minivans

Period: FY24Q3

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	97.0%	85.3%	\$ 1,093,876

**Schedule**

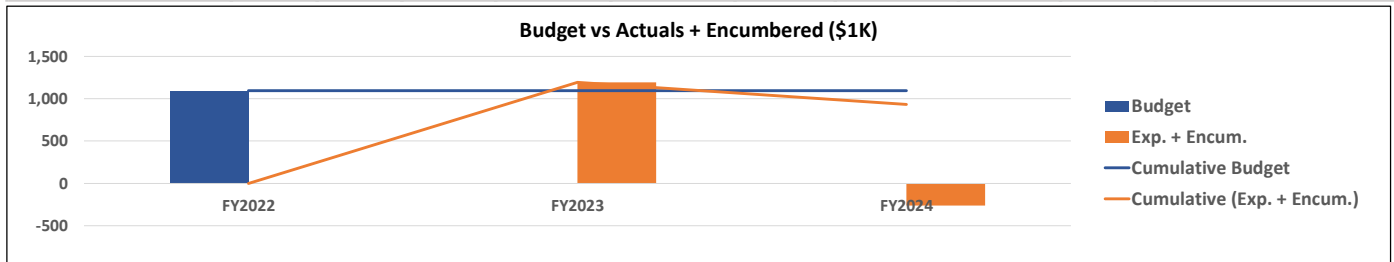
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	04/01/22	04/01/22	0	0	
Procurement: Staff Report/Reso, 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	06/30/24	0	-184	Pending disposition of 10 Minivans

**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		923	933	161
<b>Totals</b>	1,094	0	1,094	10	1,094	0	0	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			0	5	-261	161
<b>Totals</b>	1,094	0	1,094	10	0	0	0	923	933	161





Repl (10) 2017 RW Minivans

Period: FY24Q3

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	
<b>Totals</b>		<b>1,094</b>	<b>0</b>	<b>0</b>	<b>1,094</b>	<b>1,094</b>	<b>0</b>	

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

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

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

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

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

All minivans have been de-badge, paperwork has been submitted, waiting on capital asset.

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

Send to auction for disposition

**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: FY24Q3

Prj. ID: 100635

Project Manager: David Harbour

**SCOPE Summary**

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.

**STATUS Summary**

Phase:

Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 42,584,078	43.8%	86.2%	\$ 42,584,078

**Schedule**

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
<b>PHASE 1: 30 ZERO EMISSION BUSES</b>							
Research bus type and COOP purchasing	04/01/22	04/01/22	05/03/22	05/03/22	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	05/02/22	05/02/22	09/30/22	09/30/22	0	0	
Gillig (20 BEB): Pre-Production Meetings, Bus Configurations	10/17/22	10/24/22	07/21/23	07/21/23	-7	0	
Gillig (20 BEB): Production, Inspection, Quality Control	07/24/23	07/24/23	11/10/23	11/10/23	0	0	
Gillig (1 Pilot BEB): Delivery, Acceptance, In-Service, Payments	08/01/23	05/13/24	10/02/23	07/15/24	-286	-287	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	02/26/25	-360	-387	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
<b>PHASE 2: 108 ZERO EMISSION BUSES</b>							
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	06/30/24	0	-366	Board in December 2023; LOI issued 12/19/23
Pre-Production Meetings, Bus Configurations	07/01/24	07/01/24	03/01/27	03/01/27	0	0	
Production, Inspection, Quality Control	09/01/25	09/01/25	04/01/27	04/01/27	0	0	
1 Pilot-Delivery: Acceptance, In-Service, Payments	10/01/25	10/01/25	12/30/25	12/30/25	0	0	60 day testing of Pilot Bus
107-Serial Buses: Delivery: Acceptance, In-Service, Payments	01/30/26	01/30/26	04/01/27	04/01/27	0	0	30 day testing of Serial Buses
Post delivery	04/02/27	04/02/27	12/30/27	12/30/27	0	0	
Project Close-out	06/01/28	06/01/28	06/01/28	06/01/28	0	0	Project Close-out of 100635 (All Phases)

**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)		
15 - Procurement	42,584		42,584	29,505	42,584	0	3,534	7,216	36,721	5,863
<b>Totals</b>	<b>42,584</b>	<b>0</b>	<b>42,584</b>	<b>29,505</b>	<b>42,584</b>	<b>0</b>	<b>3,534</b>	<b>7,216</b>	<b>36,721</b>	<b>5,863</b>

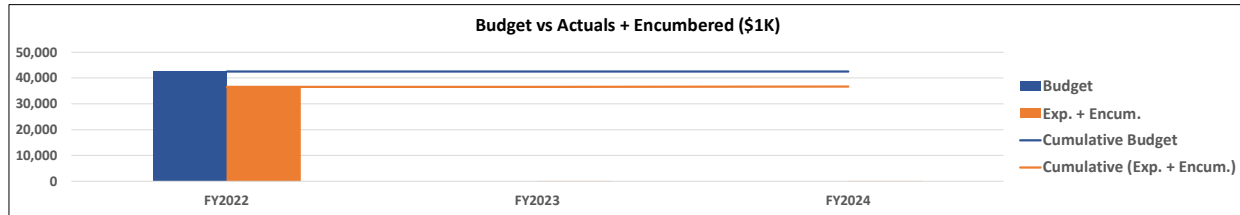
Replace (135) 2009 Gillig Buses

Period: FY24Q3

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	36,540				1	36,541	6,043
FY2023			0	-11				116	105	5,938
FY2024			0	-7,024			3,534	7,099	75	5,863
<b>Totals</b>	<b>42,584</b>	<b>0</b>	<b>42,584</b>	<b>29,505</b>	<b>42,584</b>	<b>0</b>	<b>3,534</b>	<b>7,216</b>	<b>36,721</b>	<b>5,863</b>



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 1B PTMISEA FY14 (03954)	State	9,160			9,160	9,160	0	
<b>Totals</b>		<b>42,584</b>	<b>0</b>	<b>0</b>	<b>42,584</b>	<b>42,584</b>	<b>0</b>	

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

Risk Title	Mitigation
Price increases for bus price	Increase budget
Delayed Infrastructure: chargers, etc.	Service delay is expected
Training Delays	Service delay is expected
Post-Delivery support by Manufacturer; Labor shortages: FSRs are not	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 (10 NF FCEB): Gradeability issue identified for New Flyer FCEB; solution found; retrofit 1 pilot; swap 9 on production line; Amendment #1
Phase 1 (10 NF FCEB): Amendment 1 signed 8/24/23; Amendment 2 signed 12/7/23; pending Amendment 3
Phase 1 (10 NF FCEB): Delivered Buses-3000 and 3002; Buses arrived at Hayward for final leak check prior to delivery to Northbase for acceptance
Phase 1 (10 NF FCEB): Accepted Buses-3000 and 3002 conditional
Phase 1 (20 Gillig BEB): production start 5/13/24 for pilot bus
Phase 1 (20 Gillig BEB): Amendment 1 signed 5/11/23
Phase 2 (108 NF FCEB): Prepare draft Agreement for Purchase of up to 108 FCEB; CARB approved applications for 50 HVIP vouchers

KEY ACTIVITIES - Next Reporting Month (top 5)

Phase 1 (10 NF FCEB): Gradeability issue identified for New Flyer FCEB; solution found; retrofit 1 pilot; swap 9 on production line; Amendment #1
Phase 1 (10 NF FCEB): Amendment 1 signed 8/24/23; Amendment 2 signed 12/7/23; pending Amendment 3
Phase 1 (10 NF FCEB): Delivered Buses-3000 and 3002; Buses at Hayward for final leak check prior to delivery to Northbase for acceptance
Phase 1 (10 NF FCEB): Accepted Buses-3000 and 3002 conditional
Phase 1 (20 Gillig BEB): production start 5/13/24 for pilot bus
Phase 1 (20 Gillig BEB): Amendment 1 signed 5/11/23
Phase 2 (108 NF FCEB): Prepare draft Agreement for Purchase of up to 108 FCEB; CARB approved applications for 50 HVIP vouchers

Project Notes

Multiple Phases procurement and different zero emission technology buses

Replace Non-Rev Toyota Priuses

Period: FY24Q3

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%	92%	\$ 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: FY24Q3

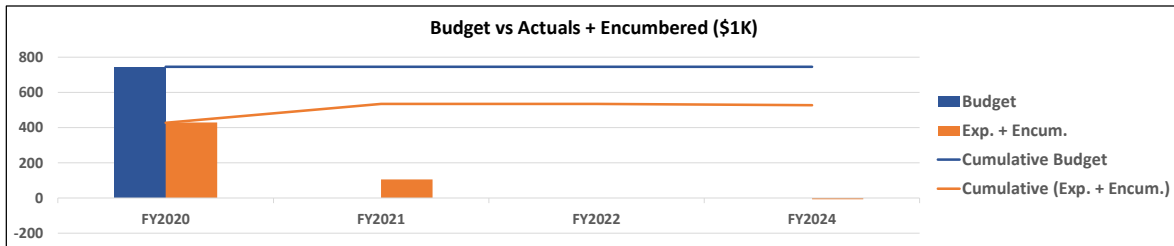
Prj. ID: 100462

**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	6	744	0	26	677	683	62
<b>Totals</b>	<b>744</b>	<b>0</b>	<b>744</b>	<b>6</b>	<b>744</b>	<b>0</b>	<b>26</b>	<b>677</b>	<b>683</b>	<b>62</b>

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	744		744	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	-72			26	65	-7	62
<b>Totals</b>	<b>744</b>	<b>0</b>	<b>744</b>	<b>6</b>	<b>744</b>	<b>0</b>	<b>26</b>	<b>677</b>	<b>683</b>	<b>62</b>



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

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

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

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

Issue	Status
Price increased by Mfg.	
Late deliveries due to supply chain issues	
Order 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: FY24Q3

Prj. ID: 100549

Project Manager: Steve Prieto

**SCOPE Summary**

**STATUS Summary**

Phase: Procurement

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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 700,559	33.3%	61.2%	\$ 700,559

**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	06/30/24			-426	0	
Delivery - Class 23001	05/01/23	06/30/24			-426	0	
Acceptance - Class 10001	05/15/23	06/30/24			-412	0	
Acceptance - Class 23001	05/15/23	06/30/24			-412	0	
Close-out - Class 10001	05/31/23	06/30/24			-396	0	
Close-out - Class 23001	05/31/23	06/30/24			-396	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	701		701	16	701	0	91.3	413	429	272
<b>Totals</b>	<b>701</b>	<b>0</b>	<b>701</b>	<b>16</b>	<b>701</b>	<b>0</b>	<b>91</b>	<b>413</b>	<b>429</b>	<b>272</b>

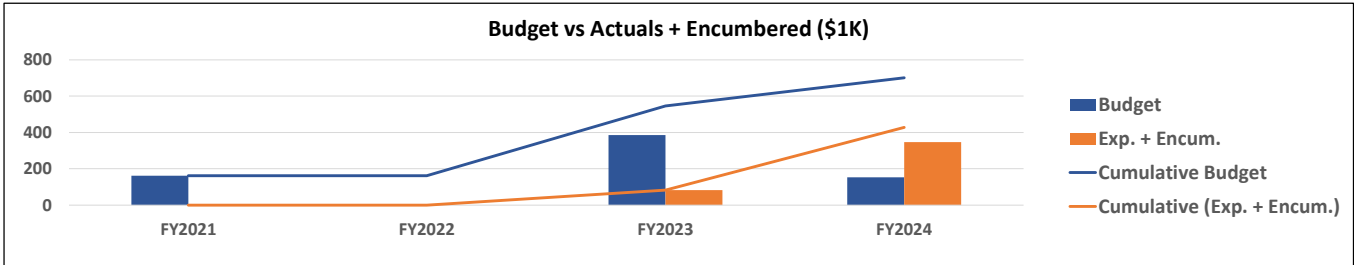
Replacement Non-Rev Vehicles

Period: FY24Q3

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	385		385	42				40	465	
FY2024	154		154	-25		91	373	347	272	
<b>Totals</b>	<b>701</b>	<b>0</b>	<b>701</b>	<b>16</b>	<b>701</b>	<b>0</b>	<b>91</b>	<b>413</b>	<b>429</b>	



**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	701	0		701	701	0	
<b>Totals</b>		<b>701</b>	<b>0</b>	<b>0</b>	<b>701</b>	<b>701</b>	<b>0</b>	

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

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

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

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

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

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

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

Quote requests
Availability

**Project Notes**

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Replace & Upgrade Servers & Out of Warranty Equipment

Period: FY24Q3

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	97.5%	80.8%	\$ 7,485,421

**Schedule**

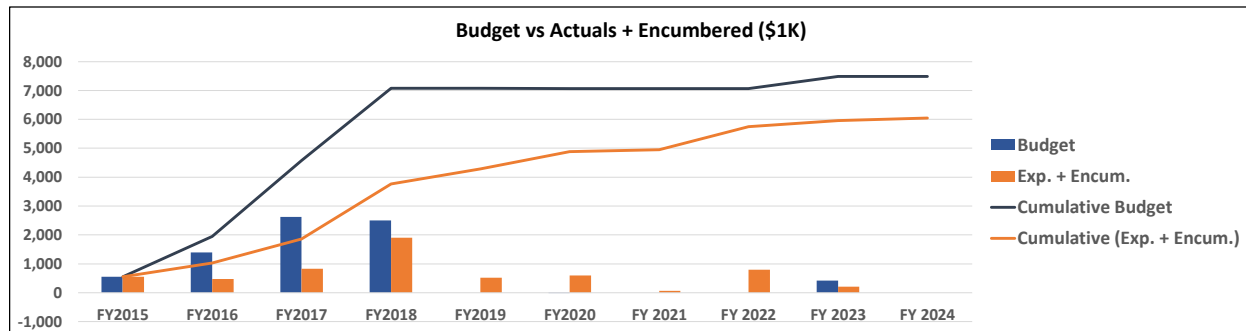
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/14	07/01/14			0	0	This project will span multiple years. Procurements will occur as needed throughout 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	283	7,485	0	13	5,767	6,051	1,435
<b>Totals</b>	<b>7,485</b>	<b>0</b>	<b>7,485</b>	<b>283</b>	<b>7,485</b>	<b>0</b>	<b>13</b>	<b>5,767</b>	<b>6,051</b>	<b>1,435</b>

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
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	-53			13	147	95	1,435
<b>Totals</b>	<b>7,485</b>	<b>0</b>	<b>7,485</b>	<b>283</b>	<b>7,485</b>	<b>0</b>	<b>13</b>	<b>5,767</b>	<b>6,051</b>	<b>1,435</b>





Replace & Upgrade Servers & Out of Warranty Equipment

Period: FY24Q3

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	
<b>Totals</b>		7,485	0	0	7,485	7,485	0	

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

Risk	Mitigation

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

Issue	Status

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

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

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

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

**Project Notes**

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

Wi-Fi Bases for Video Review

Period: FY24Q3

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**

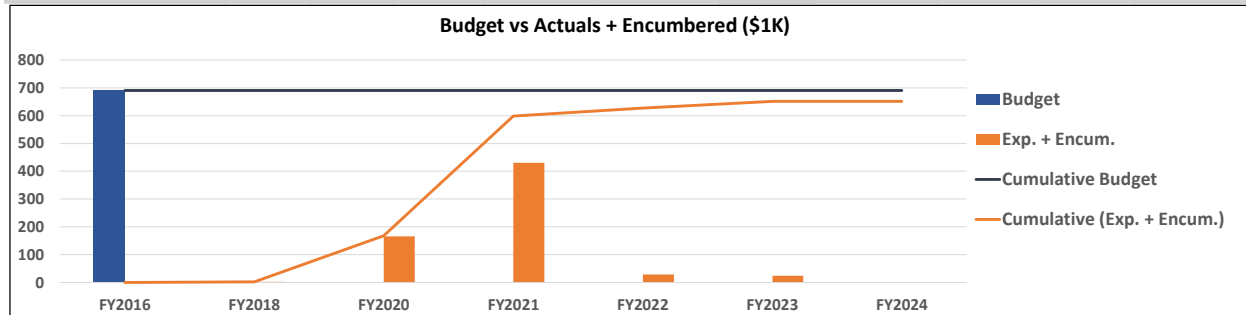
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Funding Released			03/26/17	03/26/18	0	-365	
Procurement of hardware and Base infrastructure installation	03/01/19	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	06/30/24	0	-547	

**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	19	
16 - Construction	671		671	5	671	0		646	652	
<b>Totals</b>	<b>690</b>	<b>0</b>	<b>690</b>	<b>5</b>	<b>690</b>	<b>0</b>	<b>0</b>	<b>646</b>	<b>652</b>	

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2016	690		690	0				0	690	
FY2018	0		0	0				3	688	
FY2020	0		0	153				12	522	
FY2021	0		0	-148				579	92	
FY2022	0		0	2				27	63	
FY2023	0		0	-2				26	39	
FY2024			0				0		39	
<b>Totals</b>	<b>690</b>	<b>0</b>	<b>690</b>	<b>5</b>	<b>690</b>	<b>0</b>	<b>0</b>	<b>646</b>	<b>39</b>	



Wi-Fi Bases for Video Review

Period: FY24Q3

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	
<b>Totals</b>		690	0	0	690	690	0	

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

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

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

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

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

1. Configure, test, and implement network equipment.

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

1. IT/ITS schedule to continue inspecting the system
2. 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 June 30, 2024.
---

FY18 EPM Replacement

Period: FY24Q3

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

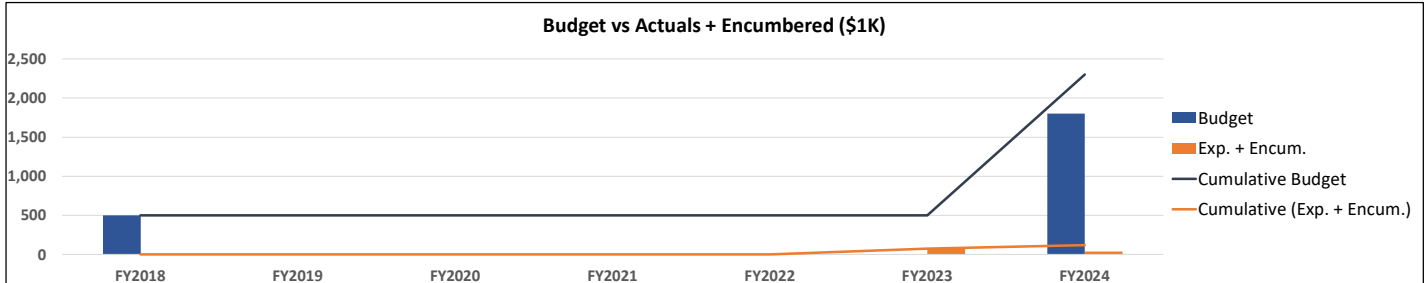
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Phase 0: Project Planning and Management	7/1/2019	7/25/2022	12/9/2022	12/9/2022	-1120	0	
Phase 1: Needs Assessment	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	03/01/25	03/01/25	12/31/25	12/31/25	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	16	2,300	0	12	103	118	2,182
<b>Totals</b>	<b>2,300</b>	<b>0</b>	<b>2,300</b>	<b>16</b>	<b>2,300</b>	<b>0</b>	<b>12</b>	<b>103</b>	<b>118</b>	<b>2,182</b>

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
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	16			12	25	41	2,182
<b>Totals</b>	<b>2,300</b>	<b>0</b>	<b>2,300</b>	<b>16</b>	<b>2,300</b>	<b>0</b>	<b>12</b>	<b>103</b>	<b>118</b>	<b>2,182</b>



FY18 EPM Replacement

Period: FY24Q3

Prj. ID: 100248

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

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	2,300	0		2,300	2,300	0	
<b>Totals</b>		2,300	0	0	2,300	2,300	0	

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

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

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

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

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

Procurement for Needs Assessment completed.

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


**Project Notes**

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

Period: **FY24Q3**

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%	6.4%	\$ 5,644,352

**Schedule**

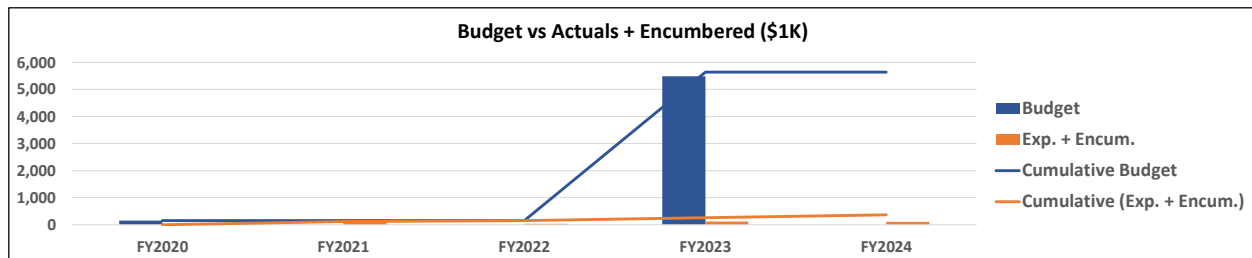
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Procurement	09/01/21	09/01/21	06/01/23	07/01/24	0	-396	April '24 BOD; negotiations delay award
Kick-off Implementation	06/02/23	04/01/24	06/02/23	07/01/24	-304	-395	This could be moved up if no delay in awarding
Complete System Implementation; Go Live	06/02/23	10/01/26	06/02/25	11/01/26	-1217	-517	Est. 2 year implementation
Complete Training	06/02/25	08/01/26	06/01/26	11/01/26	-425	-153	Estimate only
Transition to IT - First Year Maintenance	06/02/25	11/01/26	06/02/26	12/01/26	-517	-182	
Close-out (10 Year Project)	12/01/26	12/01/26	12/01/26	12/01/26	0	0	Once Transitioned over to IT as Maintenance then can close out project.

**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	5,644		5,644	7	5,644	0	20	351	359	5,286
<b>Totals</b>	<b>5,644</b>	<b>0</b>	<b>5,644</b>	<b>7</b>	<b>5,644</b>	<b>0</b>	<b>20</b>	<b>351</b>	<b>359</b>	<b>5,286</b>

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

FY	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E					
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	-3			20	101	99	5,286
<b>Totals</b>	<b>5,644</b>	<b>0</b>	<b>5,644</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>351</b>	<b>359</b>	<b>5,286</b>



SPEAR System Improvement

Period: FY24Q3

Prj. ID: 100463

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

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	5,337	0		5,337	5,337	0	
Measure W Sales Tax (01024)	Local	308	0		308	308	0	
<b>Totals</b>		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; delayed due to holidays and legal reviews
Internal team review of Scope, SLA, proposal, agreement, etc.

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

Final negotiations with Vendor; completion estimated at end of April 2024
Presentation/Agenda in April; Agenda in May; Board action in June

**Project Notes**

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

Period: FY24Q3

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

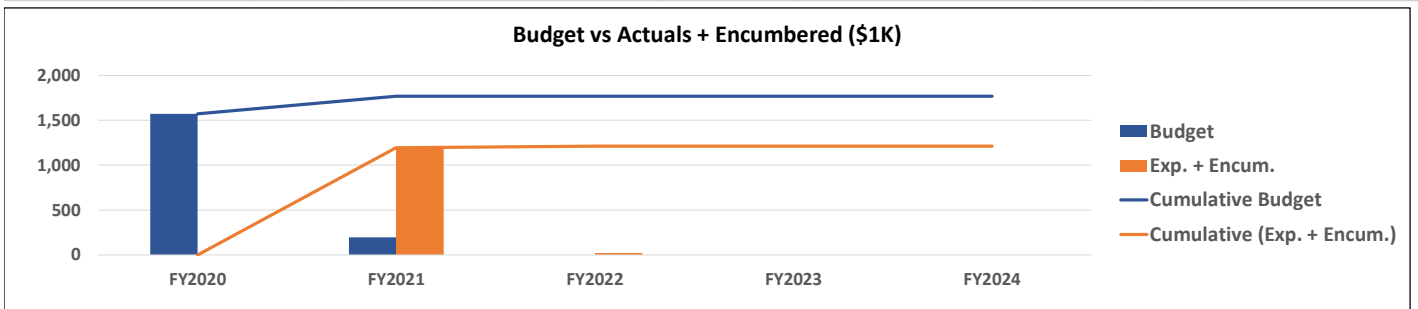
**Schedule**

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	06/30/24	-172	-670	

**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	37	1,209	1,212	554
<b>Totals</b>	1,766	0	1,766	3	1,766	0	37	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	
FY2024			0				37		0	
<b>Totals</b>	1,766	0	1,766	3	1,766	0	37	1,209	1,212	





Onboard Wi-Fi Equipment Retrofit for 225 buses

Period: FY24Q3

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 -SOG (03130)	State	1,499			1,499	1,499		
<b>Totals</b>		1,766	0	0	1,766	1,766	0	

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

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

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

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

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

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

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

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

**Project Notes**

Projec close out extended to June 30, 2024.
---

Automating Daily Dispatch

Period: FY24Q3

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%	66.2%	\$ 1,750,424

**Schedule**

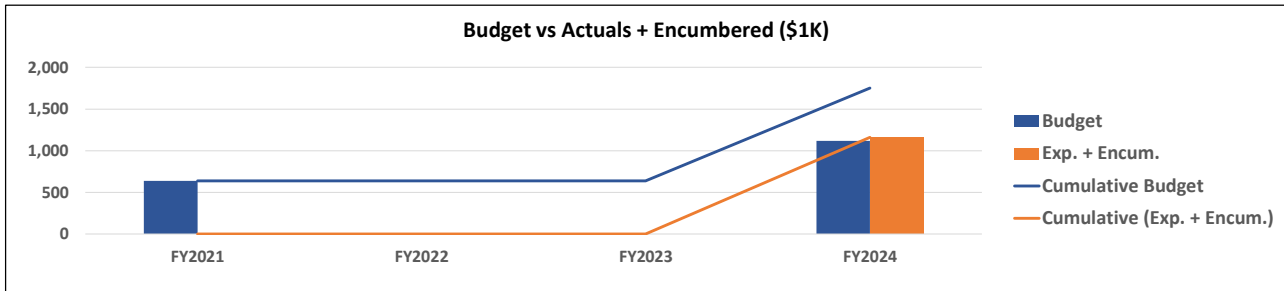
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Scope operational needs for software	06/01/20	06/01/20	01/30/21	12/15/20	0	46	Complete
Determine Cloud best location	10/01/20	10/01/20	01/01/21	09/30/22	0	-637	Complete
Software Procurement	12/15/21	12/15/21	04/01/21	12/01/22	0	-609	Complete
Software Implementation	06/01/24	06/01/24	06/01/25	06/01/25	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,750		1,750	572	1,750	0	46	587	1,158	592
<b>Totals</b>	<b>1,750</b>	<b>0</b>	<b>1,750</b>	<b>572</b>	<b>1,750</b>	<b>0</b>	<b>46</b>	<b>587</b>	<b>1,158</b>	<b>592</b>

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	635		635	0				0	0	635
FY2022			0	0				0	0	635
FY2023			0	0				0	0	635
FY2024	1,115		1,115	572			46	587	1,158	592
<b>Totals</b>	<b>1,750</b>	<b>0</b>	<b>1,750</b>	<b>572</b>	<b>1,750</b>	<b>0</b>	<b>46</b>	<b>587</b>	<b>1,158</b>	<b>592</b>



Automating Daily Dispatch

Period: FY24Q3

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

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

Risk	Mitigation
Payroll not being able to complete testing until Thanksgiving	Discussing with dept.

**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)**

Installed BidWeb & Hastus Daily Base (Vanilla release) does not include site customizations
Site visit from software provider to go over operational specifications and customizations

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

Site Visit for payroll customizations
Training for end users for BidWeb
Vanilla version testing

**Project Notes**

Project is moving smoothly with addition of project manager from IT, Barjinder.
---

APC Validation

Period: FY24Q3

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**

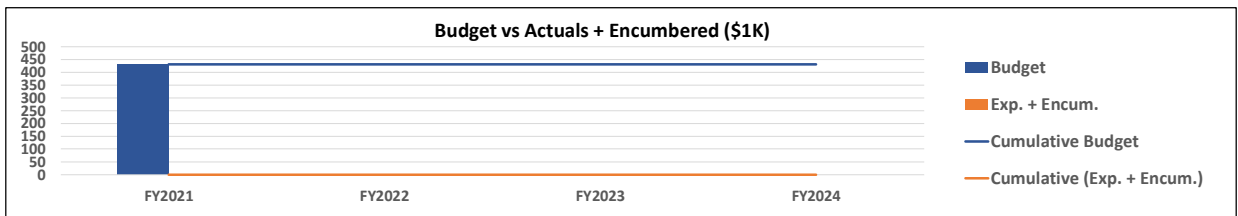
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Conduct Initial Ride Checks	04/01/22	04/01/22	06/30/22	05/28/22	0	33	
Analysis Initial Ride Checks	07/01/22	07/01/22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

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

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



APC Validation

Period: FY24Q3

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

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

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

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

Issue	Status

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

Random ride check schedule created for January.

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

Ride check schedule will be created.

**Project Notes**

--

**Intelligent Transportation System (ITS)**

Period: FY24Q3

Prj. ID: 100706

**Project Manager:** Karambir Cheema

**SCOPE Summary**

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

**STATUS Summary**

**Phase:** Procurement

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

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

**Schedule**

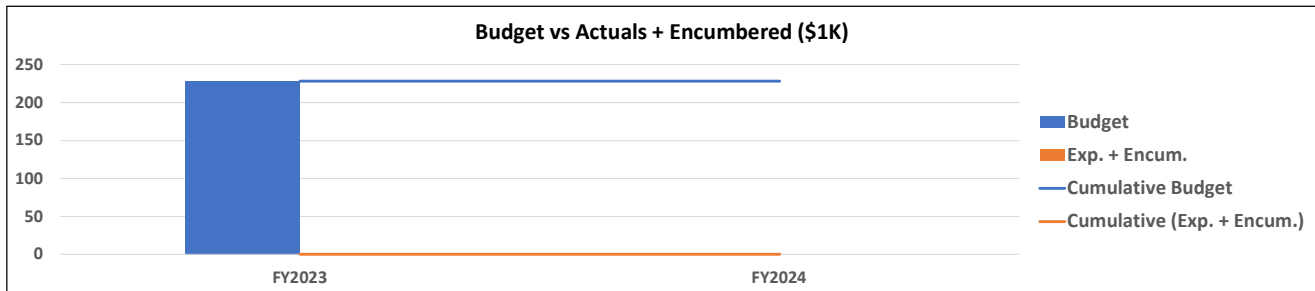
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Internal discussion to evaluate the current system and identify areas of improvement	12/01/22	12/01/22	12/31/23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

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15- Procurement	228		228		228	0	0	0	0	228
<b>Totals</b>	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	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2023	228		228					0	228	
FY2024			0				0	0	228	
<b>Totals</b>	228	0	228	0	228	0	0	0	228	



Intelligent Transportation System (ITS)

Period: FY24Q3

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	
<b>Totals</b>		228	0	0	228	228	0	

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

Risk	Mitigation
Finding the experienced consulting service	

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

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

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


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


**Project Notes**

--

Cybersecurity Program

Period: FY24Q3

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	58.3%	21.4%	\$ 2,311,500

**Schedule**

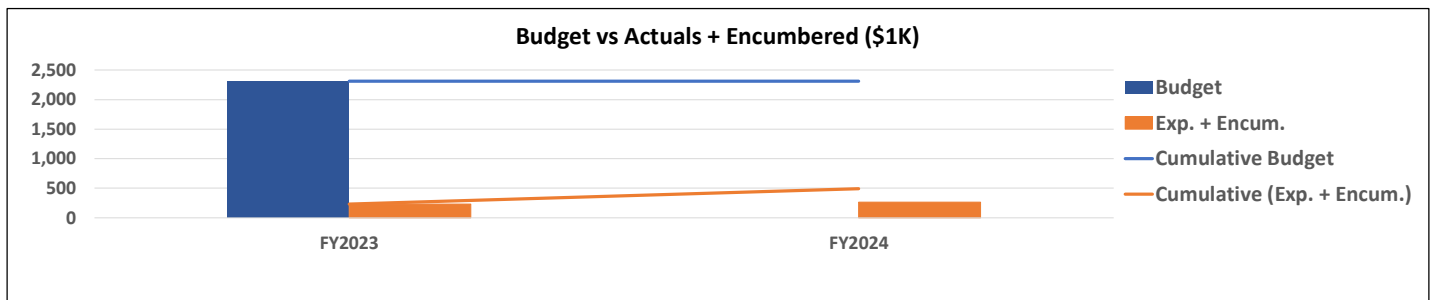
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Cybersecurity Program	07/01/22	07/01/22	06/30/25	06/30/25	0	0	This is a multi-year program

**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	82	2,312	0	93	412	494	1,818
<b>Totals</b>	2,312	0	2,312	82	2,312	0	93	412	494	1,818

**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	82			93	180	262	1,818
<b>Totals</b>	2,312	0	2,312	82	2,312	0	93	412	494	1,818





Cybersecurity Program

Period: FY24Q3

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	
<b>Totals</b>		<b>2,312</b>	<b>0</b>	<b>0</b>	<b>2,312</b>	<b>2,312</b>	<b>0</b>	

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

Risk	Mitigation
None	

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

Issue	Status
None	

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

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

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

1. Continue planning of remediation work.
2. Continue work on finalizing the spending plan for the year.

**Project Notes**

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Paratransit Scheduling Software

Period: FY24Q3

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%	72.5%	\$ 570,000

Schedule

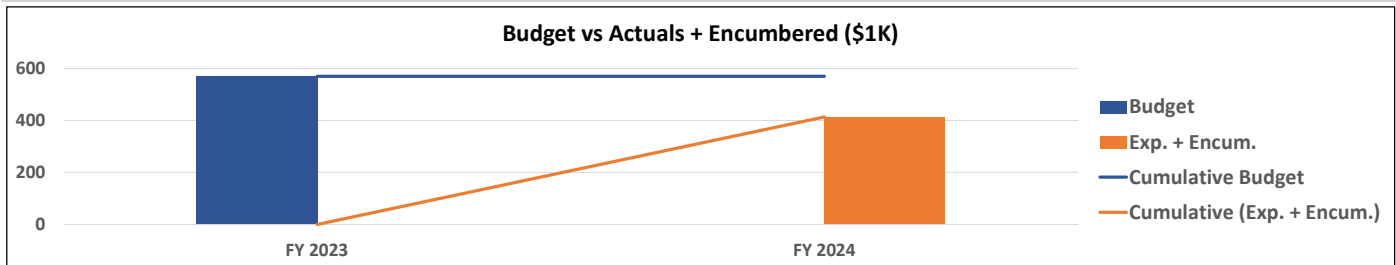
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Design/customize software	09/28/22	09/28/22	04/01/23	04/01/23	0	0	
User acceptance testing	04/02/23	04/02/23	08/30/23	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	272	570	0	141.7	142	413	157
<b>Totals</b>	<b>570</b>	<b>0</b>	<b>570</b>	<b>272</b>	<b>570</b>	<b>0</b>	<b>142</b>	<b>142</b>	<b>413</b>	<b>157</b>

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

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023	570		570						0	570
FY 2024			0	272			142	142	413	157
<b>Totals</b>	<b>570</b>	<b>0</b>	<b>570</b>	<b>272</b>	<b>570</b>	<b>0</b>	<b>142</b>	<b>142</b>	<b>413</b>	<b>157</b>



FUNDING (in thousands of \$)

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

Paratransit Scheduling Software

Period: FY24Q3

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
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Multi-Platform Upgrades

Period: FY24Q3

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%	49.7%	\$ 3,083,700

**Schedule**

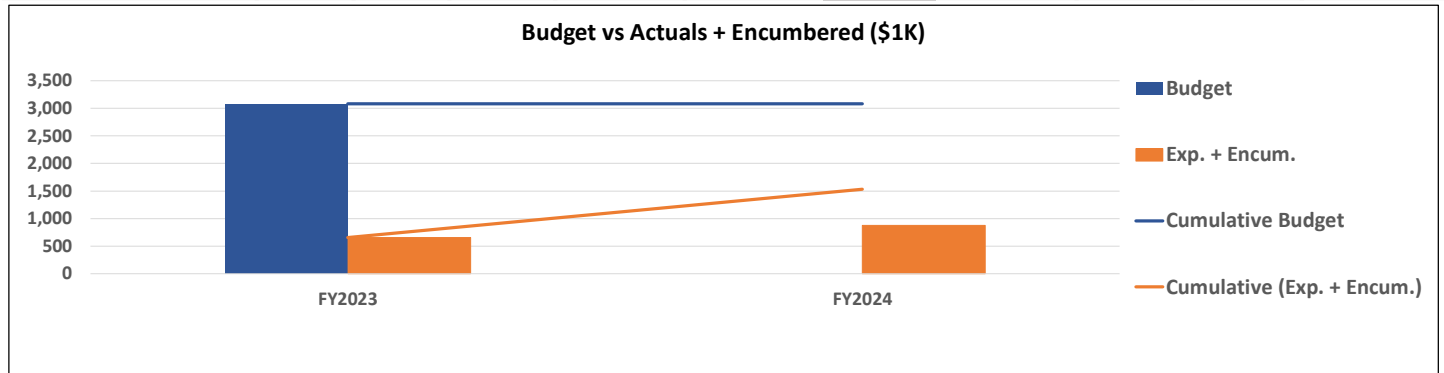
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
ITSM	07/01/22	07/01/22	12/30/22	08/30/23	0	-243	Several delays due to resource
SharePoint	07/01/22	07/01/22	06/30/23	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)						
11 - Planning	3,084		3,084	244	3,084	0	267	1,290	1,534	1,550
<b>Totals</b>	<b>3,084</b>	<b>0</b>	<b>3,084</b>	<b>0</b>	<b>3,084</b>	<b>0</b>	<b>267</b>	<b>1,290</b>	<b>1,534</b>	<b>1,550</b>

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2023	3,084		3,084	109				548	657	2,427
FY2024			0	135			267	741	876	1,550
<b>Totals</b>	<b>3,084</b>	<b>0</b>	<b>3,084</b>	<b>244</b>	<b>3,084</b>	<b>0</b>	<b>267</b>	<b>1,290</b>	<b>1,534</b>	<b>1,550</b>



Multi-Platform Upgrades

Period: FY24Q3

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

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

Issue	Status
None	

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

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: FY24Q3

Prj. ID: 021507

Project Manager: Ron Robertson

**SCOPE Summary**

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

**STATUS Summary**

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 4,318,107	92%	88.8%	\$ 4,318,107

**Schedule**

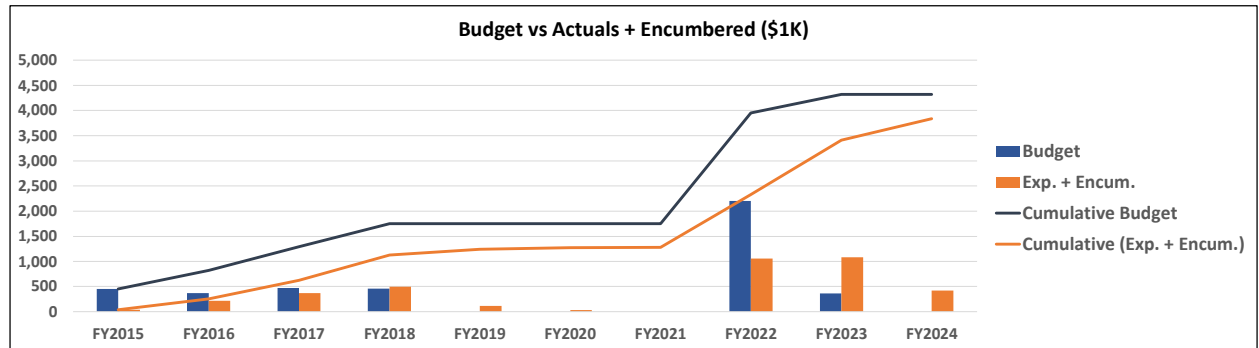
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/15	07/01/15			0	0	
Finish			12/31/24	12/31/24	0	0	

**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	1,691		1,691	22	1,691	0	10	1,268	1,291	400
16 - Construction	2,627		2,627	302	2,627	0	81	2,242	2,543	84
<b>Totals</b>	<b>4,318</b>	<b>0</b>	<b>4,318</b>	<b>324</b>	<b>4,318</b>	<b>0</b>	<b>91</b>	<b>3,510</b>	<b>3,834</b>	<b>484</b>

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2015	454.47		454	0				41	41	414
FY2016	368.91		369	79				135	214	569
FY2017	467.81		468	28				344	372	665
FY2018	459.65		460	67				432	499	625
FY2019			0	-117				236	119	506
FY2020			0	-25				55	30	476
FY2021			0	0				2	2	474
FY2022	2,202		2,202	88				966	1,055	1,622
FY2023	366		366	75				1,004	1,080	908
FY2024			0	127				91	296	484
<b>Totals</b>	<b>4,318</b>	<b>0</b>	<b>4,318</b>	<b>324</b>	<b>4,318</b>	<b>0</b>	<b>91</b>	<b>3,510</b>	<b>3,834</b>	<b>484</b>



Facility Smaller Projects

Period: FY24Q3

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	4,318	0		4,318	4,318	0	
<b>Totals</b>		<b>4,318</b>	<b>0</b>	<b>0</b>	<b>4,318</b>	<b>4,318</b>	<b>0</b>	

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

Risk	Mitigation

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

Issue	Status

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


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


**Project Notes**

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Central Roof Replacement

Period: FY24Q3

Prj. ID: 100252

Project Manager: Jeff Thomas

**Project is on-hold pending decision on future of San Carlos HQ use**

STATUS Summary

Phase: Design

**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.

Month	Schedule	Budget	Funding
Current		●	●
Previous		●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,275,000	4.3%	0.8%	\$ 1,275,000

**Schedule**

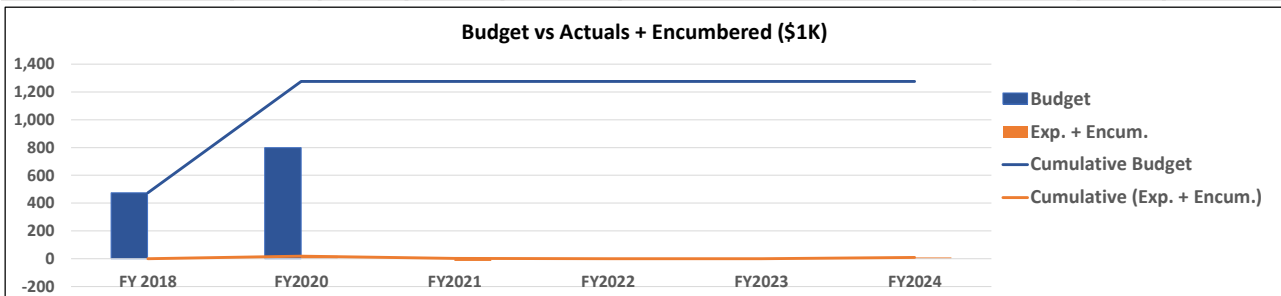
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	09/01/19	08/30/22			-1094	0	Schedule is on-hold right now. Project will be re-baselined when the decision on the future use of San Carlos HQ is made
Design	09/30/22	11/30/24			-792	0	
Procurement					0	0	
Construction					0	0	
Closing					0	0	

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning/CD/Env	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	965	
19 - Closeout	20		20		20	0		0	20	
<b>Totals</b>	<b>1,275</b>	<b>0</b>	<b>1,275</b>	<b>0</b>	<b>1,275</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1,265</b>	

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

	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY 2018	475		475	0				0	475	
FY2020	800		800	20				20	1,256	
FY2021				-16				-16	1,272	
FY2022				-3				-3	1,275	
FY2023								0	1,275	
FY2024							0	10	1,265	
<b>Totals</b>	<b>1,275</b>	<b>0</b>	<b>1,275</b>	<b>0</b>	<b>1,275</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1,265</b>	





Central Roof Replacement

Period: FY24Q3

Prj. ID: 100252

**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	1,275	0		1,275	1,275	0	
<b>Totals</b>		1,275	0	0	1,275	1,275	0	

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

Risk	Mitigation
Existing roof is mixed types of construction	New construction will be multi-phased for respective sections/types

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

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

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

District staff have implemented a patching program for 'interim' remediation pending long-term determination of Central office.

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

Interim patching continues "as needed" for fall'23 and winter'24

**Project Notes**

Schedule is on-hold right now. Project will be re-baselined when the decision on the future use of San Carlos HQ is made
--

Remodel North and South Base Employee Areas

Period: FY24Q3

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	17.8%	41.8%	\$ 520,000

**Schedule**

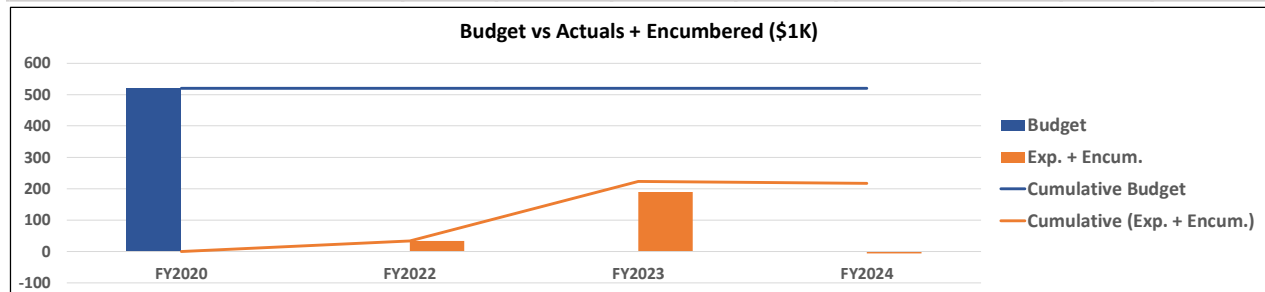
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	06/01/22	10/31/22	10/31/22	-700	0	Schedule re-baselined in March 2024
PE/Env/PSE (Preliminary Design)	08/01/22	08/01/22	04/30/23	04/30/23	0	0	
Final Design	05/01/23	05/01/23	08/30/24	08/30/24	0	0	
Procurement	10/01/24	10/01/24	05/31/25	05/31/25	0	0	
Construction	07/01/25	07/01/25	03/31/26	03/31/26	0	0	
Close out	04/01/26	04/01/26	08/01/26	08/01/26	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	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	35		35	8	35	0	2	27	35	0
12- PE/Env/PSE	45		45	12	45	0	3	34	46	-1
13 - Final Design	35		35	8	35	0	2	30	38	-3
15 - Procurement	20		20	0	20	0		1	1	19
16 - Construction	375		375	6	375	0	2	91	97	278
19 - Closeout	10		10	0	10	0			0	10
<b>Totals</b>	<b>520</b>	<b>0</b>	<b>520</b>	<b>34</b>	<b>520</b>	<b>0</b>	<b>9</b>	<b>183</b>	<b>217</b>	<b>303</b>

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	520		520	0				0	520	
FY2022			0	0				33	487	
FY2023			0	80				109	297	
FY2024			0	-46			9	40	-6	303
<b>Totals</b>	<b>520</b>	<b>0</b>	<b>520</b>	<b>34</b>	<b>520</b>	<b>0</b>	<b>9</b>	<b>183</b>	<b>217</b>	<b>303</b>



Remodel North and South Base Employee Areas

Period: FY24Q3

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	
<b>Totals</b>		520	0	0	520	520	0	

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

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

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

Issue	Status
Work elements expanding beyond current scope and budget	Select building improvements as requested present large-scale and long-term structural consideration. Facilities will propose an FY24 Capital Project to address these larger issues.
Cost forecast exceeds current project budget	Project Team is seeking potential savings and additional funds

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

Conceptual plans, layouts and probable costs were previously reviewed by stakeholders and accepted
Design consultants have provided design sets at 65% development for review by staff/stakeholders
Stakeholder review and Designer feedback are work-in-progress at present

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

Construction is re-aligned into three (3) construction zones for prioritized work with three (3) optional zones contingent on funding availability
Design review at 65% will be completed in May'24

**Project Notes**

A new baseline for schedule and budget are forthcoming upon 65% Design feedback
---

**NB SB Bus Vacuum Replacement**

Period: FY24Q3

Prj. ID: 100468

**Project Manager:** Jeffrey Thomas

**SCOPE Summary**

**On-hold, pending hiring a new project manager due to work loads**

**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	45%	4.5%	\$ 150,000

**Schedule**

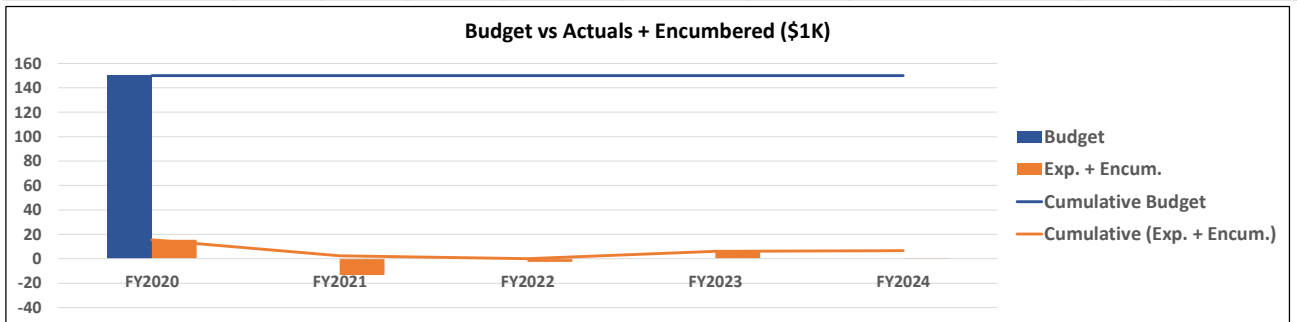
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Preliminary Design					0	0	
					0	0	
					0	0	
					0	0	

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

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

**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	16				16	134	
FY2021	0		0	-13				-13	148	
FY2022	0		0	-2				-2	150	
FY2023			0				6	6	144	
FY2024			0				0	1	143	
<b>Totals</b>	150	0	150	0	150	0	0	7	143	



NB SB Bus Vacuum Replacement

Period: FY24Q3

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 (A)	Changes (B)					
		SOGR FY20 (03126)	State					
<b>Totals</b>		150	0	0	150	150	0	

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

Risk	Mitigation
Evolving cleaning technology	Consultants advise that heavy vacuum system infrastructure is no longer practical
Evolving cleaning technology	Staff tested backpack vacuums for 60 days but found performance lacking.

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

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

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

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

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

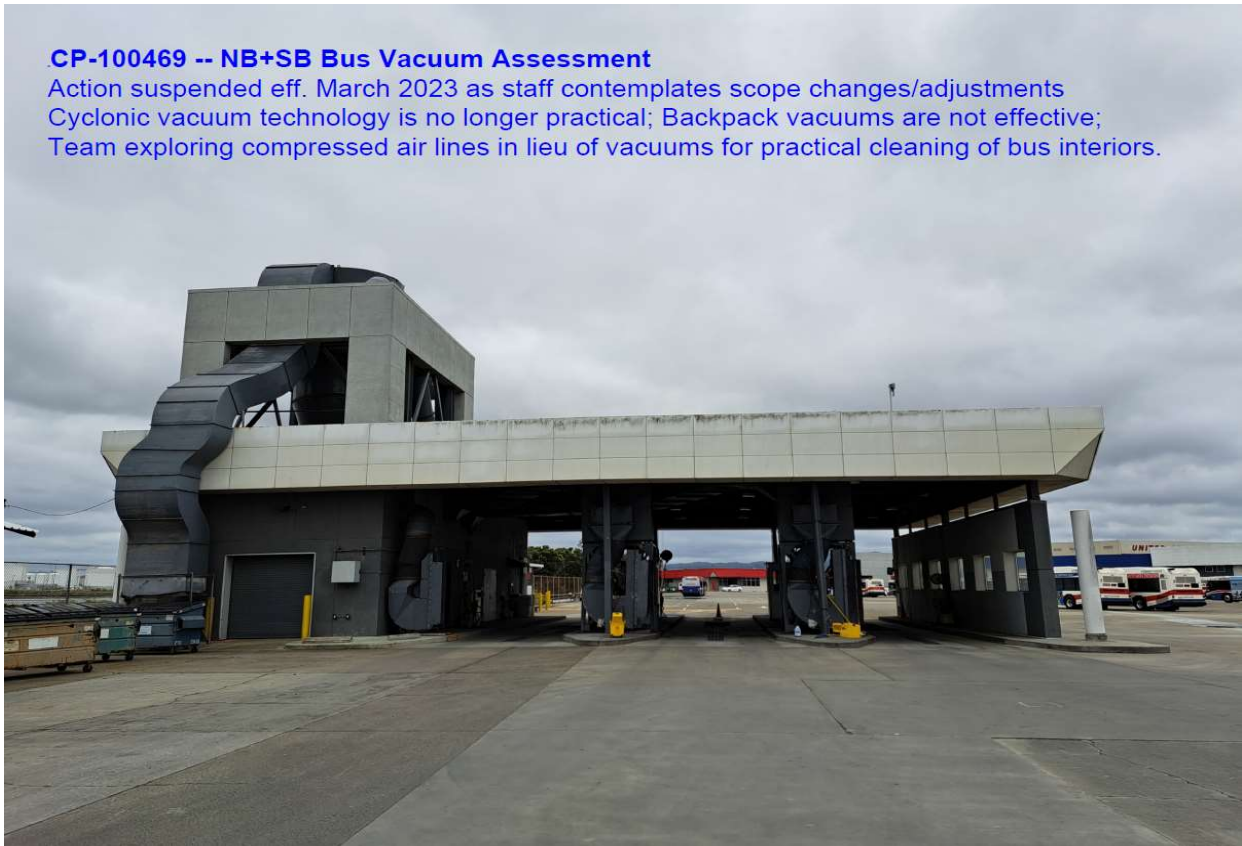
Project Team will engage a design team for compressed air methods along with safety analysis.

**Project Notes**

A new baseline for schedule and budget are forthcoming
--

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

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



**samTrans HQ Tenant Improvement**

Period: FY24Q3

Prj. ID: 100472

Project Manager: Anthony Tejada

**SCOPE Summary**

On December 18, 2023, through a lease-to-purchase agreement, the SamTrans Board of Directors approved the acquisition of a 180,000-square-foot (SF) "cold" Core & Shell structure located in Millbrae, CA (next to Millbrae BART and Caltrain Stations) to serve as its new headquarters office building. The Tenant Improvement (TI) Build-Out of this Core & Shell structure will unfold over the next 12-15 months; all SamTrans, TA, and shared services employees will be relocated to the new headquarters office building.

**STATUS Summary**

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,630,000	6%	74.5%	\$ 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	12/31/23	12/31/23	0	0	
CM Contract Solicitation	01/01/24	01/01/24	03/31/24	03/31/24	0	0	
Test Fit Plan / Space Planning Coordination	04/01/24	04/01/24	04/30/24	04/30/24	0	0	
"Warm" Core & Shell and Tenant Improvement Design Oversight	05/01/24	05/01/24	09/30/24	09/30/24	0	0	
Furniture, Fixtures & Equipment (FF&E) Vendor Oversight	07/01/24	07/01/24	12/31/24	12/31/24	0	0	
Move Coordination and Management	01/01/25	01/01/25	12/31/25	12/31/25	0	0	
Document Digitization and Disposal	01/01/25	01/01/25	12/31/25	12/31/25	0	0	
Commissioning and Closeout Coordination	01/07/25	01/07/25	12/31/25	12/31/25	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11- Planning/CD/Env	1,630		1,630	125	1630		210	1,089	1,214	416
<b>Totals</b>	<b>1,630</b>	<b>0</b>	<b>1,630</b>	<b>125</b>	<b>1,630</b>	<b>0</b>	<b>210</b>	<b>1,089</b>	<b>1,214</b>	<b>416</b>

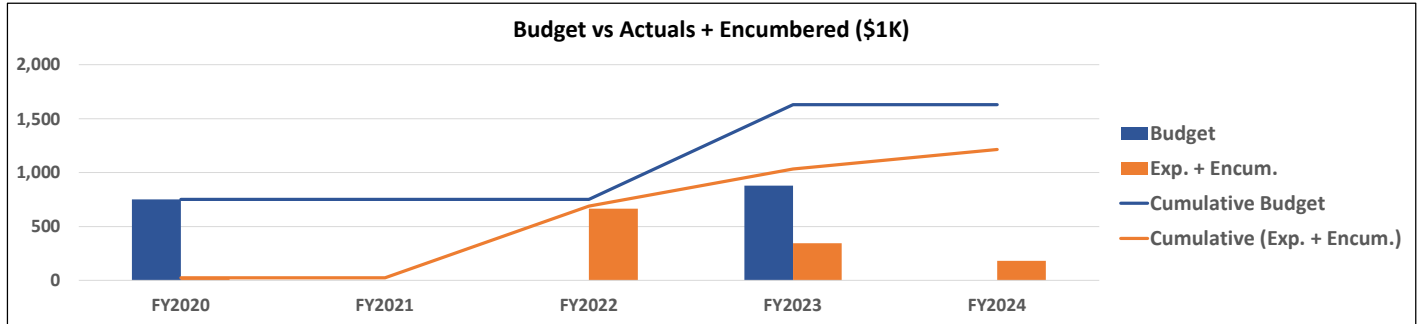
**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)**

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
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	-305			210	486	181	416
<b>Totals</b>	<b>1,630</b>	<b>0</b>	<b>1,630</b>	<b>125</b>	<b>1,630</b>	<b>0</b>	<b>210</b>	<b>1,089</b>	<b>1,214</b>	<b>416</b>

samTrans HQ Tenant Improvement

Period: FY24Q3

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 (A)	Changes (B)					
		General Capital Fund (01050)	Local					
<b>Totals</b>		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

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

Issue	Status

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

Issued WD for CM contract
Work on developing a Rough Order of Magnitude (ROM) cost estimate for design, procurement, infrastructure, and installation of Furniture, Fixtures & Equipment (FF&E), Digitization, and Move Management started.
GC selection is ongoing

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

Finalize GC solicitation
Finalizing Cost Estimate

**Project Notes**

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Central Building Various Site Improvements

Period: FY24Q3

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	10%	27%	\$ 1,849,200

**Schedule**

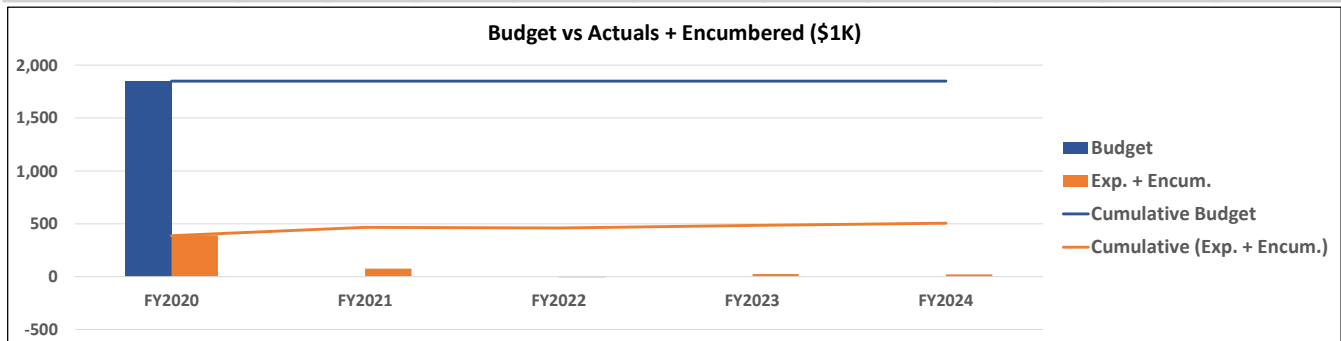
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	07/01/20			0	0	Initial work for carpets, blinds, ceiling tile, modular furniture
Design	03/01/23	03/01/23	01/31/24	01/31/24	0	0	Initial elevator design began March'23
Procurement	06/03/24	06/03/24	02/03/25	02/03/25	0	0	
Construction	02/04/25	02/04/25	03/02/26	03/02/26	0	0	Units 2 and 1 in non-overlapping sequence
Closing	03/03/26	03/03/26	05/31/26	05/31/26	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)						
16 - Construction	1,849		1,849	4	1,849		17	502	507	1,342
<b>Totals</b>	<b>1,849</b>	<b>0</b>	<b>1,849</b>	<b>4</b>	<b>1,849</b>	<b>0</b>	<b>17</b>	<b>502</b>	<b>507</b>	<b>1,342</b>

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

FY	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	1,849		1,849	247				142	389	1,460
FY2021			0	-207				284	77	1,383
FY2022	0		0	-39				32	-7	1,389
FY2023	0		0	16				9	26	1,364
FY2024	0		0	-13			17	34	21	1,342
<b>Totals</b>	<b>1,849</b>	<b>0</b>	<b>1,849</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>502</b>	<b>507</b>	<b>1,342</b>



Central Building Various Site Improvements

Period: FY24Q3

Prj. ID: 100473

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

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

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

Risk Title	Mitigation
Project work is focused to rehab of existing elevator motors	Reuse of elevator motors required specialty skills by the design team
Project may encounter delay for specialized OEM parts/services	Project planning will provide for lead time and adjustment over the project lifecycle

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

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

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

District staff and design firm have finalized a preliminary work plan and project manual
Design team (District plus design consultants) have drafted project Scope and construction requirements

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

Design team (District staff and design consultants) will finalize Scope/Summittals with District staff for prompt action

**Project Notes**

A new baseline for schedule and budget is provided above.
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South Base Bus Washer Walls Rehab  
Project Manager: Jeffrey Thomas

Period: FY24Q3 Prj. ID: 100474

**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	27.9%	61.0%	\$ 358,613

**Schedule**

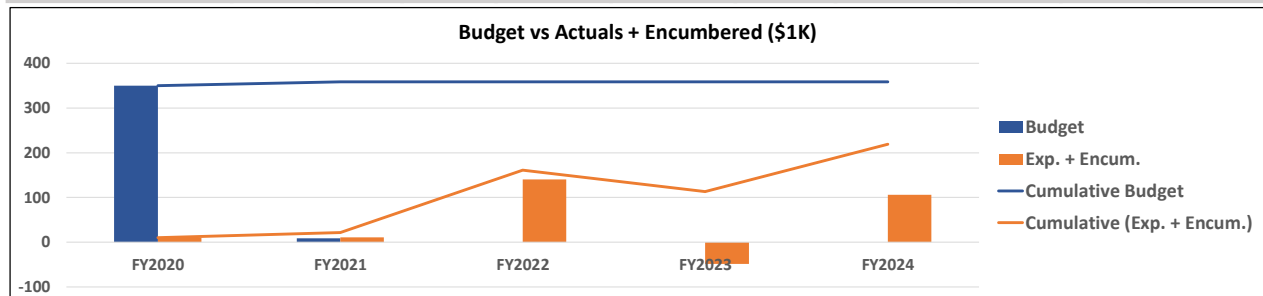
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/20	11/01/20	03/31/21	03/31/21	0	0	Schedule is re-baselined in March 2024
Final Design	12/01/21	12/01/21	4/31/2024	4/31/2024	0	0	Design #2 is 95% complete
Procurement	05/01/24	05/01/24	01/31/25	01/31/25	0	0	
Construction	02/01/25	02/01/25	07/30/25	07/30/25	0	0	
Closing	08/01/25	08/01/25	11/31/2025	11/31/2025	0	0	

**PROJECT BUDGET vs Actuals & Encumbrance**

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			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		32	36	14	
13 - Final Design	83		83	9	83	21	96	105	-22	
15 -Procurement	20		20		20		0	0	20	
16 - Construction	166		166	35	166		18	53	113	
19 - Closeout	20		20	4	20		11	15	5	
<b>Totals</b>	<b>359</b>	<b>0</b>	<b>359</b>	<b>52</b>	<b>359</b>	<b>0</b>	<b>21</b>	<b>167</b>	<b>219</b>	<b>140</b>

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	350		350	10			0	10	340	
FY2021	9		9	0			11	11	337	
FY2022	0		0	79			61	140	197	
FY2023	0		0	-89			41	-48	246	
FY2024	0		0	52		21	54	106	140	
<b>Totals</b>	<b>359</b>	<b>0</b>	<b>359</b>	<b>52</b>	<b>359</b>	<b>0</b>	<b>21</b>	<b>167</b>	<b>219</b>	<b>140</b>



**samTrans**

**Capital Programs Quarterly Progress Report**

**Project Controls**

South Base Bus Washer Walls Rehab

Period: FY24Q3

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	
<b>Totals</b>		<b>359</b>	<b>0</b>	<b>0</b>	<b>359</b>	<b>359</b>	<b>0</b>	

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

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

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

Issue	Status

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

Facilities staff has completed review for the 95% plans and specifications.
Design team will incorporate District's feedback into final design set.

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

Final design, construction plans and cost estimates are yet in process; anticipated in Apr'24

**Project Notes**

A new baseline for schedule and budget are forthcoming
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ADA Study & Phase 1 Retrofits

Period: FY24Q3

Prj. ID: 100475

Project Manager: Jeff Thomas

STATUS Summary

Phase: Planning

SCOPE Summary

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	6.7%	29.8%	\$ 1,225,000

Schedule

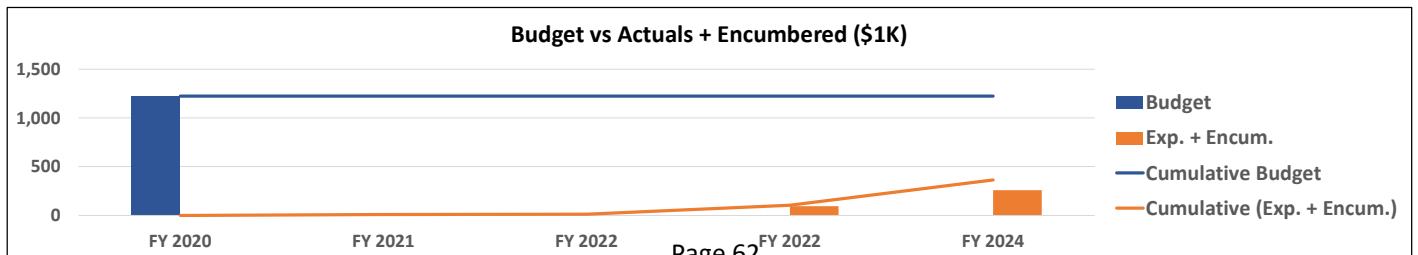
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning & Development	07/01/22	10/01/22	06/30/28	06/30/28	-92	0	Schedule re-baselined
Final Design	03/01/23	03/01/23	08/31/27	08/31/27			
Procurement	07/01/23	07/01/23	11/31/27	11/31/27			
Construction	09/20/23	09/20/23	03/30/28	03/30/28			
Close out	04/01/28	04/01/28	08/31/28	08/31/28	0	0	

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning/CD/Env	200		200	11	200	0	13	90	101	99
13 - Final Design	100		100	27	100	0		31	58	42
15 - Procurement	25		25	0	25	0		0	0	25
16 - Construction	900		900	17	900	0		190	207	693
<b>Totals</b>	<b>1,225</b>	<b>0</b>	<b>1,225</b>	<b>54</b>	<b>1,225</b>	<b>0</b>	<b>13</b>	<b>311</b>	<b>366</b>	<b>859</b>

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

	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY 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	32			13	227	259	859
<b>Totals</b>	<b>1,225</b>	<b>0</b>	<b>1,225</b>	<b>54</b>	<b>1,225</b>	<b>0</b>	<b>13</b>	<b>311</b>	<b>366</b>	<b>859</b>



ADA Self Eval Plan

Period: FY24Q3

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	
<b>Totals</b>		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
Active and potential litigation from site construction prior to ADA standards	Ongoing site work to c. 1,800 existing bus stops/buildings

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

Issue	Status
District will conduct public hearing on the draft ADA Transition Plan before implementation	District staff are currently reviewing the Draft ADA Transition Plan
Phased construction work herein is collaborative with SamTrans/Caltrain staff, Counsel and 20+ local agencies	Construction work is incremental in nature; as 1-4 individual sites are designed and construction in phases.

**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/implementation
Bidding & construction of select bus stop improvements at various sites will be recurrent throughout this program.
Work is recurring and cyclical to design, bid and construct in progressive phases;

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

Next set of applicable sites are tentative for construction in May-June 2024.

**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.
A new baseline for schedule and budget are forthcoming

North and South Base Exterior Painting

Period: FY24Q3

Prj. ID: 100476

Project Manager: Jeff Thomas

STATUS Summary

Phase: Planning

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.

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

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

Schedule

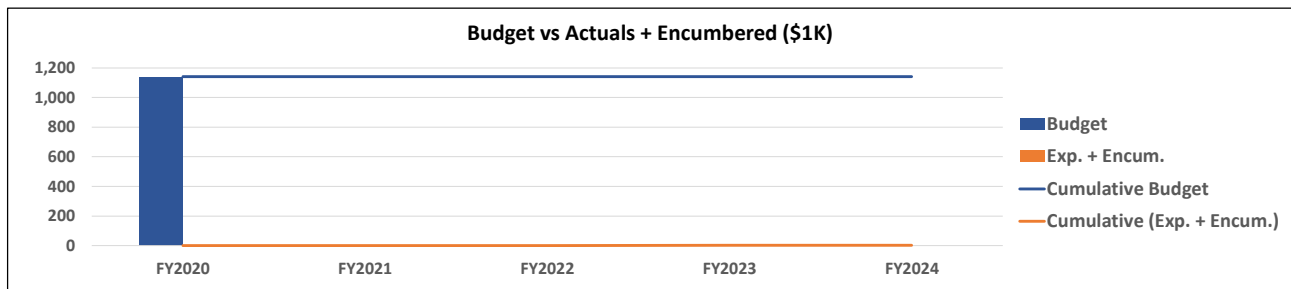
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	02/01/24	02/01/24	07/31/24	07/31/24	0	0	Schedule re-baselined
Preliminary Plans	03/15/24	03/15/24	07/31/24	07/31/24	0	0	
Final Plans	08/01/24	08/01/24	10/31/24	10/31/24	0	0	
Procurement	11/01/24	11/01/24	05/31/25	05/31/25	0	0	
Construction	06/01/25	06/01/25	11/31/2025	11/31/2025	0	0	
Closing	12/01/25	12/01/25	01/31/26	01/31/26	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	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11- Planning	10		10	0	10		0	3	3	7
13 - Final Design	50		50	0	50				0	50
15 -Procurement	20		20	0	20				0	20
16 - Construction	1,060		1,060	0	1,060				0	1,060
<b>Totals</b>	<b>1,140</b>	<b>0</b>	<b>1,140</b>	<b>0</b>	<b>1,140</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1,137</b>

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
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	1	1,137
<b>Totals</b>	<b>1,140</b>	<b>0</b>	<b>1,140</b>	<b>0</b>	<b>1,140</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1,137</b>





North and South Base Exterior Painting

Period: FY24Q3

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	
<b>Totals</b>		<b>1,140</b>	<b>0</b>	<b>0</b>	<b>1,140</b>	<b>1,140</b>	<b>0</b>	

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

Risk	Mitigation
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)**

A site visit with District staff and design firm was conducted in mid-March 2024

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

Project Team will further identify existing site conditions and determine technical details.

**Project Notes**

A new baseline for schedule and budget are provided above.
--

NB / SB Front Entrance Modification

Period: FY24Q3

Prj. ID: 100538

Project Manager: Jeffrey Thomas

STATUS Summary

Phase: Planning

**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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 313,500	2.3%	83%	\$ 313,500

**Schedule**

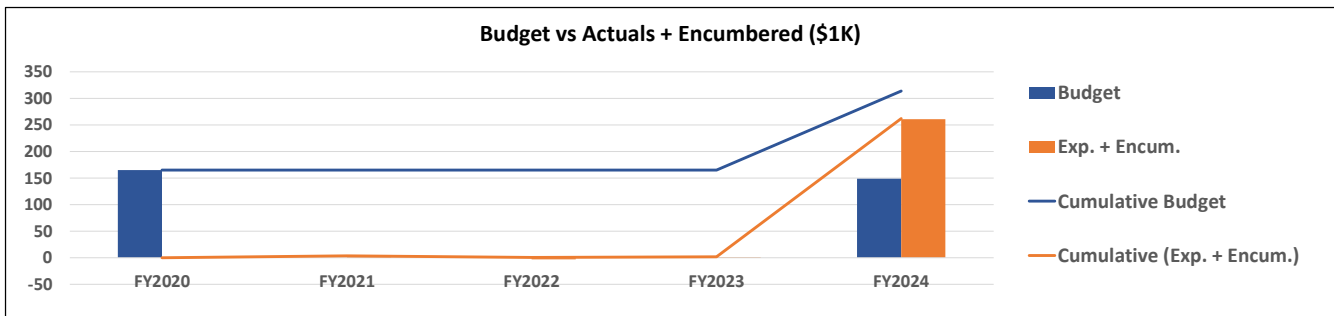
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/30/23	11/30/23	11/30/23	11/30/23	0	0	Schedule re-baselined
Final Design	12/01/23	12/01/23	09/30/24	09/30/24	0	0	Added Scope per multiple departments

**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	116	125	0	0	3	119	6
13 - Final Design	189		189	142	189	0		1	142	46
<b>Totals</b>	<b>314</b>	<b>0</b>	<b>314</b>	<b>258</b>	<b>314</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>262</b>	<b>52</b>

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	165		165	0				0	165	
FY2021	0		0	3				3	162	
FY2022	0		0	-3				0	165	
FY2023	0		0					1	164	
FY2024	149		149	258			0	3	260	
<b>Totals</b>	<b>314</b>	<b>0</b>	<b>314</b>	<b>258</b>	<b>314</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>262</b>	



NB / SB Front Entrance Mod

Period: FY24Q3

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	314	0		314	314	0	
<b>Totals</b>		314	0	0	314	314	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 in prior months
New scope seeks two conceptual plans at each base for review; only one design for each base will proceed forward
New scope includes heightened security standards and full perimeter fencing
New scope to allow for subsequent cameras and sensors along fenceline.

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

Design work is currently in initial development and subject to review by District staff for added work.

**Project Notes**

Note this CP is 'design only' by Facilities and subsequent construction funds as sponsored by Security will appear in FY25 Capital Budget.
--

North Base Building 200 Replacement

Period: FY24Q3

Prj. ID: 100548

Project Manager: Yoko Watanabe

**SCOPE Summary**

**STATUS Summary**

Phase: Planning

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

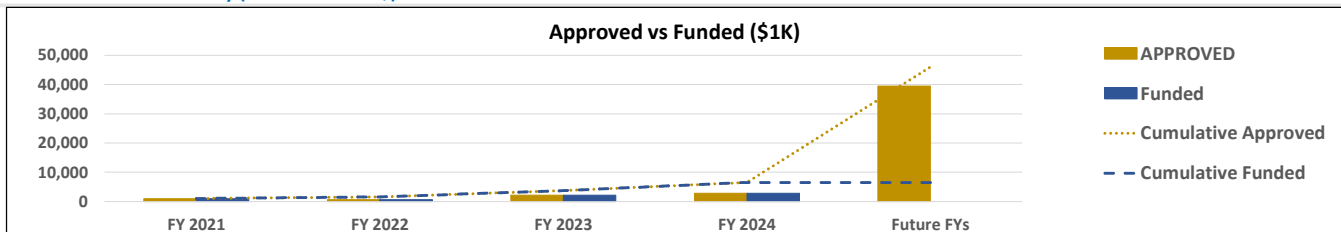
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$46,000,000	\$6,514,000	3.3%	4.2%	\$ 46,000,000

**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)	
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 update 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 Summary (in thousands of \$)**



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

Activity	Budget				Estimate at Completion E	Inactivated Funding (F=C-B)	Expended		Exp. + Encum.	Available Funds
	Original	Approved	Funded	Committed			This Period	To Date		
	(A)	(B)	(C)	(D)						
11 - Planning	946	946	946	123	946	0	81	648	771	175
12 - PE/Env/PSE	2,739	2,739	2,739	759	2,739	0	80	299	1,058	1,681
13 - Final Design	1,200	575	575		1,200	(625)	32	125	125	450
15 - Procurement	1,254	1,254	1,254		1,254	0			0	1,254
16 - Construction	39,861	1,000	1,000		39,861	(38,861)			0	1,000
<b>Totals</b>	<b>46,000</b>	<b>6,514</b>	<b>6,514</b>	<b>882</b>	<b>46,000</b>	<b>(39,486)</b>	<b>193</b>	<b>1,073</b>	<b>1,955</b>	<b>4,559</b>

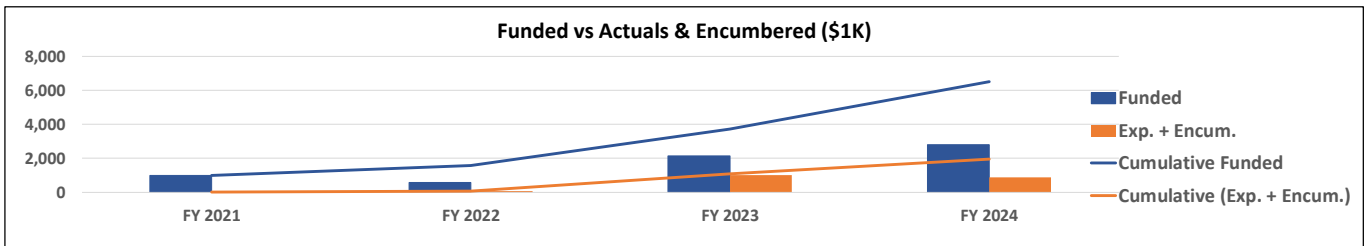
North Base Building 200 Replacement

Period: FY24Q3

Prj. ID: 100548

**PROJECT BUDGET vs Actuals & Encumbrance**

Activity	Budget				Estimate at Completion E	Inactivated Funding F=C-B	Expended		Exp. + Encum.	Cumulative Available Funds
	Original	Approved	Funded	Committed			This Period	To Date		
	(A)	(B)	(C)	(D)						
FY 2021	1,000	1,000	1,000	7				7	993	
FY 2022	575	575	575	-7				71	64	1,504
FY 2023	2,143	2,143	2,143	463				543	1,006	1,137
FY 2024	2,796	2,796	2,796	418			193	459	877	3,055
Future FYs	39,486									3,055
<b>Totals</b>	<b>46,000</b>	<b>6,514</b>	<b>6,514</b>	<b>882</b>	<b>46,000</b>	<b>(39,486)</b>	<b>193</b>	<b>1,073</b>	<b>1,955</b>	<b>4,559</b>



**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)
		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
<b>Totals</b>		<b>6,514</b>	<b>0</b>	<b>0</b>	<b>6,514</b>	<b>6,514</b>	<b>0</b>

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

Risk	Mitigation
None	

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

Issue	Status
None	

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

1. The conceptual plan (agreed with by the Executive Group) was developed as part of the 35% Design Package WD.
2. Temporary Accommodation Program WD was issued to G4.
3. Options for the facade of the new building were developed and presented to the stakeholders as part of the 35% DDesign Package WD.

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

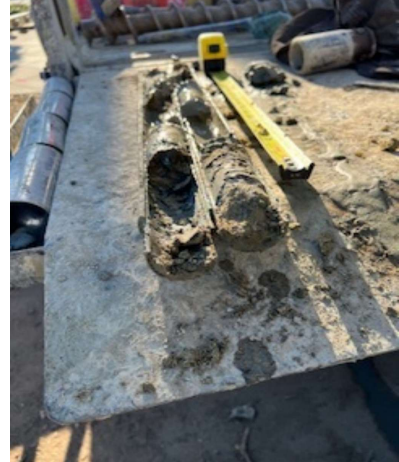
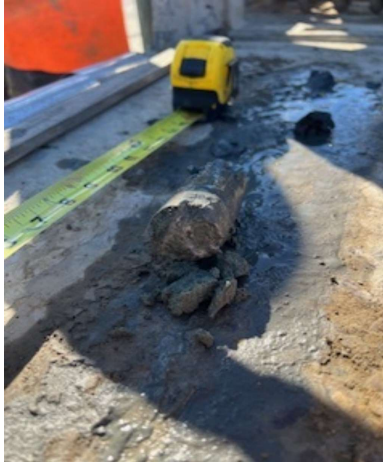
1. The North Base Building 200 Replacement Conceptual Plan will be presented to the Expanded PMT.
2. Temporary Accommodation Program will commence.
3. A 35% Design Review WDPR will be issued to Jacob (on-call).
4. North Base Building 200 - Monitoring Program WDPR will be issued to G4.

**Project Notes**

North Base Building 200 Replacement

Period: FY24Q3

Prj. ID: 100548



North Base Building 200 Replacement - Geotechnical Investigations - Boring Test and variety of samples

EV Chargers Non-Rev Vehicles at Central Garage

Period: FY24Q3

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 installation 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**

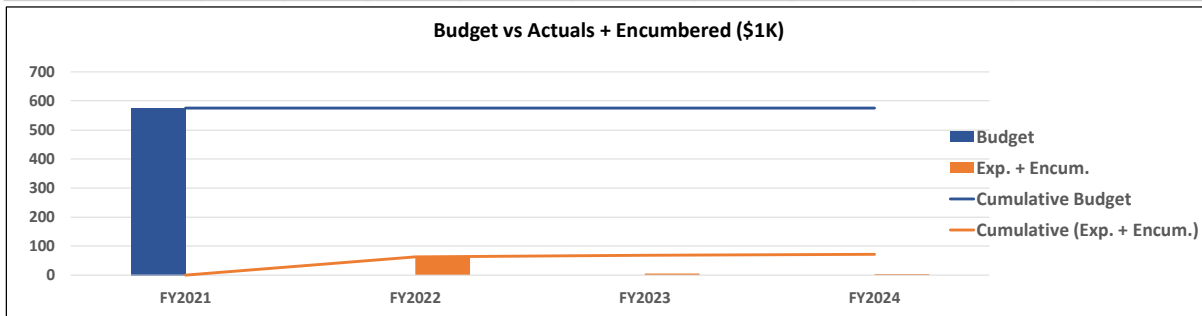
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/21	11/01/21			0	0	Design #1 was Central
Final Design	08/01/23	08/01/23	06/30/24	06/30/24	0	0	Design #2 is for NB+SB
Procurement	07/01/24	07/01/24	12/31/24	12/31/24	0	0	
Construction	01/01/25	01/01/25	05/31/25	05/31/25	0	0	
Close out	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 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	24	81	0		48	72	9
15 - Procurement	17		17	0	17	0			0	17
16 - Construction	460		460	0	460	0			0	460
19 - Closeout	17		17	0	17	0			0	17
<b>Totals</b>	<b>575</b>	<b>0</b>	<b>575</b>	<b>24</b>	<b>575</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>72</b>	<b>503</b>

**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	512	
FY2023	0		0	-16				21	507	
FY2024	0		0	-21			0	25	503	
<b>Totals</b>	<b>575</b>	<b>0</b>	<b>575</b>	<b>24</b>	<b>575</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>503</b>	



EV Chargers Non-Rev Vehicles

Period: FY24Q3

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	
<b>Totals</b>		575	0	0	575	575	0	

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

Risk	Mitigation

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

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

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

Baseline design is six (6) chargers at North Base and six (6) chargers at South Base; these are Design #2
Suspend design at Central pending future use/development of the site; this was Design #1.
Design firm provided a set of plans at 35% complete for District's review and feedback

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

Design at 35% has been received and will be reviewed by District staff in May'24

**Project Notes**

A new baseline for schedule and budget are provided above.
--



South Base Water Utility Lines Replacement

Period: FY24Q3

Prj. ID: 100710

Project Manager: Jeffrey Thomas

**SCOPE Summary**

**STATUS Summary**

Phase: Planning

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.

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**

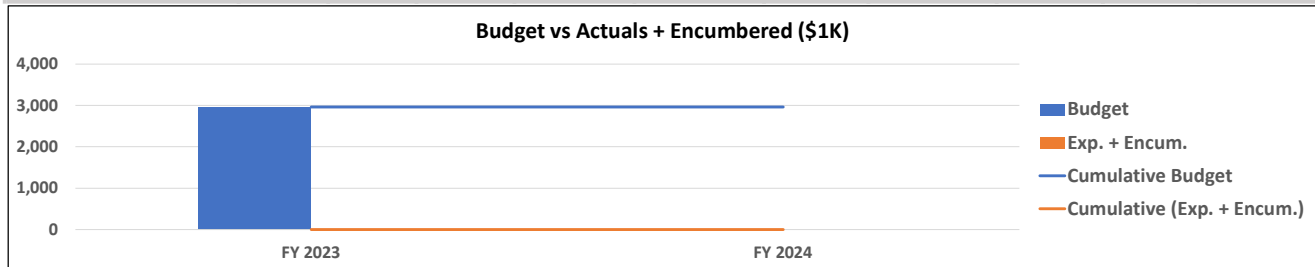
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	06/01/24	06/01/24	08/30/24	08/30/24	0	0	Schedule re-baselined
12- Preliminary Design	08/01/24	08/01/24	01/31/25	01/31/25	0	0	
13- Final Design	02/01/25	02/01/25	06/30/25	06/30/25	0	0	
15- Procurement	07/01/25	07/01/25	02/28/26	02/28/26	0	0	
16- Construction	03/01/26	03/01/26	09/30/26	09/30/26	0	0	
19- Close out	10/01/26	10/01/26	01/30/27	01/30/27	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 (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
	11- Planning	6		6			0	6		
12- Preliminary Design	6		6	0	6	0		0	6	
13- Final Design	57		57	0	57	0		0	57	
15- Procurement	11		11	0	11	0		0	11	
16- Construction	2,850		2,850	0	2,850	0		0	2,850	
19- Close out	34		34	0	34	0		0	34	
<b>Totals</b>	<b>2,964</b>	<b>0</b>	<b>2,964</b>	<b>0</b>	<b>2,964</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,964</b>	

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

	Budget				Estimate at Completion (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	2,964		2,964				2,964		
FY 2024			0		0	0		0	0	
<b>Totals</b>	<b>2,964</b>	<b>0</b>	<b>2,964</b>	<b>0</b>	<b>2,964</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,964</b>	



South Base Water Utility Lines Replacement

Period: FY24Q3

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	
<b>Totals</b>		2,964	0	0	2,964	2,964	0	

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

Risk	Mitigation

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

Issue	Status

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

Project plans are yet preliminary

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


**Project Notes**

A new baseline for schedule and budget are shown above.
---

Bus Shelter Upgrades and Replacements

Period: FY24Q3

Prj. ID: 100711

Project Manager: Jeff Thomas

**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 mutual

**STATUS Summary**

Phase: Planning

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

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

**Schedule**

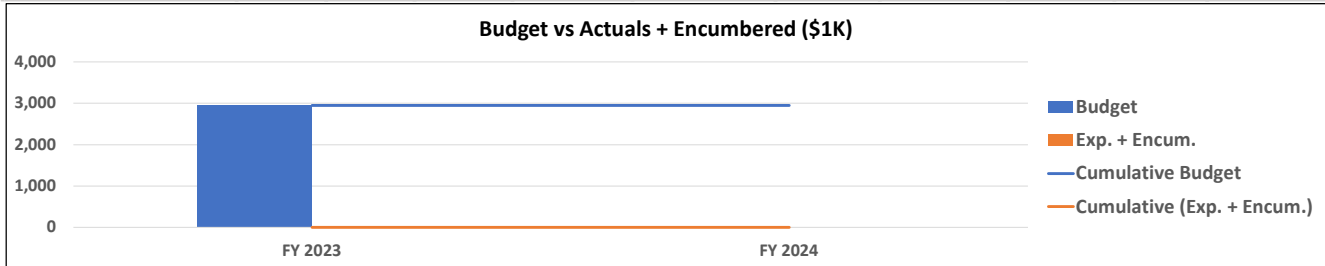
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	10/01/22	10/01/22	03/30/24	03/30/24	0	0	Schedule Re-baselined
12- Preliminary Design	07/01/23	07/01/23	12/31/24	12/31/24	0	0	
13- Final Design	07/01/23	07/01/23	12/31/24	12/31/24	0	0	
15- Procurement	01/01/25	01/01/25	08/30/25	08/30/25	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	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11- Planning	103		103		103	0		0	103	
12- Preliminary Design	103		103	0	103	0		0	103	
13- Final Design	137		137	0	137	0		0	137	
15- Procurement	40		40	0	40	0		0	40	
16- Construction	2,508		2,508	0	2,508	0		0	2,508	
19- Close out	57		57	0	57	0		0	57	
<b>Totals</b>	<b>2,947</b>	<b>0</b>	<b>2,947</b>	<b>0</b>	<b>2,947</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,947</b>	

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

	Budget				Estimate at Completion (E)	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2023	2,947		2,947		2,947			0	2,947	
FY 2024			0		0	0	0	0	2,947	
<b>Totals</b>	<b>2,947</b>	<b>0</b>	<b>2,947</b>	<b>0</b>	<b>2,947</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,947</b>	



Bus Shelter Upgrades and Replacements

Period: FY24Q3

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	
<b>Totals</b>		<b>2,947</b>	<b>0</b>	<b>0</b>	<b>2,947</b>	<b>2,947</b>	<b>0</b>	

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

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

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

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

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

Facilities is meeting with staff in Planning/Communications to verify design standards.

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

ADA and BSIP Teams will conduct joint meetings to resolve issues and concerns for concentered action on ADA-BSIP goals.
Facilities will proceed with Bus Shelter replacements based on the 2005 'media shelter' design standards

**Project Notes**

A new baseline for schedule and budget are provided above.
--

Interim Workspace Enhancement

Period: FY24Q3

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	●	●	●

Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 1,000,000	74.8%	14.6%	\$ 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	

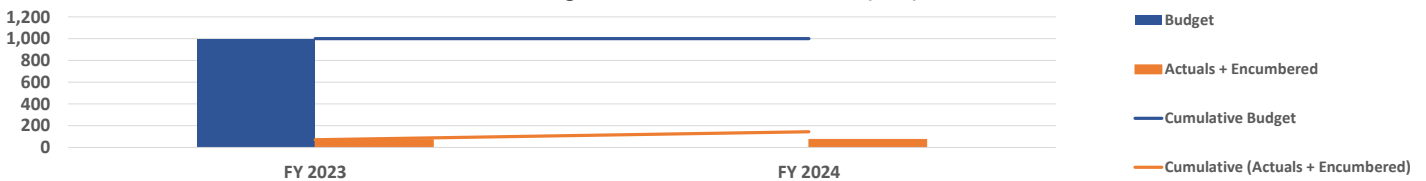
**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)**

Activity	Budget				Estimate at Completion E	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	1,000		1,000	29	1,000	0	7	118	146	854
<b>Totals</b>	<b>1,000</b>	<b>0</b>	<b>1,000</b>	<b>29</b>	<b>1,000</b>	<b>0</b>	<b>7</b>	<b>118</b>	<b>146</b>	<b>854</b>

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2023	1,000		1,000	35				38	72	928
FY 2024			0	-6			7	80	74	854
<b>Totals</b>	<b>1,000</b>	<b>0</b>	<b>1,000</b>	<b>29</b>	<b>1,000</b>	<b>0</b>	<b>7</b>	<b>118</b>	<b>146</b>	<b>854</b>

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



Interim Workspace Enhancement

Period: FY24Q3

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	
<b>Totals</b>		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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South Base Switchgear Replacement & BEB Chargers Installation

Period: FY24Q3

Prj. ID: 100547

Project Manager: Jeffrey Shu

**SCOPE Summary**

**Project is on-hold, pending delivery of equipment**

**STATUS Summary**

Phase: Construction

**FY2021-** The scope of the project is to replace the following:

- 1) Primary 1200 A (existing) switchgear replacement
- 2) Replacement of three (3) building switchboards
- 3) Replacement of conduit and feeders serving the switchgear

**FY2022-** The scope of the Project was expanded to support the additional work required for BEB charging infrastructure and power delivery for the new BEBs. The additional scope includes:

- 1) Increasing the capacity of the existing switchgear from 1200 to 3000 Amps,
- 2) Installation of power distribution infrastructure, power cable networks, and concrete islands,
- 3) Installation of new BEB chargers that the District will procure through a separate

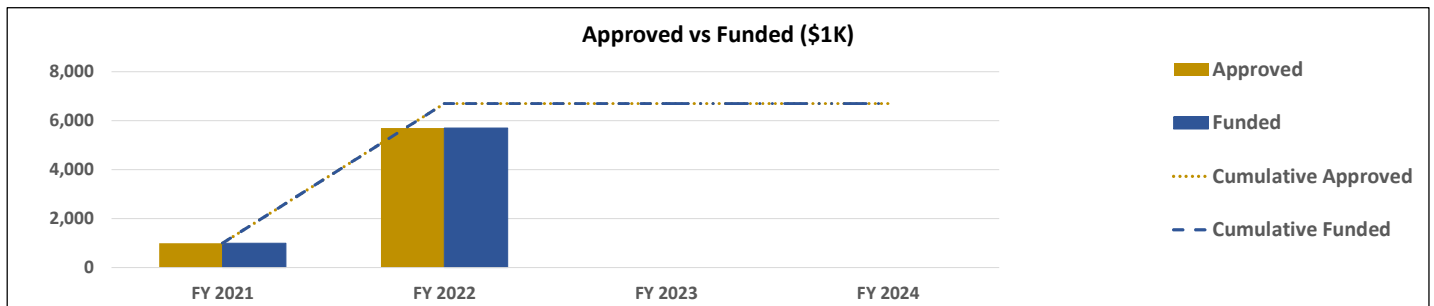
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$6,700,000	\$ 6,700,000	63.4%	63.8%	\$ 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. -The Work is taking a temporary pause until July 1, 2024, approximately, and will resume after the new electrical gear arrives.
19 - Closeout	04/01/24	02/10/25	10/30/24	05/11/25	-315	-193	

**PROJECT BUDGET Summary (in thousands of \$)**



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

Activity	Budget				Estimate at Completion	Unactivated Funding	Expended		Exp. + Encum.	Available Funds
	Original	Approved	Funded	Committed			This Period	To Date		
	(A)	(B)	(C)	(D)			E	(F=C-B)		
12 - PE/Env, PSE Preliminary Design	131	131	131		131	0		122	122	8
13- Final Design	268	268	268		268	0		254	254	14
15 - Procurement	120	120	120		120	0	3	119	119	1
16 - Construction	5,981	5,981	5,981	1,497	5,981	0	88	2,281	3,778	2,203
19 - Closeout	200	200	200		200	0			0	200
<b>Totals</b>	<b>6,700</b>	<b>6,700</b>	<b>6,700</b>	<b>1,497</b>	<b>6,700</b>	<b>0</b>	<b>91</b>	<b>2,776</b>	<b>4,273</b>	<b>2,427</b>

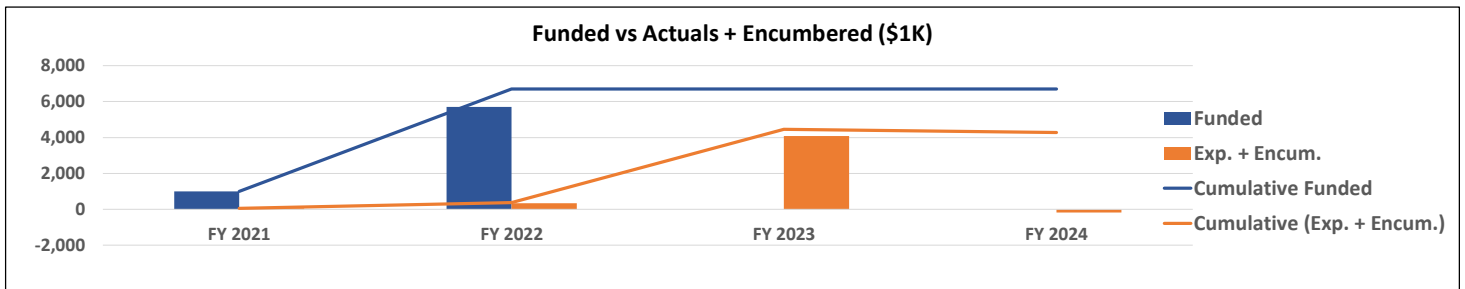
South Base Switchgear Replacement & BEB Chargers Installation

Period: FY24Q3

Prj. ID: 100547

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

FY	Budget				Estimate at Completion E	Unactivated Funding F=C-B	Expended		Exp. + Encum.	Cumulative Available Funds
	Original (A)	Approved (B)	Funded (C)	Committed (D)			This Period	To Date		
FY 2021	1,000	1,000	1,000	25				24	49	951
FY 2022	5,700	5,700	5,700	140				193	333	6,318
FY 2023			0	3,305				770	4,075	2,243
FY 2024			0	-1,973			91	1,789	-183	2,427
<b>Totals</b>	<b>6,700</b>	<b>6,700</b>	<b>6,700</b>	<b>1,497</b>	<b>6,700</b>	<b>0</b>	<b>91</b>	<b>2,776</b>	<b>4,273</b>	<b>2,427</b>



**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	
<b>Totals</b>		<b>6,700</b>	<b>0</b>	<b>0</b>	<b>6,700</b>	<b>6,700</b>	<b>0</b>	

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

Risk	Mitigation
The Contractor-furnished electrical equipment may be delayed another time, thereby delaying the critical path again	-SamTrans PM to include Engineer of Record on technical issues that impact the procurement of contractor-furnished "MDPO-2" switchboard, "EBD" switchboard, and the "bus duct". Prioritize these issues for quick resolution. -SamTrans PM to prioritize communications regarding these critical path items. -prioritize quick responses and resolutions to these critical path items -SamTrans PM to gather additional information as to why additional delays are occurring
The delivery date of the Owner-furnished 3000A Switchgear will be delayed a second time.	-SamTrans PM to follow up with the Vendor (Technology International) 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
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
The 3000A Switchgear will arrive at the site noncompliant with the Contract Documents	Manufacturer and Technology international will provide monthly manufacturing updates. SamTrans PM and Inspector will then inspect the final product upon delivery. PM to consolidate the OEM's testing and certifications.
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



South Base Switchgear Replacement & BEB Chargers Installation

Period: FY24Q3

Prj. ID: 100547

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

Issue	Status
The critical path and overall project schedule has been impacted by an additional 5 calendar days due to the Contractor-furnished MDPO-2 item. The Revised final completion date is January 26, 2025	<ul style="list-style-type: none"> <li>-Contractor is monitoring progress from their Vendors</li> <li>-Contractor is preparing the time extension request</li> <li>-Project Manager is consolidating the documentation related to this issue.</li> </ul>
ABB Charger Warranty will start earlier than necessary. Loss of Warranty period.	<ul style="list-style-type: none"> <li>-the ABB Equipment was delivered and the Warranty Period will expire 18 months after the shipment date, approximately March 27, 2025.</li> <li>-Resident Engineer will issue a Letter to the Contractor to notify them of the issue.</li> </ul>

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

3000A Switchgear is on track to finish manufacturing by 6/5/2024. Assembly Scheduling began on 3/14/2024.
South Base Construction: The Cable Management System arrived at South Base, was inspected by the PM. All ABB equipment has arrived.
South Base Construction: Resident Engineer and Contractor negotiated made progress negotiating the outstanding change orders.
South Base Construction: Contractor is monitoring the stored ABB Equipment. The Contractor's Protection and Mitigation Plan is in effect.
South Base Construction: RE sent Letter 021 requesting the submission of the Time Extension Request

**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 and monthly construction progress schedules.
South Base Construction: Project Manager and Contractor will continue to negotiate the outstanding change orders
South Base Construction: RE will review Time Extension Request and monthly construction progress schedules
Monitor production of the Owner-Furnished Switchgear and Contractor furnished switchgear, distribution board EBD, and the bus duct

**Project Notes**

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South Base Switchgear Replacement & BEB Chargers Installation

Period: FY24Q3

Prj. ID: 100547



The ABB Cable Management System has arrived and is being staged in the shipping container within the chain link fence in "deadline"

**ZEB Implementation and Deployment**

Period: FY24Q3

Prj. ID: 100631

Project Manager: Liria Larano

**SCOPE Summary**

**STATUS Summary**

Phase: Design

This FY22 Budget Request will provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide w/bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (PG&E substation), master control panels, smart energy management, excavation, cabling for power distribution, concrete islands for charging units, overhead canopies for final power delivery and panels for solar collection. The FY22 Budget requests reflects the Design Phase only. Total estimated Project reflects design and construction for the overall embus Infrastructure Upgrade plus asphalt replaced with engineered concrete for South Base (critical for the Master Infrastructure).

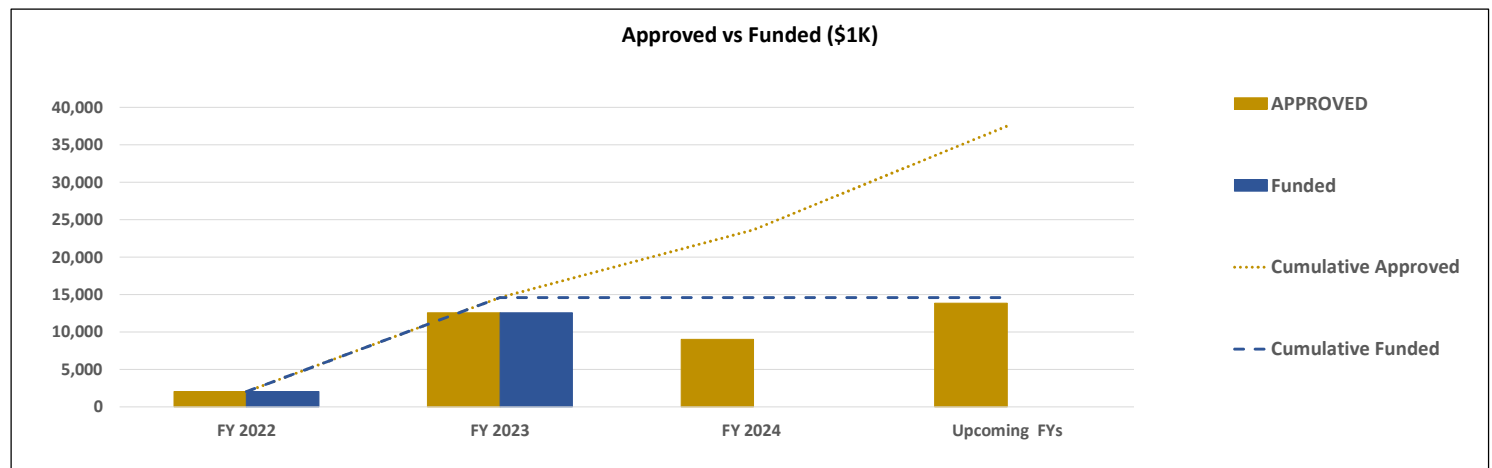
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$37,506,970	\$ 37,506,970	8.6%	11.2%	\$ 37,506,970

**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	02/23/24	0	-116	Selected STV.
Final Design for Permanent Charging Infrastructure in SB	11/01/23	02/28/24	09/30/24	09/30/24	-119	0	
CMGC Solicitation	09/01/23	09/01/23	04/30/24	04/03/24	0	27	Award of contract 4/3/24.
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 Summary (in thousands of \$)**



ZEB Implementation and Deployment

Period: FY24Q3

Prj. ID: 100631

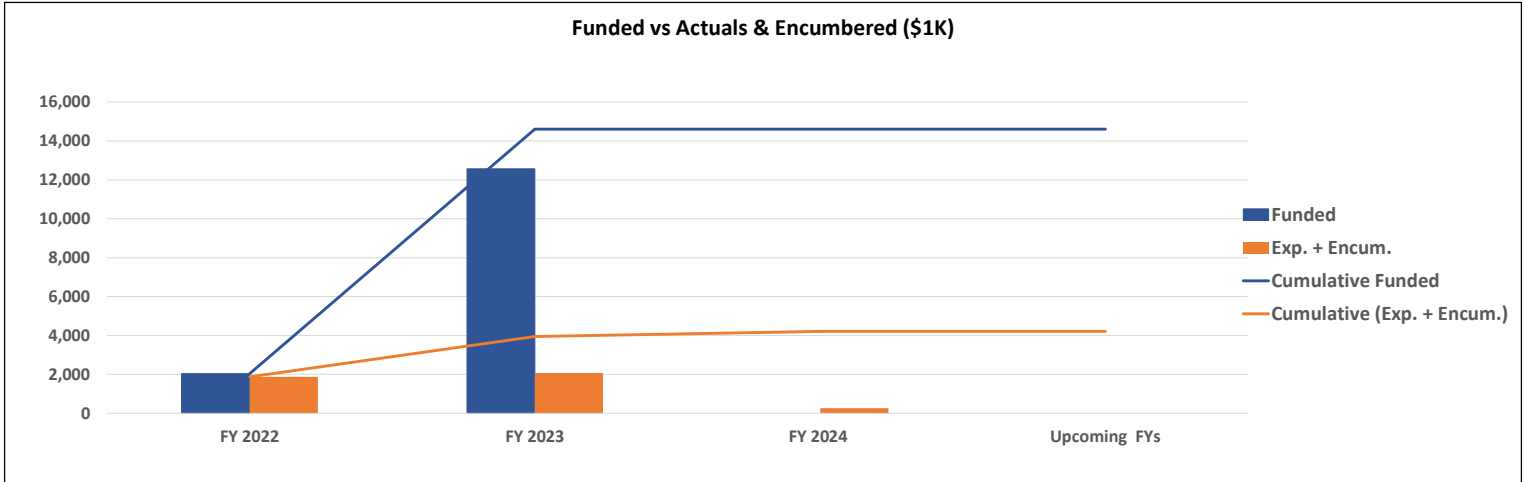
**PROJECT Approved BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)**

Activity	Budget				Estimate at Completion E	Unactivated Funding F=C-B	Expended		Exp. + Encum.	Available Funds
	Original	Approved	Funded	Committed			This Period	To Date		
	(A)	(B)	(C)	(D)						
11 - Planning/CD/Env	1,007	1,007	1,007	25	1,007	0	4	916	940	66
12 - PE/Env/PSE	3,687	3,687	3,667	71	3,687	(20)	74	600	671	2,996
13 - Final Design	4,042	4,042	4,042	229	4,042	0	8	1,371	1,600	2,442
15 - Procurement	99	99	119	0	99	20	5	95	95	23
16 - Construction	28,308	28,308	5,755	142	28,308	(22,553)	17	769	911	4,845
19 - Closeout	365	365	23	0	365	(342)		0	0	23
<b>Totals</b>	<b>37,507</b>	<b>37,507</b>	<b>14,612</b>	<b>466</b>	<b>37,507</b>	<b>-22,895</b>	<b>108</b>	<b>3,751</b>	<b>4,217</b>	<b>10,395</b>

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

Activity	Budget				Estimate at Completion E	Unactivated Funding F=C-B	Expended		Exp. + Encum.	Cumulative Available Funds
	Original	Approved	Funded	Committed			This Period	To Date		
	(A)	(B)	(C)	(D)						
FY 2022	2,046	2,046	2,046	869				1,009	1,878	168
FY 2023	12,566	12,566	12,566	-126				2,201	2,076	10,658
FY 2024	9,052	9,052		-278			108	541	263	10,395
Upcoming FYs	13,843	13,843							0	10,395
<b>Totals</b>	<b>37,507</b>	<b>37,507</b>	<b>14,612</b>	<b>466</b>	<b>37,507</b>	<b>-22,895</b>	<b>108</b>	<b>3,751</b>	<b>4,217</b>	<b>10,395</b>

**Funded vs Actuals & Encumbered (\$1K)**



**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)	Fed.	4,600			4,600	4,600		
Prop 1B PTMISEA Interest (03636)	State	229			229	229	0	
Prop 1B PTMISEA FY14 (03639)	State	840			840	840	0	
Prob-1B- PTMISAE FY15 (03643)	State	223			223	223	0	
Lifeline PTMISEA for NAB (03646)	State	46			46	46	0	
<b>TBD</b>	<b>TBD</b>	<b>22,895</b>	<b>0</b>	<b>0</b>	<b>22,895</b>	<b>22,895</b>	<b>22,895</b>	<b>Pending Grant</b>
<b>Totals</b>		<b>37,507</b>	<b>0</b>	<b>0</b>	<b>37,507</b>	<b>14,612</b>	<b>22,895</b>	

ZEB Implementation and Deployment

Period: FY24Q3

Prj. ID: 100631

**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.
PG&E may delay the upgrade of their facilities to support the increase in electrical load	Early coordination with PG&E

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

Issue	Status

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

Recommended Board award of contract April 3, 2024.
Contract execution for CMGC
Integrating CMGC with design team
STV working on final design and conducting site visits to observe bus pull-ins and pull-outs
STV survey team performing their boundary survey

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

Begin coordination with PGE
Progress design development with STV

**Project Notes**

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**NB Interim Charger Installation (Part of CP 100631)**

Period: FY24Q3

Prj. ID: 100631-01

Project Manager: Jeff Shu

**SCOPE Summary**

**Project is completed**

**STATUS Summary**

Phase: Construction

**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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 835,880	99.1%	100%	\$ 835,880

**Schedule**

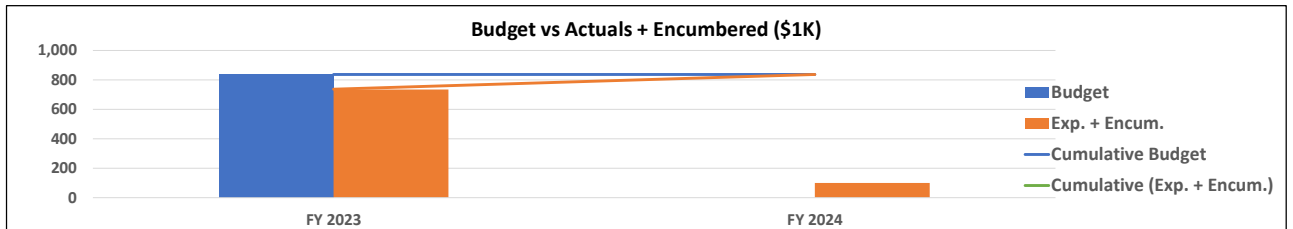
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
65% Design for NB Interim Chargers	05/01/22	03/16/22	06/30/22	06/17/22	46	13	Completed
13-Final Design	07/01/22	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	12/31/23	-122	-125	In Progress

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning/CD/Env			0		0	0			0	0
12 - PE/Env/PSE			0		0	0			0	0
13 - Final Design	77		77		77	0		77	77	0
15 - Procurement			0		0	0			0	0
16 - Construction	759		759	19	759	0		740	759	0
19 - Closeout			0		0	0			0	0
<b>Totals</b>	<b>836</b>	<b>0</b>	<b>836</b>	<b>19</b>	<b>836</b>	<b>0</b>	<b>0</b>	<b>817</b>	<b>836</b>	<b>0</b>

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

	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY 2023	836	0	836	19				716	735	100
FY 2024		0	0				0	101	101	0
<b>Totals</b>	<b>836</b>	<b>0</b>	<b>836</b>	<b>19</b>	<b>836</b>	<b>0</b>	<b>0</b>	<b>817</b>	<b>836</b>	<b>0</b>



NB Interim Charger Installation (Part of CP 100631)

Period: FY24Q3

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)

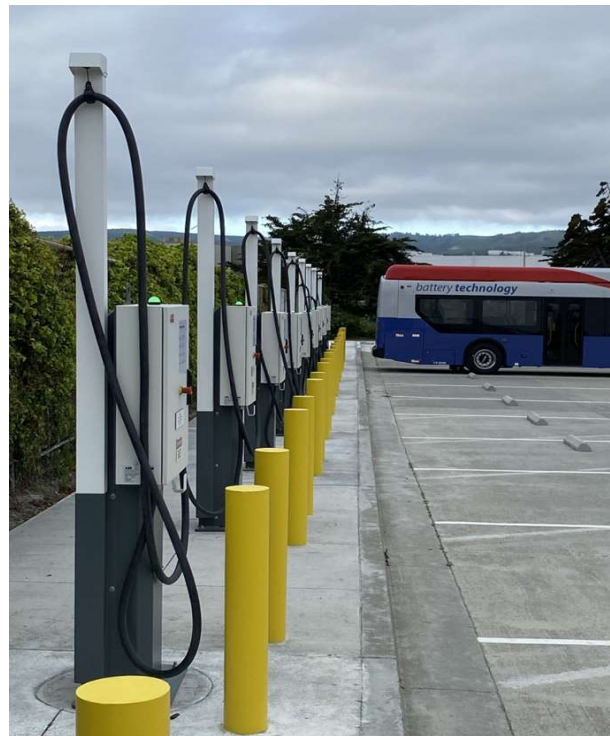
Reviewed and Approved the final Pay Application (Release of Retentions)
Reviewed and Approved the Contractor's closeout paperwork

**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: FY24Q3

Project ID: 100712

Project Manager: Lisha Mai

**SCOPE Summary**

The project will perform a feasibility study of sea level rise adaptation alternatives for North Base. The project will conduct the necessary planning and predesign to develop mitigation solutions to protect North Base and SamTrans' ability to operate from the impacts of intensifying sea level rise and erosion. Alternatives to be evaluated under the feasibility study include a flexible levee and a tide gate barrier. Evaluation of recommended alternatives will involve collaboration and coordination with internal and external stakeholders. The feasibility study will recommend a preferred alternative to advance for environmental clearance, design, and construction.

**STATUS Summary**

Phase: Planning

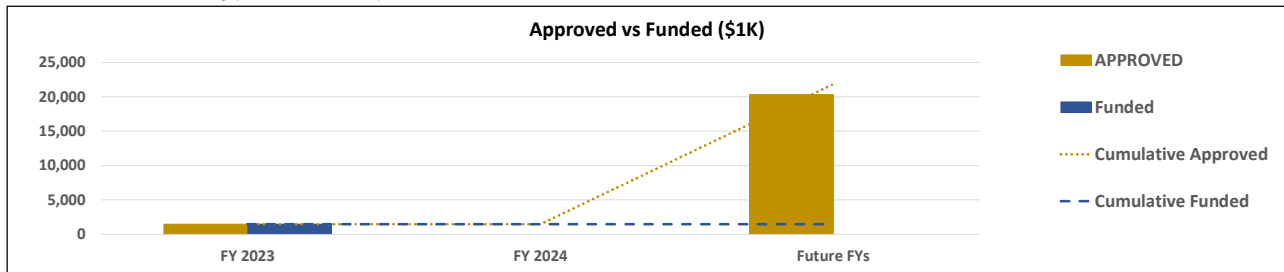
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule Progress	Expended %	Estimate At Completion
\$1,482,000	\$ 1,482,000	5.5%	1.8%	\$ 23,183,400

**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 Alternatives Analysis	7/1/2023	7/1/2023	12/31/2023	12/31/2023	0	0	Established communication with key stakeholders such as SSF, OneShoreline, SFO, Army Corp, BCDC. Developed process for ongoing communication
PEL Study and Selection of Preferred Alternative	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 Based on the 35% Design	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 Summary (in thousands of \$)**



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

Activity	Budget				Estimate at Completion	Unactivated Funding	Expended		Exp. + Encum.	Available Funds
	Original (A)	Approved (B)	Funded (C)	Committed (D)			This Period	To Date		
11 - Planning	1,482	1,482	1,482	271	1,482	0	57	140	411	1,071
12 - PE/Env/PSE	1,343	1,343			1,343	(1,343)				0
13 - Final Design	1,379	1,379			1,379	(1,379)				0
15 - Procurement	829	829			829	(829)				0
16 - Construction	18,150	18,150			18,150	(18,150)				0
<b>Totals</b>	<b>23,183</b>	<b>23,183</b>	<b>1,482</b>	<b>271</b>	<b>23,183</b>	<b>(21,701)</b>	<b>57</b>	<b>140</b>	<b>411</b>	<b>1,071</b>



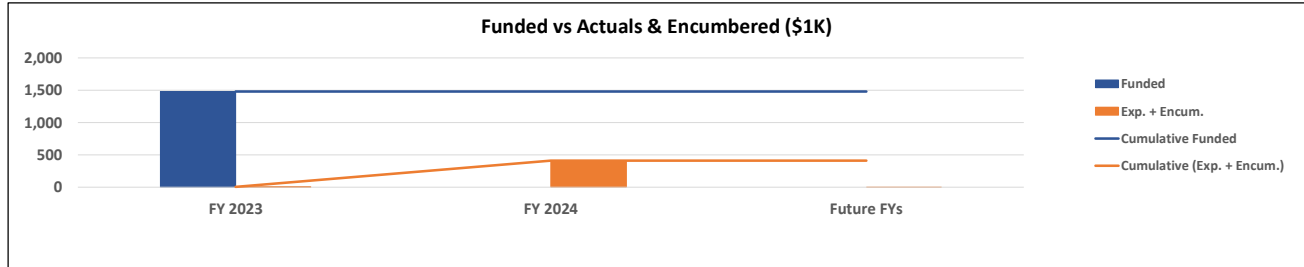
North Base - Sea Level Rise and Erosion Mitigation

Period: FY24Q3

Project ID: 100712

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

Activity	Budget				Estimate at Completion E	Unactivated Funding (F=C-B)	Expended		Exp. + Encum.	Cumulative Available Funds
	Original	Approved	Funded	Committed			This Period	To Date		
	(A)	(B)	(C)	(D)						
FY 2023	1,482	1,482	1,482					6	1,476	
FY 2024	0	0	0	271			57	134	1,071	
FY 2025	1,343	1,343	0							
Future FYs	20,358	20,358	0	3					1,071	
<b>Totals</b>	<b>23,183</b>	<b>23,183</b>	<b>1,482</b>	<b>271</b>	<b>23,183</b>	<b>(21,701)</b>	<b>57</b>	<b>140</b>	<b>411</b>	



**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	2,808			2,808	1,465	1,343	
Measure W Sales Tax - Capital (01024)	Local	17			17	17	0	
<b>TBD</b>		<b>20,358</b>			<b>20,358</b>		<b>20,358</b>	
<b>Totals</b>		<b>23,183</b>	<b>0</b>	<b>0</b>	<b>23,183</b>	<b>1,482</b>	<b>21,701</b>	

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

Risk	Status
None at this phase	

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

Issue	Status
None at this phase	

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

Issued Work Directives for feasibility study
Continue communication with key stakeholders such as SSF, OneShoreline, SFO, Army Corp, BCDC.
Engagement will be an ongoing process throughout the project.
Continue to coordinate with Government Affairs on outreach to stakeholders that would benefit from a regional solution.

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

Continue feasibility study of tide gate/regional barrier. Complete existing conditions assessment.
Ongoing outreach to stakeholders that would benefit from a regional solution that mitigates the impact of sea level rise.

**Project Notes**

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**NB H2 Fueling Station for 10 FCEBs**

Period: FY24Q3

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 Operations budget

**STATUS Summary**

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,975,021	81.0%	77.1%	\$2,975,021

**Schedule**

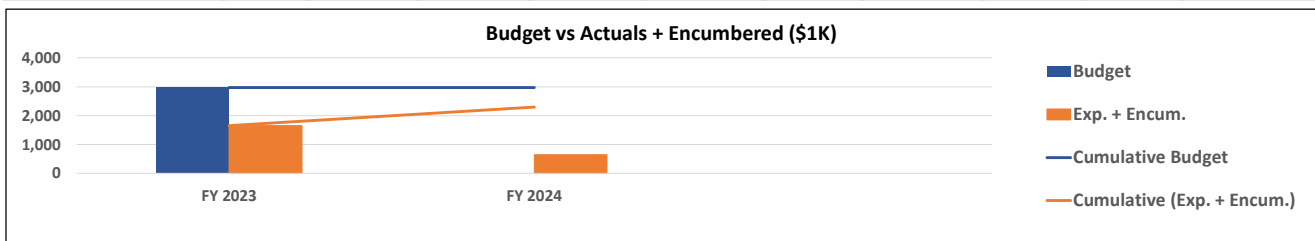
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Solicitation for H2 services contract	10/1/2022	10/1/2022	5/15/2023	5/15/2023	0	0	Contract awarded to Plug Power
Design Manufacturing H2 mobile station	5/16/2023	5/16/2023	1/31/2024	1/31/2024	0	0	
Testing and Commissioning	2/1/2024	2/1/2024	3/1/2024	6/1/2024	0	-92	Refueler delivery week of 4/15, testing and commissioning will take 1 month.
Training	2/1/2024	2/1/2024	8/1/2024	8/1/2024	0	0	
Closeout	9/1/2024	9/1/2024	11/1/2024	11/1/2024	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 (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning	0		0		0	0			0	0
12 - PE/Env/PSE	13		13		13	0		10	10	3
13 - Final Design	12		12		12	0		12	12	0
15 - Procurement			0		0	0			0	0
16 - Construction	2,951		2,951	1,574	2,951	0	354	698	2,272	678
<b>Totals</b>	<b>2,975</b>	<b>0</b>	<b>2,975</b>	<b>1,574</b>	<b>2,975</b>	<b>0</b>	<b>354</b>	<b>720</b>	<b>2,294</b>	<b>681</b>

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

FY	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY 2023	2,975		2,975	1,574				80	1,654	1,321
FY 2024			0				354	640	640	681
<b>Totals</b>	<b>2,975</b>	<b>0</b>	<b>2,975</b>	<b>1,574</b>	<b>2,975</b>	<b>0</b>	<b>354</b>	<b>720</b>	<b>2,294</b>	<b>681</b>



NB H2 Fueling Station for 10 FCEBs

Period: FY24Q3

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 (A)	Changes (B)					
		Measure W Sales Tax (01024)	Local					
<b>Totals</b>		2,975	0	0	2,975	2,975	0	

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

Risk	Mitigation
Delay in delivering the Mobile Hydrogen Refueler from Houston to SamTrans	Ongoing coordination with manufacturer
Commissioning may take longer than anticipated	Advanced planning of commissioning activities

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

Issue	Status
Refueler arrived at SamTrans Maintenance Yard on 3/8/24. A leak was discovered and a screen was damaged in route, so the refueler had to be sent back to Houston for repair	Delivery of refueler expected the week of April 15, 2024
Commissioning for second nozzle on the refueler (not originally part of the approved design) is required.	SamTrans will pay for the commissioning of the extra nozzle.

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

Delivery of refueler week of April 15, 2024
Onsign signage and striping installation
SamTrans site inspections for electrical connections to refueler bay

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

Conduct safety trainings for stakeholders
Dispense hydrogen to FCEB for the first time
Test Hydrogen Refueler
Tier 1, tier 2, and tier 3 training for staff

**Project Notes**

Mobile Refueler will be re-filled in April 2024 and after that the first FCEB will be refilled.
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North Base Facility Modifications for FCEBs

Period: FY24Q3

Prj. ID: 100723-01

Project Manager: Yoko Watanabe

**SCOPE Summary**

**Project Completed**

**STATUS Summary**

**Phase:** Planning

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.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,175,551	99.9%	90.4%	\$2,175,551

**Schedule**

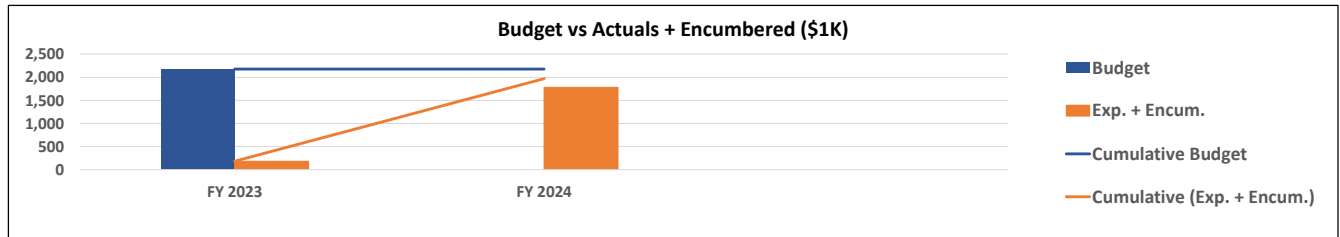
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Kick Off Meeting and Work Program	9/1/2022	9/1/2022	9/9/2022	9/9/2022	0	0	On time
On-Site Assessment & Review 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	86		86		86	0		86	86	0
12 - PE/Env/PSE	0		0		0	0			0	0
13 - Final Design	35		35		35	0		34	34	0
15 - Procurement	29		29		29	0		23	23	6
16 - Construction	2,025		2,025	3	2,025	0	166	1,820	1,823	202
<b>Totals</b>	<b>2,176</b>	<b>0</b>	<b>2,176</b>	<b>3</b>	<b>2,176</b>	<b>0</b>	<b>166</b>	<b>1,964</b>	<b>1,967</b>	<b>209</b>

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY 2023	2,176		2,176	3				177	180	1,996
FY 2024			0	0			166	1,787	1,787	209
<b>Totals</b>	<b>2,176</b>	<b>0</b>	<b>2,176</b>	<b>3</b>	<b>2,176</b>	<b>0</b>	<b>166</b>	<b>1,964</b>	<b>1,967</b>	<b>209</b>



North Base Facility Modifications for FCEBs

Period: FY24Q3

Prj. ID: 100723-01

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

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	300			300	300	0	
Measure W Sales Tax (01024)	Local	1,876			1,876	1,876	0	
<b>Totals</b>		<b>2,176</b>	<b>0</b>	<b>0</b>	<b>2,176</b>	<b>2,176</b>	<b>0</b>	

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

Risk	Mitigation
None	

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

Issue	Status
None	

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

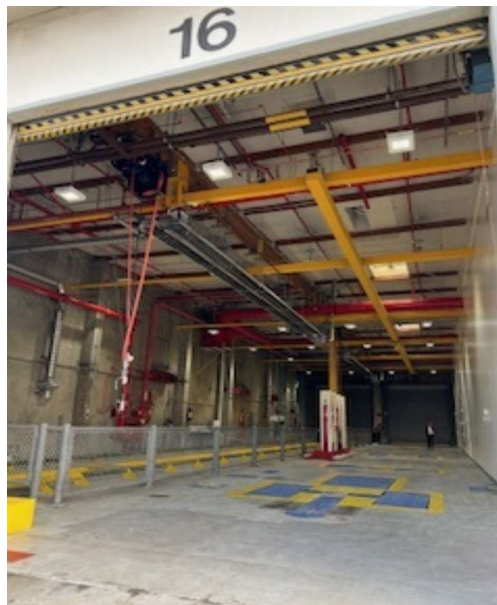
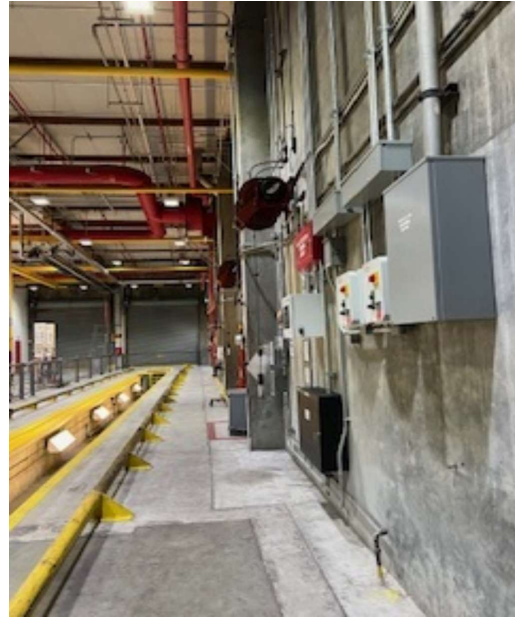
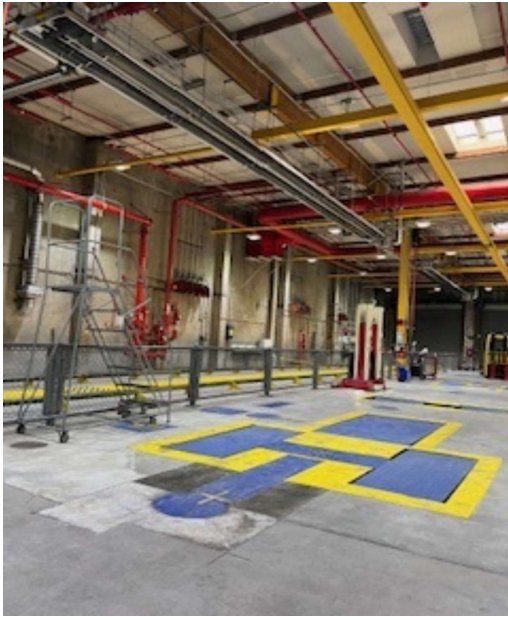
1. Paperwork needed to close out the Project is 95% completed.

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

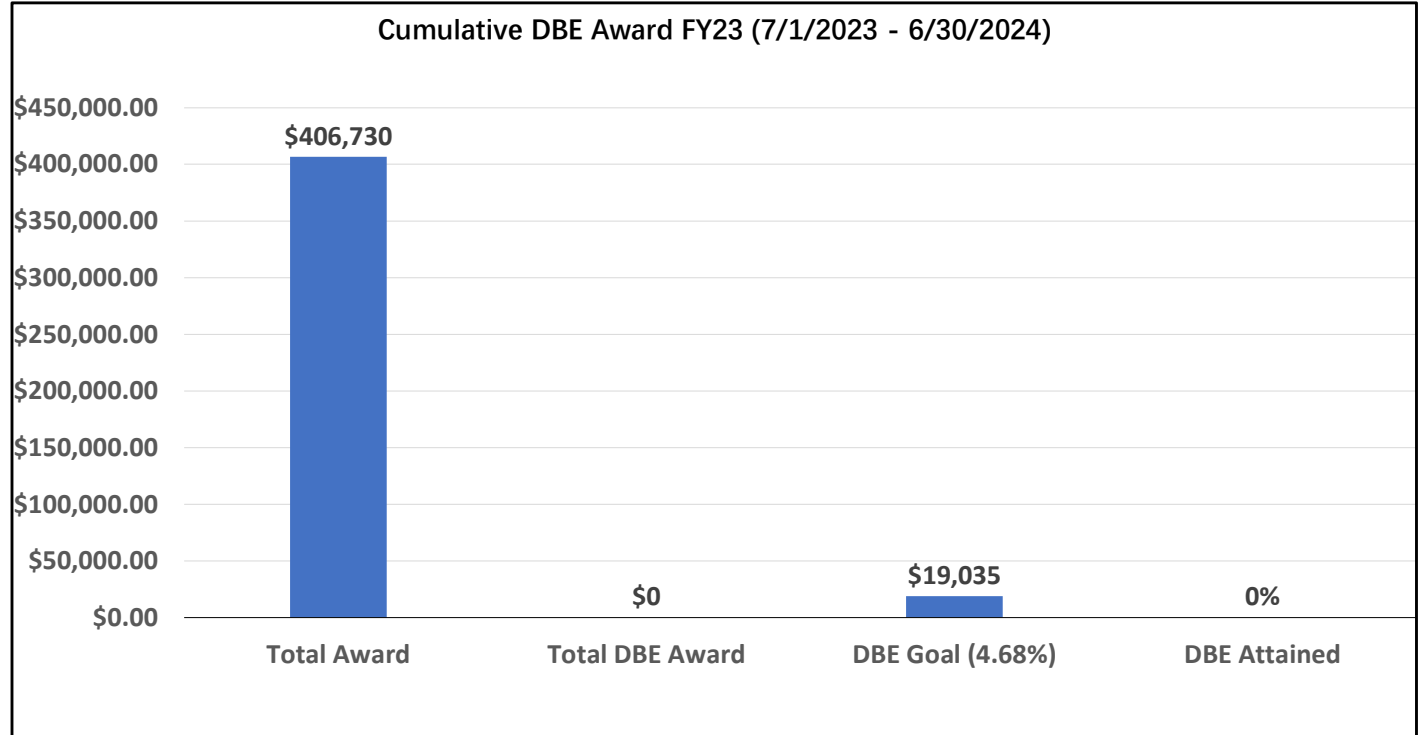
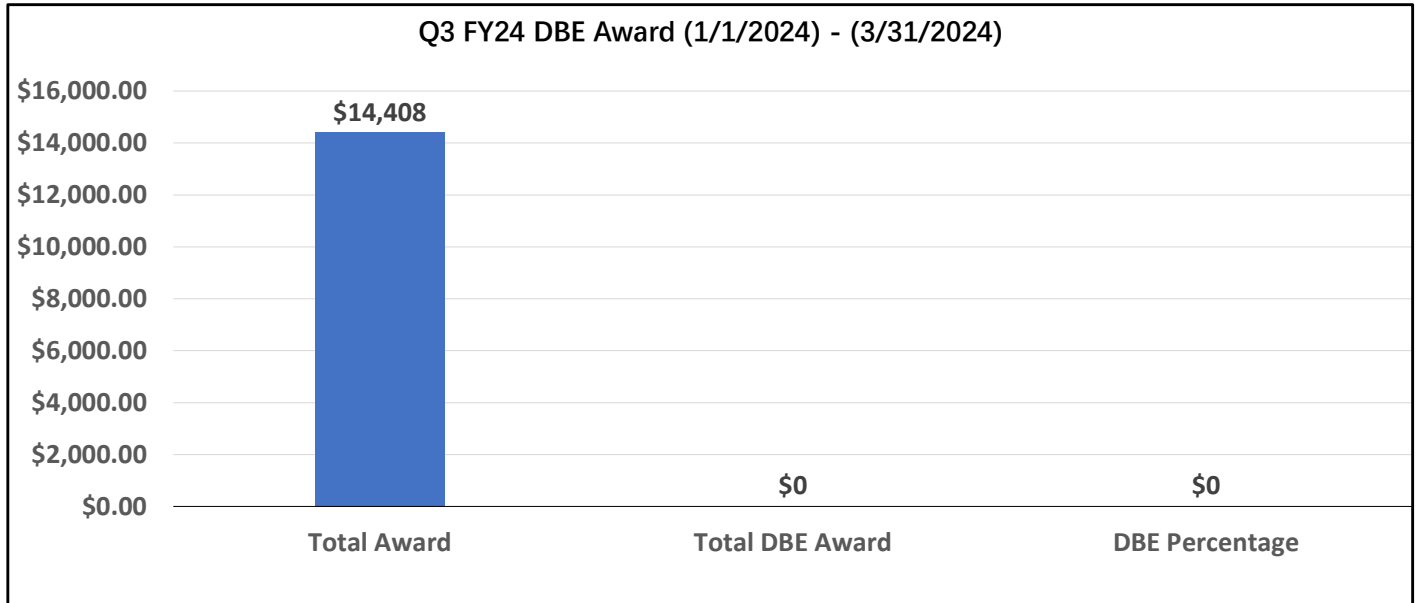
1. The Final Acceptance Letter will be issued to RMS and the retention will be released to mark the Construction Closeout.

**Project Notes**

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## SamTrans Award



Note: The overall triennial DBE goal for Federal Fiscal Year 2023-25 is 4.68%  
There were two Federal award with no DBE attained for FY2024 Q3.

## 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: **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 March 31, 2024 (FY24Q3).

**Significance**

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 45 days of the end of the quarter.

**Budget Impact**

There is no impact on the budget.

**Background**

The District is required by State law to submit quarterly reports within 45 days of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments, and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. Current market value, as of March 31, 2024 (FY24Q3), for all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), including the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
5. Statement that the local agency has the ability to meet its expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money may 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 16. 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.

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 quarter of a percentage point four times during 2023, the Federal Reserve (the Fed) halted additional hikes after its July 2023 increase and has left them unchanged through their latest meeting in March of this year, leaving the overnight target rate unchanged in its current range of 5.25 percent to 5.50 percent. The Fed's updated Summary of Economic Projections, released following their March meeting, implied three 0.25 percent rate cuts through 2024 while the number of cuts implied for 2025 was reduced from three to two, far below earlier estimates of reductions earlier in the year due to inflation remaining. In response, U.S. Treasury yields moved slightly lower over the first quarter for maturities less than three months, but slightly higher for maturities beyond three months. Over the course of the quarter, yields ended higher by around 30 to 40 basis points for all maturities, excluding those under one year which saw very modest reductions of a few basis points.

Inflation continued to move lower throughout the quarter and the Consumer Price Index (CPI) reached 3.5 percent year-over-year for March and when food and energy are excluded, came in at 3.8 percent.

Energy prices moved higher, and auto insurance premiums saw year over year increase in excess of 22 percent while food costs moderated some during the quarter. The labor market remained strong during the quarter. The unemployment rate ended the quarter at 3.8 percent, down from 3.9 percent in February. Job creation accelerated during the quarter with 829,000 jobs were added during the first three months of the year. Gross Domestic Product (GDP) for the quarter ended December 31, 2023 (the latest available data) showed the U.S. economy grew 3.4 percent, on an annualized basis. There continues to be risks of a recession as pandemic era funds are exhausted and increasing tensions in various parts of the world threaten to expand. For additional information on markets and commentary, please refer to the attached Investment Report.

### **Portfolio Balances and Performance**

The District divides its \$533.5 million (M) investment portfolio into (a) managed portions (Reserve and Paratransit, \$211.2M, Attachment 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 very slight reduction in the fair market value of the securities managed (see pages 25 and 32 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 \$4,738,983 in interest earnings recognized during the quarter, including \$1,461,034 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 with maturities that are near maturity, 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

## 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 MARCH 31, 2024**

CUSIP	ABS	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
02582JJZ4	AMXCA 2023-1 A	105,000	05/15/2028	104,990.69	104,778.45	105,005.72
05522RDG0	BACCT 2023-1 A	95,000	05/15/2026	94,978.49	94,558.25	94,760.49
05522RDH8	BACCT 2023-2 A	100,000	11/16/2026	99,986.57	100,240.00	100,461.33
14041NFW6	COMET 2021-1 A	255,000	07/15/2024	254,989.67	251,251.50	251,313.83
14041NFY2	COMET 2021-3 A	215,000	11/15/2024	214,970.37	209,070.30	209,169.68
14044CAC6	COPAR 2021-1 A3	46,947	09/15/2026	46,945.92	45,622.44	45,638.50
14316HAC6	CARMX 2020-4 A3	6,737	08/15/2025	6,735.72	6,707.76	6,709.26
14316NAC3	CARMX 2021-1 A3	7,746	12/15/2025	7,744.05	7,648.76	7,649.93
14318MAD1	CARMX 2022-3 A3	195,000	04/15/2027	194,995.40	192,348.00	192,692.07
161571HT4	CHAIT 2023-1 A	220,000	09/15/2028	219,939.02	221,122.00	221,626.53
161571HV9	CHAIT 241 A	240,000	01/16/2029	239,963.45	238,648.80	239,139.47
254683CP8	DCENT 2021-1 A	155,000	09/15/2024	154,966.81	151,507.85	151,547.81
254683CZ6	DCENT 2023-2 A	190,000	06/15/2028	189,974.33	189,631.40	190,047.71
31680EAD3	FITAT 2023-1 A3	195,000	08/15/2028	194,987.91	196,255.80	196,735.07
344928AD8	FORDO 2023-A A3	70,000	02/15/2028	69,992.70	69,376.30	69,520.97
362554AC1	GMCAR 2021-4 A3	37,974	09/16/2026	37,972.89	36,874.14	36,884.90
36260KAC8	GMCAR 2020-4 A3	2,360	08/18/2025	2,359.88	2,354.18	2,354.55
380140AC7	GMCAR 2021-3 A3	44,433	06/16/2026	44,430.06	43,377.08	43,385.97
437918AC9	HAROT 2024-1 A3	165,000	08/15/2028	164,992.82	165,684.75	166,066.82
438123AC5	HAROT 2023-4 A3	45,000	06/21/2028	44,992.08	45,544.50	45,615.38
43815GAC3	HAROT 2021-4 A3	46,185	01/21/2026	46,174.88	45,059.10	45,070.39
44933LAC7	HART 2021-A A3	10,250	09/15/2025	10,248.49	10,165.63	10,167.36
44935FAD6	HART 2021-C A3	31,932	05/15/2026	31,924.78	31,219.51	31,230.01
92868KAC7	VALET 2021-1 A3	59,253	06/22/2026	59,251.13	57,871.07	57,889.53
92970QAA3	WFCIT 2024-1 A	275,000	02/15/2029	274,925.36	275,171.88	275,171.88
98163KAC6	WOART 2021-D A3	52,906	10/15/2026	52,899.20	51,508.09	51,527.14
02582JJZ4	AMXCA 2023-1 A	680,000	05/15/2028	679,939.68	678,565.20	680,037.02
05522RDG0	BACCT 2023-1 A	610,000	05/15/2026	609,861.90	607,163.50	608,462.12

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05522RDH8	BACCT 2023-2 A	640,000	11/16/2026	639,914.05	641,536.00	642,952.53
14041NFW6	COMET 2021-1 A	1,475,000	07/15/2024	1,474,940.26	1,453,317.50	1,453,678.06
14041NFY2	COMET 2021-3 A	1,145,000	11/15/2024	1,144,842.22	1,113,420.90	1,113,950.14
14044CAC6	COPAR 2021-1 A3	269,944	09/15/2026	269,939.04	262,329.02	262,421.40
14316HAC6	CARMX 2020-4 A3	28,633	08/15/2025	28,626.82	28,507.99	28,514.35
14316NAC3	CARMX 2021-1 A3	43,892	12/15/2025	43,882.97	43,343.00	43,349.63
14318MAD1	CARMX 2022-3 A3	1,230,000	04/15/2027	1,229,970.97	1,213,272.00	1,215,442.27
161571HT4	CHAIT 2023-1 A	1,450,000	09/15/2028	1,449,598.06	1,457,395.00	1,460,720.33
161571HV9	CHAIT 241 A	1,565,000	01/16/2029	1,564,761.65	1,556,189.05	1,559,388.61
254683CP8	DCENT 2021-1 A	890,000	09/15/2024	889,809.45	869,948.30	870,177.72
254683CZ6	DCENT 2023-2 A	1,255,000	06/15/2028	1,254,830.45	1,252,565.30	1,255,315.14
31680EAD3	FITAT 2023-1 A3	1,265,000	08/15/2028	1,264,921.57	1,273,146.60	1,276,255.69
344928AD8	FORDO 2023-A A3	470,000	02/15/2028	469,950.98	465,812.30	466,783.63
362554AC1	GMCAR 2021-4 A3	224,922	09/16/2026	224,916.37	218,408.36	218,472.09
36260KAC8	GMCAR 2020-4 A3	11,108	08/18/2025	11,105.34	11,078.50	11,080.26
380140AC7	GMCAR 2021-3 A3	258,133	06/16/2026	258,117.50	252,000.20	252,051.83
437918AC9	HAROT 2024-1 A3	1,065,000	08/15/2028	1,064,953.67	1,069,419.75	1,071,885.82
438123AC5	HAROT 2023-4 A3	310,000	06/21/2028	309,945.41	313,751.00	314,239.25
43815GAC3	HAROT 2021-4 A3	249,940	01/21/2026	249,887.59	243,849.23	243,910.33
44933LAC7	HART 2021-A A3	52,825	09/15/2025	52,819.15	52,392.07	52,400.99
44935FAD6	HART 2021-C A3	188,930	05/15/2026	188,888.29	184,715.42	184,777.56
50117TAC5	KCOT 2021-1 A3	114,366	08/15/2025	114,342.81	112,809.68	112,841.20
65480BAC1	NAROT 2021-A A3	467,104	10/15/2025	467,096.37	459,238.22	459,306.73
92868AAD7	VWALT 2022-A A4	605,000	01/20/2027	604,887.35	598,925.80	599,600.54
92868KAC7	VALET 2021-1 A3	352,944	06/22/2026	352,930.63	344,710.27	344,820.27
92970QAA3	WFCIT 2024-1 A	1,800,000	02/15/2029	1,799,511.48	1,801,125.00	1,801,125.00
98163KAC6	WOART 2021-D A3	311,869	10/15/2026	311,826.87	303,626.64	303,738.92

**Sub-total** 21,896,335 21,893,351.57 21,726,159.35 21,755,081.72

CUSIP	Agencies	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
3130AJHU6	FHLMB	275,000	04/14/2025	273,636.00	262,152.00	262,789.85
3130AK5E2	FHLMB	115,000	09/04/2025	114,655.00	107,994.20	108,026.54
3135G03U5	FNMA	275,000	04/22/2025	274,433.50	262,572.75	263,331.86



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3135G04Z3	FNMA	275,000	06/17/2025	274,430.75	260,796.25	261,193.47
3135G05X7	FNMA	275,000	08/25/2025	273,713.00	258,315.75	258,418.88
3135G06G3	FNMA	275,000	11/07/2025	274,015.50	257,050.75	257,600.75
3137EAEU9	FHLMB	350,000	07/21/2025	348,257.00	330,186.50	330,441.71
3137EAEX3	FHLMB	550,000	09/23/2025	548,344.50	515,185.00	515,230.83
3130AJHU6	FHLMB	1,000,000	04/14/2025	995,040.00	953,280.00	955,599.44
3130AK5E2	FHLMB	550,000	09/04/2025	548,350.00	516,494.00	516,648.69
3135G03U5	FNMA	1,000,000	04/22/2025	997,940.00	954,810.00	957,570.42
3135G04Z3	FNMA	1,000,000	06/17/2025	997,930.00	948,350.00	949,794.44
3135G05X7	FNMA	1,300,000	08/25/2025	1,293,916.00	1,221,129.00	1,221,616.50
3135G06G3	FNMA	1,200,000	11/07/2025	1,195,704.00	1,121,676.00	1,124,076.00
3137EAEU9	FHLMB	1,600,000	07/21/2025	1,592,032.00	1,509,424.00	1,510,590.67
3137EAEX3	FHLMB	1,300,000	09/23/2025	1,296,087.00	1,217,710.00	1,217,818.33
	Sub-total	11,340,000		11,298,484.25	10,697,126.20	10,710,748.39

CUSIP	Cash	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
CCYUSD	Cash	16,800,493	03/31/2024	16,800,493.39	16,800,493.39	16,800,493.39
CCYUSD	Cash	103,481,138	03/31/2024	103,481,137.77	103,481,137.77	103,481,137.77
31846V534	FIRST AMER MM	230,586	03/31/2024	230,586.39	230,586.39	230,586.39
31846V534	FIRST AMER MM	9,013,007	03/31/2024	9,013,006.68	9,013,006.68	9,013,006.68
31846V534	FIRST AMER MM	1,514,559	03/31/2024	1,514,558.99	1,514,558.99	1,514,558.99
90262Y869	UBS PRIME MM	1,058,544	03/31/2024	1,058,544.13	1,058,437.83	1,058,437.83
65558UYF3	Nordea ABP	400,000	11/03/2025	400,000.00	403,472.00	412,688.67
89115B6K1	Toronto-Dominion	400,000	10/27/2025	400,000.00	403,736.00	413,371.07
89115B6K1	Toronto-Dominion	2,500,000	10/27/2025	2,500,000.00	2,523,350.00	2,583,569.18
	Sub-total	135,398,327		135,398,327.35	135,428,779.05	135,507,849.96

CUSIP	Investment Pool	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
SM-CAMP	CAMP	183,916,732	03/31/2024	183,916,731.69	183,916,731.69	183,916,731.69
SM - LAIF	LAIF	5,586,347	03/31/2024	5,586,347.33	5,586,347.33	5,586,347.33
	Sub-total	189,503,079		189,503,079.02	189,503,079.02	189,503,079.02

CUSIP	Corporate Bonds	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
009158BH8	AIR PROD. & CHEM	180,000	02/08/2029	179,760.60	178,995.60	180,214.60
023135BW5	AMAZON.COM INC	245,000	05/12/2024	244,642.30	243,552.05	243,977.74
023135CE4	AMAZON.COM INC	130,000	04/13/2025	129,793.30	127,293.40	129,113.40
02665WCZ2	AMERICAN HONDA	250,000	06/27/2024	249,660.00	248,140.00	249,706.67
037833DT4	APPLE INC	275,000	05/11/2025	275,552.75	263,309.75	264,512.88
04636NAF0	ASTRAZENECA	200,000	03/03/2028	199,596.00	200,482.00	201,240.33
05531FBH5	TRUIST FINANCIAL	250,000	08/01/2024	250,415.00	247,342.50	248,384.17
05565EBU8	BMW US CAPITAL	55,000	08/12/2024	54,995.05	54,063.35	54,119.50
05565EBW4	BMW US CAPITAL	150,000	08/12/2026	149,955.00	137,481.00	137,736.21
06051GJD2	BANK OF AMERICA	200,000	06/19/2026	200,918.00	190,112.00	190,859.43
06051GJR1	BANK OF AMERICA	200,000	04/22/2025	200,000.00	199,406.00	200,268.13
06406RBA4	BANK OF NEW YORK	425,000	01/26/2027	424,056.50	393,847.50	395,420.59
084664CZ2	BERKSHIRE HATH.	400,000	03/15/2027	392,496.00	376,660.00	377,068.89
09290DAA9	BLACKROCK	25,000	03/14/2029	24,954.75	25,016.50	25,071.99
09290DAA9	BLACKROCK	250,000	03/14/2029	250,122.50	250,165.00	250,719.86
14913R2U0	CATERPILLAR	200,000	01/08/2027	198,990.00	184,364.00	185,147.89
17252MAP5	CINTAS	60,000	05/01/2025	59,986.80	58,807.80	59,670.30
17275RBR2	CISCO SYSTEMS	215,000	02/26/2029	214,924.75	216,586.70	217,600.48
17325FBB3	CITIBANK NA	400,000	09/29/2028	398,016.00	414,068.00	414,196.96
24422EXB0	JOHN DEERE CAP	200,000	07/14/2028	201,528.00	201,508.00	203,625.50
254687FK7	WALT DISNEY CO	270,000	08/30/2024	268,898.40	265,920.30	266,353.43
38141EC23	GOLDMAN SACHS	250,000	07/08/2024	261,645.00	248,772.50	250,991.60
437076CM2	HOME DEPOT	20,000	04/15/2025	19,965.00	19,500.40	19,749.40
459200KS9	IBM	200,000	07/27/2025	200,000.00	196,862.00	198,284.22
46647PCH7	JPMORGAN CHASE	205,000	06/01/2025	205,000.00	203,226.75	203,789.82
46647PCV6	JPMORGAN CHASE	100,000	02/24/2026	100,000.00	97,416.00	97,682.71
539830BZ1	LOCKHEED MARTIN	30,000	05/15/2028	29,946.00	29,715.00	30,219.33
58933YBH7	MERCK & CO	80,000	05/17/2028	79,935.20	78,640.80	79,846.80
61747YET8	MORGAN STANLEY	200,000	07/17/2026	200,000.00	197,846.00	199,769.59
63743HFC1	NAT'L RURAL UTILITIES	60,000	02/07/2025	59,998.20	58,256.40	58,425.15
63743HFE7	NAT'L RURAL UTILITIES	35,000	06/15/2025	34,990.55	34,255.20	34,610.74

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69371RR40	PACCAR FINANCIAL	105,000	08/09/2024	104,943.30	103,126.80	103,202.63
771196BT8	ROCHE HOLDINGS	365,000	03/10/2025	365,000.00	354,707.00	355,160.94
857477BR3	STATE STREET	60,000	02/06/2026	60,000.00	57,994.80	58,154.85
87612EBM7	TARGET CORP	35,000	01/15/2027	34,940.50	32,533.55	32,677.63
89236TLL7	TOYOTA MOTOR	115,000	01/05/2029	114,842.45	114,296.20	115,573.66
89236TLL7	TOYOTA MOTOR	85,000	01/05/2029	84,887.80	84,479.80	85,424.01
90327QD89	USAA CAPITAL	200,000	05/01/2025	199,346.00	196,184.00	198,996.50
91324PEC2	UNITEDHEALTH GROUP	200,000	05/15/2026	199,652.00	184,990.00	185,858.89
931142FB4	WALMART INC	140,000	04/15/2028	139,742.40	137,179.00	139,696.67
009158BH8	AIR PROD. & CHEM	1,225,000	02/08/2029	1,223,370.75	1,218,164.50	1,226,460.47
023135BW5	AMAZON.COM INC	1,315,000	05/12/2024	1,313,080.10	1,307,228.35	1,309,513.16
023135CE4	AMAZON.COM INC	880,000	04/13/2025	878,600.80	861,678.40	873,998.40
02665WCZ2	AMERICAN HONDA	900,000	06/27/2024	898,776.00	893,304.00	898,944.00
037833DT4	APPLE INC	1,000,000	05/11/2025	1,002,010.00	957,490.00	961,865.00
037833DT4	APPLE INC	1,000,000	05/11/2025	1,026,120.00	957,490.00	961,865.00
037833DT4	APPLE INC	700,000	05/11/2025	718,249.00	670,243.00	673,305.50
04636NAF0	ASTRAZENECA	1,300,000	03/03/2028	1,297,374.00	1,303,133.00	1,308,062.17
05531FBH5	TRUIST FINANCIAL	900,000	08/01/2024	901,494.00	890,433.00	894,183.00
05565EBU8	BMW US CAPITAL	325,000	08/12/2024	324,970.75	319,465.25	319,797.02
05565EBW4	BMW US CAPITAL	850,000	08/12/2026	849,745.00	779,059.00	780,505.18
06051GFS3	BANK OF AMERICA	800,000	08/01/2025	907,952.00	787,424.00	792,590.67
06051GJD2	BANK OF AMERICA	1,100,000	06/19/2026	1,105,049.00	1,045,616.00	1,049,726.88
06051GJR1	BANK OF AMERICA	400,000	04/22/2025	400,000.00	398,812.00	400,536.27
06406RBA4	BANK OF NEW YORK	2,700,000	01/26/2027	2,694,006.00	2,502,090.00	2,512,083.75
084664CZ2	BERKSHIRE HATH	2,700,000	03/15/2027	2,649,348.00	2,542,455.00	2,545,215.00
09290DAA9	BLACKROCK	175,000	03/14/2029	174,683.25	175,115.50	175,503.90
09290DAA9	BLACKROCK	1,675,000	03/14/2029	1,675,820.75	1,676,105.50	1,679,823.07
14913R2U0	CATERPILLAR	1,350,000	01/08/2027	1,343,182.50	1,244,457.00	1,249,748.25
166764BW9	CHEVRON CORP	900,000	05/11/2025	934,353.00	865,494.00	870,933.00
17252MAP5	CINTAS	390,000	05/01/2025	389,914.20	382,250.70	387,856.95
17275RBR2	CISCO SYSTEMS	1,485,000	02/26/2029	1,484,480.25	1,495,959.30	1,502,961.49
17325FBB3	CITIBANK	2,600,000	09/29/2028	2,587,104.00	2,691,442.00	2,692,280.21
24422EXB0	JOHN DEERE CAPITAL	1,300,000	07/14/2028	1,309,932.00	1,309,802.00	1,323,565.75
254687FK7	WALT DISNEY	950,000	08/30/2024	946,124.00	935,645.50	937,169.46

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30231GBC5	EXXON MOBIL	900,000	08/16/2024	945,567.00	889,083.00	891,354.38
38141EC23	GOLDMAN SACHS	900,000	07/08/2024	941,922.00	895,581.00	903,569.75
437076CM2	HOME DEPOT	140,000	04/15/2025	139,755.00	136,502.80	138,245.80
459200KS9	IBM	1,300,000	07/27/2025	1,300,000.00	1,279,603.00	1,288,847.44
46625HMN7	JPMORGAN CHASE	450,000	07/15/2025	509,647.50	442,575.00	446,280.00
46647PCH7	JPMORGAN CHASE	580,000	06/01/2025	580,000.00	574,983.00	576,576.07
46647PCV6	JPMORGAN CHASE	750,000	02/24/2026	750,000.00	730,620.00	732,620.31
539830BZ1	LOCKHEED MARTIN	205,000	05/15/2028	204,631.00	203,052.50	206,498.78
58933YBH7	MERCK & CO	515,000	05/17/2028	514,582.85	506,250.15	514,013.78
61747YET8	MORGAN STANLEY	1,300,000	07/17/2026	1,300,000.00	1,285,999.00	1,298,502.33
63743HFC1	NAT'L RURAL UTILITIES	390,000	02/07/2025	389,988.30	378,666.60	379,763.48
63743HFE7	NAT'L RURAL UTILITIES	220,000	06/15/2025	219,940.60	215,318.40	217,553.23
69371RR40	PACCAR FINANCIAL	635,000	08/09/2024	634,657.10	623,671.60	624,130.21
771196BT8	ROCHE HOLDINGS	2,330,000	03/10/2025	2,330,000.00	2,264,294.00	2,267,191.74
857477BR3	STATE STREET	400,000	02/06/2026	400,000.00	386,632.00	387,699.00
87612EBM7	TARGET	240,000	01/15/2027	239,592.00	223,087.20	224,075.20
89236TLL7	TOYOTA MOTOR	575,000	01/05/2029	574,241.00	571,481.00	577,868.29
89236TLL7	TOYOTA MOTOR	775,000	01/05/2029	773,938.25	770,257.00	778,865.96
90327QD89	USAA CAPITAL	1,255,000	05/01/2025	1,250,896.15	1,231,054.60	1,248,703.04
62479LJ63	MUFG Bank	800,000	09/06/2024	769,608.00	780,968.00	780,968.00
62479LJ63	MUFG Bank	5,400,000	09/06/2024	5,194,854.00	5,271,534.00	5,271,534.00
904764BN6	UNILEVER	280,000	08/12/2024	280,000.00	274,957.20	275,195.78
91159HHX1	US BANCORP	1,800,000	07/30/2024	1,920,420.00	1,780,974.00	1,788,294.00
91324PEC2	UNITEDHEALTH GROUP	1,150,000	05/15/2026	1,147,999.00	1,063,692.50	1,068,688.61
931142FB4	WALMART	930,000	04/15/2028	928,288.80	911,260.50	927,985.00
63254ABD9	NAT'L AUSTRALIA BANK	250,000	06/09/2025	250,000.00	245,305.00	248,027.22
63254ABD9	NAT'L AUSTRALIA BANK	1,395,000	06/09/2025	1,395,000.00	1,368,801.90	1,383,991.90
63254ABE7	NAT'L AUSTRALIA BANK	1,250,000	06/09/2027	1,238,825.00	1,215,425.00	1,230,611.11
	<b>Sub-total</b>	63,100,000		63,224,189.00	61,639,090.60	61,949,272.01

CUSIP	Agency MBS and CMO	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
3132CWMM3	FH SB0364	143,358	06/01/2035	154,467.96	136,913.81	137,331.94
3133L7LB1	FH RC1222	155,308	12/01/2034	166,955.85	148,618.67	149,071.65

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3133L9AJ2	FH RC2709	153,660	09/01/2037	150,874.75	151,739.09	152,315.31
3137BGK24	FHMS K-043 A2	171,592	12/25/2024	180,090.70	168,636.75	169,074.59
3137H4RZ5	FHMS K-J36 A1	9,464	12/25/2026	9,464.38	8,948.13	8,958.37
3137H8B42	FHMS K-J40 A1	136,610	06/25/2028	136,608.29	131,186.52	131,573.58
3137H8H79	FHMS K-J41 A1	281,342	01/25/2029	281,338.96	265,145.46	265,880.93
3137H92N8	FHMS K-J42 A1	165,700	07/25/2029	165,693.35	159,802.40	160,341.20
3137H9MM8	FHMS K-J43 A1	262,710	12/25/2028	262,705.73	259,308.10	259,499.75
3137H9QT9	FHMS K-J44 A1	272,176	01/25/2029	272,168.06	268,597.37	269,631.18
3137HA4K9	FHMS K-J45 A1	274,047	11/25/2028	274,046.15	269,135.78	270,153.17
3137HACX2	FHMS K-505 A2	275,000	06/25/2028	277,746.70	275,640.75	276,745.10
3137HAD45	FHMS K-J46 A1	223,995	06/25/2028	223,989.29	222,294.76	223,186.45
3137HAGY6	FHMS K-752 A1	128,704	01/25/2029	124,902.47	126,814.88	127,274.36
3137HAMH6	FHMS K-506 A2	275,000	08/25/2028	270,931.93	273,982.50	275,048.13
3137HAMS2	FHMS K-507 A2	275,000	09/25/2028	271,712.93	275,891.00	276,991.00
3137HAQ74	FHMS K-508 A2	275,000	08/25/2028	268,967.60	274,862.50	275,948.75
3137HAST4	FHMS K-509 A2	205,000	09/25/2028	198,463.98	205,865.10	206,693.64
3137HB3D4	FHMS K-510 A2	100,000	10/25/2028	99,710.90	101,310.00	101,732.42
3132CWMM3	FH SB0364	772,340	06/01/2035	832,196.16	737,623.15	739,875.81
3133L7LB1	FH RC1222	862,821	12/01/2034	927,532.52	825,659.25	828,175.81
3133L9AJ2	FH RC2709	947,662	09/01/2037	930,486.10	935,816.70	939,370.43
3137BGK24	FHMS K-043 A2	637,340	12/25/2024	668,908.31	626,365.06	627,991.34
3137H4RZ5	FHMS K-J36 A1	59,491	12/25/2026	59,490.38	56,245.41	56,309.76
3137H8B42	FHMS K-J40 A1	819,660	06/25/2028	819,649.75	787,119.10	789,441.47
3137H8H79	FHMS K-J41 A1	1,688,054	01/25/2029	1,688,033.75	1,590,872.74	1,595,285.59
3137H92N8	FHMS K-J42 A1	989,720	07/25/2029	989,681.93	954,495.42	957,713.66
3137H9MM8	FHMS K-J43 A1	1,719,558	12/25/2028	1,719,528.44	1,697,289.40	1,698,543.82
3137H9QT9	FHMS K-J44 A1	1,781,519	01/25/2029	1,781,463.60	1,758,091.85	1,764,858.65
3137HA4K9	FHMS K-J45 A1	1,793,760	11/25/2028	1,793,756.59	1,761,615.99	1,768,275.33
3137HACX2	FHMS K-505 A2	1,800,000	06/25/2028	1,817,978.40	1,804,194.00	1,811,422.50
3137HAD45	FHMS K-J46 A1	1,443,523	06/25/2028	1,443,486.49	1,432,566.24	1,438,312.66
3137HAGY6	FHMS K-752 A1	831,628	01/25/2029	807,062.08	819,419.23	822,388.15
3137HAMH6	FHMS K-506 A2	1,800,000	08/25/2028	1,773,372.60	1,793,340.00	1,800,315.00
3137HAMS2	FHMS K-507 A2	1,800,000	09/25/2028	1,778,484.60	1,805,832.00	1,813,032.00
3137HAQ74	FHMS K-508 A2	1,800,000	08/25/2028	1,760,515.20	1,799,100.00	1,806,210.00

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3137HAST4	FHMS K-509 A2	1,350,000	09/25/2028	1,306,957.95	1,355,697.00	1,361,153.25
3137HB3D4	FHMS K-510 A2	655,000	10/25/2028	653,106.40	663,580.50	666,347.33
3137F7DH5	FHR 5048 B	117,078	05/25/2033	118,559.77	105,366.68	105,464.25
3137HB3G7	FHMS K-511 A2	150,000	10/25/2028	149,569.05	150,756.00	151,363.50
3133Q5GZ3	FHS 370 A3	824,835	09/25/2033	836,498.27	772,482.34	773,169.70
3137F7DH5	FHR 5048 B	553,460	05/25/2033	560,464.34	498,097.06	498,558.27
3137HB3G7	FHMS K-511 A2	1,000,000	10/25/2028	997,127.00	1,005,040.00	1,009,090.00
3140K7XA6	FN BP0672	155,958	03/01/2035	167,118.25	146,570.45	146,960.34
3140Q9FM0	FN CA1971	154,707	06/01/2033	163,239.89	147,266.99	147,718.22
3140QGKN6	FN CA8400	173,539	12/01/2035	189,862.81	167,232.85	167,739.01
3140X92C8	FN FM6170	118,952	07/01/2035	128,913.74	115,951.59	116,348.09
3140X9K46	FN FM5714	102,900	11/01/2035	112,096.21	100,418.66	100,761.66
3140XALC4	FN FM6622	199,194	02/01/2036	209,465.42	181,541.85	181,956.83
3140XC4K1	FN FM8925	195,403	08/01/2034	211,890.16	192,063.59	192,714.93
3140XJHF3	FN FS2929	239,279	09/01/2037	232,137.86	232,244.04	233,041.63
3140XJJ87	FN FS2986	179,480	10/01/2032	174,151.50	174,323.35	174,921.61
3140K7XA6	FN BP0672	883,759	03/01/2035	947,003.40	830,565.89	832,775.29
3140Q9FM0	FN CA1971	1,031,379	06/01/2033	1,088,265.96	981,779.95	984,788.13
3140QGKN6	FN CA8400	886,627	12/01/2035	970,024.92	854,406.59	856,992.59
3140X92C8	FN FM6170	634,408	07/01/2035	687,539.93	618,408.46	620,523.16
3140X9K46	FN FM5714	576,238	11/01/2035	627,738.80	562,344.48	564,265.27
3140XALC4	FN FM6622	1,062,370	02/01/2036	1,117,148.92	968,223.18	970,436.45
3140XC4K1	FN FM8925	1,042,149	08/01/2034	1,130,080.85	1,024,339.15	1,027,812.98
3140XHQQ3	FN FS2262	1,439,752	06/01/2037	1,457,974.15	1,410,064.59	1,414,863.77
3140XJHF3	FN FS2929	1,435,673	09/01/2037	1,392,827.15	1,393,464.23	1,398,249.81
3140XJJ87	FN FS2986	1,267,652	10/01/2032	1,230,018.78	1,231,232.56	1,235,458.06
31394CP22	FNR 2005-33 QE	235,088	04/25/2035	239,615.54	234,968.36	235,947.90
31394CP22	FNR 2005-33 QE	1,548,817	04/25/2035	1,578,643.57	1,548,026.86	1,554,480.26
<b>Sub-total</b>		43,544,436		44,060,507.45	42,576,796.34	42,718,875.80

CUSIP	Municipal Bonds	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
13077DQD7	CALIFORNIA ST UNIV	75,000	11/01/2025	75,000.00	70,438.50	70,707.88
157411TK5	CHAFFEY JUHSD	60,000	08/01/2024	60,000.00	59,360.40	59,570.50

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341271AD6	FLORIDA ST BRD	55,000	07/01/2025	55,388.85	52,435.35	52,608.33
341271AD6	FLORIDA ST BRD	75,000	07/01/2025	75,497.25	71,502.75	71,738.63
341271AD6	FLORIDA ST BRD	130,000	07/01/2025	130,000.00	123,938.10	124,346.95
54438CYK2	LA CMNTY COLLEGE	115,000	08/01/2025	115,000.00	108,892.35	109,040.51
60412AVJ9	MINNESOTA ST	85,000	08/01/2025	85,000.00	80,420.20	80,509.45
646140DP5	NEW JERSEY ST TPK	55,000	01/01/2026	55,000.00	51,509.15	51,653.11
650036DT0	NY ST URBAN DEV	275,000	03/15/2025	275,000.00	264,066.00	264,172.33
798306WN2	SAN JUAN CALIF USD	125,000	08/01/2024	125,000.00	123,035.00	123,181.25
13077DQD7	CALIFORNIA ST UNIV	430,000	11/01/2025	430,000.00	403,847.40	405,391.82
157411TK5	CHAFFEY JUHSD	230,000	08/01/2024	230,000.00	227,548.20	228,353.58
341271AD6	FLORIDA ST BRD	350,000	07/01/2025	352,320.50	333,679.50	334,780.25
341271AD6	FLORIDA ST BRD	650,000	07/01/2025	650,000.00	619,690.50	621,734.75
341271AD6	FLORIDA ST BRD	250,000	07/01/2025	251,767.50	238,342.50	239,128.75
54438CYK2	LA CMNTY COLLEGE	550,000	08/01/2025	550,000.00	520,789.50	521,498.08
574193TQ1	MARYLAND ST	750,000	08/01/2024	749,790.00	738,067.50	738,705.00
60412AVJ9	MINNESOTA ST	405,000	08/01/2025	405,000.00	383,178.60	383,603.85
646140DP5	NEW JERSEY ST TPK	330,000	01/01/2026	330,000.00	309,054.90	309,918.68
650036DT0	NY ST URBAN DEV	1,600,000	03/15/2025	1,600,000.00	1,536,384.00	1,537,002.67
798306WN2	SAN JUAN CALIF USD	575,000	08/01/2024	575,000.00	565,961.00	566,633.75
<b>Sub-total</b>		7,170,000		7,174,764.10	6,882,141.40	6,894,280.10

CUSIP	Supranational	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
459058KJ1	IBRD	275,000	06/15/2027	274,857.00	263,934.00	266,464.38
459058KJ1	IBRD	1,800,000	06/15/2027	1,799,064.00	1,727,568.00	1,744,130.50
<b>Sub-total</b>		2,075,000		2,073,921.00	1,991,502.00	2,010,594.88

CUSIP	US Treasury Bonds/Notes	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
912828U24	US TREASURY	150,000	11/15/2026	138,246.09	140,812.50	141,949.86
912828U24	US TREASURY	100,000	11/15/2026	93,035.16	93,875.00	94,633.24
912828XX3	US TREASURY	925,000	06/30/2024	943,716.80	917,183.75	921,859.57
912828XX3	US TREASURY	450,000	06/30/2024	471,919.92	446,197.50	448,472.23
912828XX3	US TREASURY	125,000	06/30/2024	126,840.82	123,943.75	124,575.62

Item #3.d.  
5/1/2024

912828XX3	US TREASURY	425,000	06/30/2024	431,375.00	421,408.75	423,557.10
912828XX3	US TREASURY	175,000	06/30/2024	179,750.98	173,521.25	174,405.87
912828YY0	US TREASURY	250,000	12/31/2024	267,207.03	243,770.00	244,875.77
91282CBC4	US TREASURY	50,000	12/31/2025	49,101.56	46,375.00	46,422.39
91282CBC4	US TREASURY	525,000	12/31/2025	510,665.04	486,937.50	487,435.10
91282CBW0	US TREASURY	350,000	04/30/2026	341,468.75	323,340.50	324,443.87
91282CCP4	US TREASURY	450,000	07/31/2026	411,943.36	411,259.50	411,730.83
91282CCP4	US TREASURY	150,000	07/31/2026	136,593.75	137,086.50	137,243.61
91282CEN7	US TREASURY	650,000	04/30/2027	625,853.52	618,975.50	626,488.89
91282CFB2	US TREASURY	875,000	07/31/2027	845,434.57	830,978.75	835,011.20
91282CFB2	US TREASURY	300,000	07/31/2027	286,101.56	284,907.00	286,289.55
91282CFB2	US TREASURY	225,000	07/31/2027	212,115.23	213,680.25	214,717.17
91282CFB2	US TREASURY	250,000	07/31/2027	234,179.69	237,422.50	238,574.63
91282CFZ9	US TREASURY	325,000	11/30/2027	320,696.29	319,744.75	323,977.08
91282CFZ9	US TREASURY	450,000	11/30/2027	448,277.34	442,723.50	448,583.64
91282CGP0	US TREASURY	225,000	02/29/2028	225,940.43	222,372.00	223,154.61
9128286R6	US TREASURY	4,000,000	04/30/2024	4,185,312.50	3,990,000.00	4,027,829.67
912828U24	US TREASURY	500,000	11/15/2026	460,820.31	469,375.00	473,166.21
912828U24	US TREASURY	2,000,000	11/15/2026	1,861,015.63	1,877,500.00	1,892,664.84
912828U24	US TREASURY	1,550,000	11/15/2026	1,442,044.92	1,455,062.50	1,466,815.25
912828XX3	US TREASURY	650,000	06/30/2024	659,572.27	644,507.50	647,793.21
912828XX3	US TREASURY	450,000	06/30/2024	462,216.80	446,197.50	448,472.23
912828XX3	US TREASURY	5,000,000	06/30/2024	5,101,171.88	4,957,750.00	4,983,024.73
912828XX3	US TREASURY	1,475,000	06/30/2024	1,497,125.00	1,462,536.25	1,469,992.29
912828XX3	US TREASURY	1,350,000	06/30/2024	1,415,759.77	1,338,592.50	1,345,416.68
912828YY0	US TREASURY	850,000	12/31/2024	908,503.91	828,818.00	832,577.62
912828ZW3	US TREASURY	2,400,000	06/30/2025	2,391,187.50	2,265,744.00	2,267,260.48
91282CBC4	US TREASURY	350,000	12/31/2025	344,859.38	324,625.00	324,956.73
91282CBC4	US TREASURY	1,200,000	12/31/2025	1,167,234.38	1,113,000.00	1,114,137.36
91282CBC4	US TREASURY	7,200,000	12/31/2025	6,983,437.50	6,678,000.00	6,684,824.18
91282CBV2	US TREASURY	6,200,000	04/15/2024	6,145,750.00	6,188,220.00	6,198,955.66
91282CEN7	US TREASURY	4,400,000	04/30/2027	4,236,546.88	4,189,988.00	4,240,847.89
91282CFB2	US TREASURY	4,950,000	07/31/2027	4,782,744.14	4,700,965.50	4,723,777.66
91282CFB2	US TREASURY	1,900,000	07/31/2027	1,811,976.56	1,804,411.00	1,813,167.18



Item #3.d.  
5/1/2024

91282CFB2	US TREASURY	1,525,000	07/31/2027	1,437,669.92	1,448,277.25	1,455,305.24
91282CFB2	US TREASURY	1,600,000	07/31/2027	1,498,750.00	1,519,504.00	1,526,877.63
91282CFZ9	US TREASURY	3,100,000	11/30/2027	3,058,949.22	3,049,873.00	3,090,242.88
91282CFZ9	US TREASURY	3,100,000	11/30/2027	3,088,132.81	3,049,873.00	3,090,242.88
91282CGP0	US TREASURY	1,500,000	02/29/2028	1,506,269.53	1,482,480.00	1,487,697.39
<b>Sub-total</b>		64,675,000		63,747,513.70	62,421,815.75	62,784,447.67

CUSIP	Hedge Asset with hedge]	[Kept Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
912796CX5 CCYUSD	US T-Bill US Treasury	720,000	4/18/2024	710,658.06	684,000.00	684,000.00
<b>Sub-total</b>		720,000		710,658.06	684,000.00	684,000.00
<b>Grand Total</b>		<b>539,422,176</b>		<b>539,084,795.51</b>	<b>533,550,489.70</b>	<b>534,518,229.56</b>



# SAN MATEO COUNTY TRANSIT DISTRICT

## Investment Performance Review For the Quarter Ended March 31, 2024

### Client Management Team

Monique Spyke, Managing Director  
Michael P. Downs, Portfolio Manager

1 California Street Ste. 1000  
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415-393-7270

### PFM Asset Management LLC

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717-232-2723

**NOT FDIC INSURED : NO BANK GUARANTEE : MAY LOSE VALUE**

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# Agenda

- Market Update
- Account Summary
- Portfolio Review

# Market Update

## Market Themes



- ▶ The U.S. economy is characterized by:
  - ▶ Robust growth that continues to show surprising strength
  - ▶ Sticky inflation that remains above the Federal Reserve (Fed)'s 2% target
  - ▶ Labor markets continuing to show impressive job gains and low unemployment
  - ▶ Resilient consumer spending supported by wage growth that is outpacing inflation



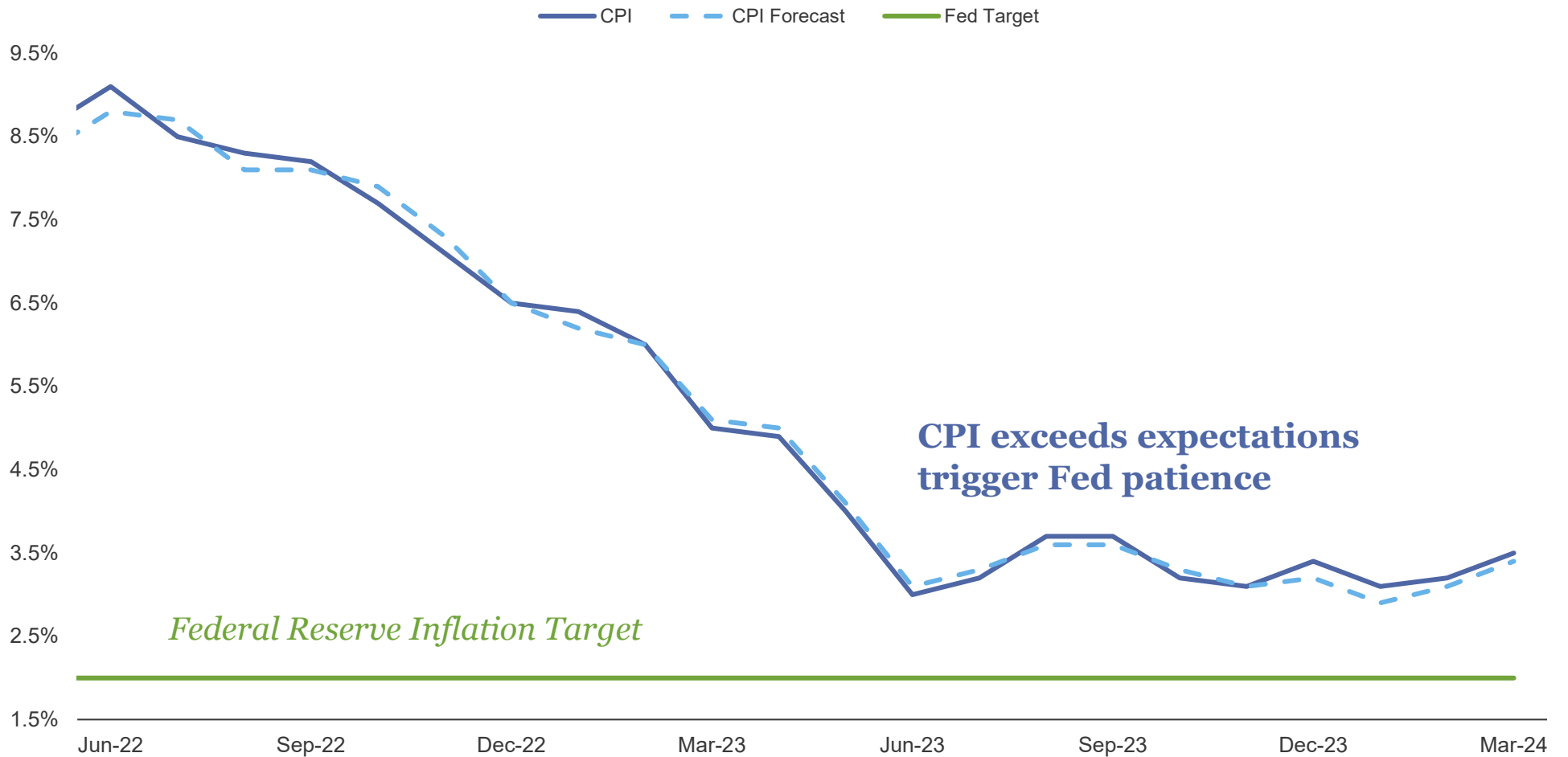
- ▶ Federal Reserve reaffirms rate cut expectations
  - ▶ Forecast of 75 basis points of cuts this year
  - ▶ After entering the year expecting 6 cuts in 2024, markets have adjusted their expectations to only 2 to 3 cuts in 2024
  - ▶ Fed officials reaffirm that restoring price stability is the priority, but further confidence in inflation moving toward the 2% target is needed, which may delay the timing of rate cuts



- ▶ Treasury yields increase following the change in market expectations
  - ▶ Yields on maturities between 2 and 10 years rose 30-40 basis points during the quarter
  - ▶ Yield curve inversion persists
  - ▶ Spreads in most sectors fell to multi-year lows given the strong economic environment

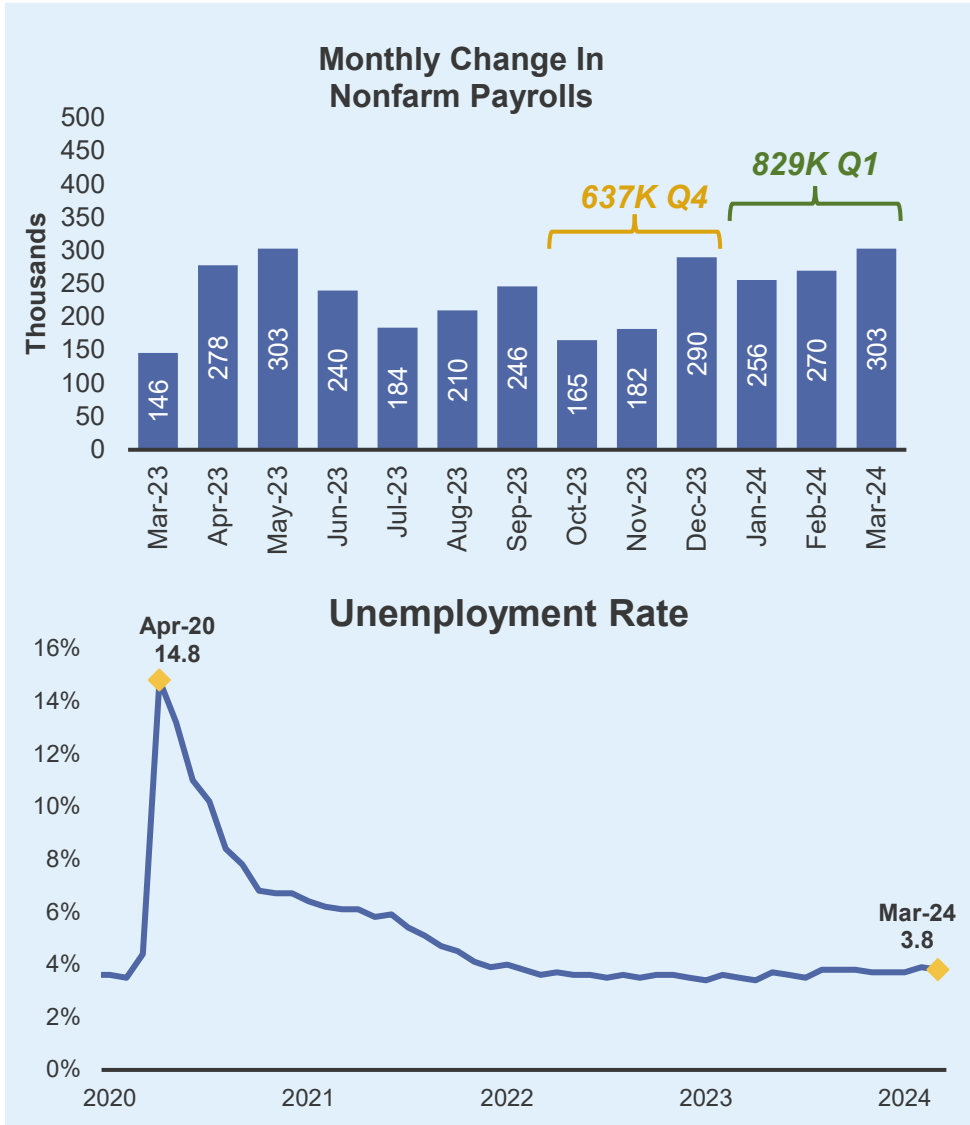
## Inflation Remains Range Bound After Significant Decline in CPI in 2022 and Early 2023

### Consumer Price Index Year-Over-Year Changes

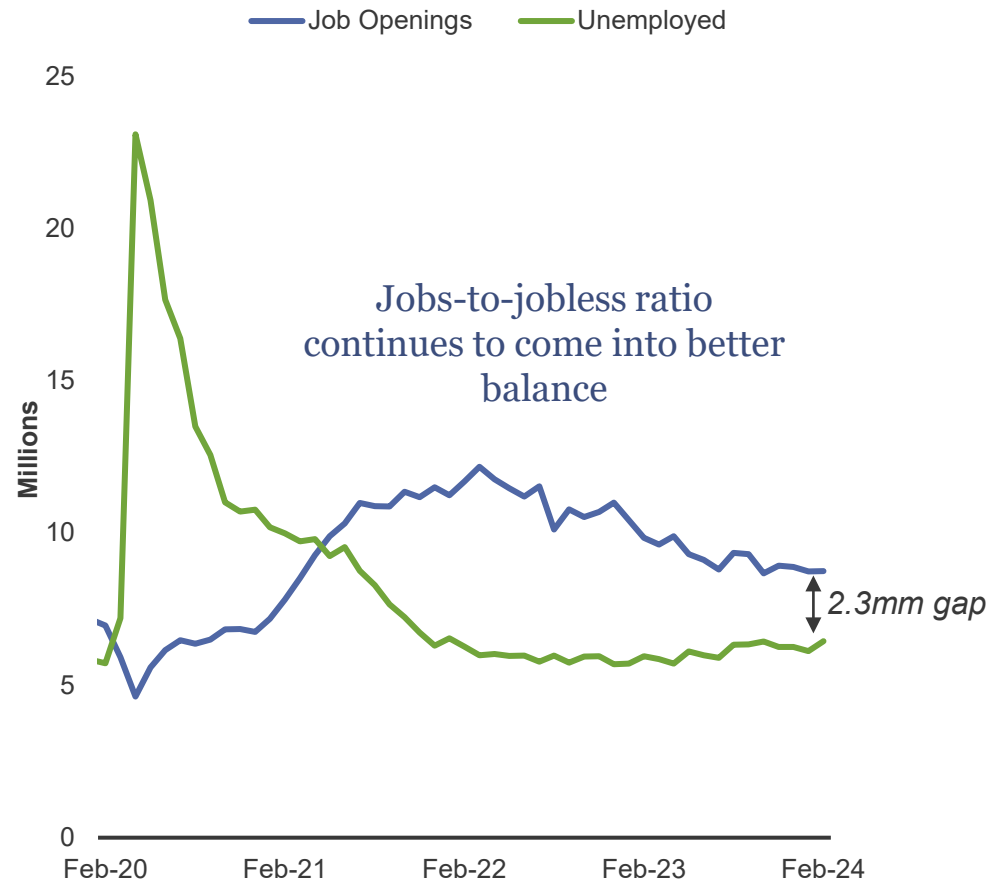


Source: Bloomberg, as of 3/31/2024.

### Labor Market Remains Strong



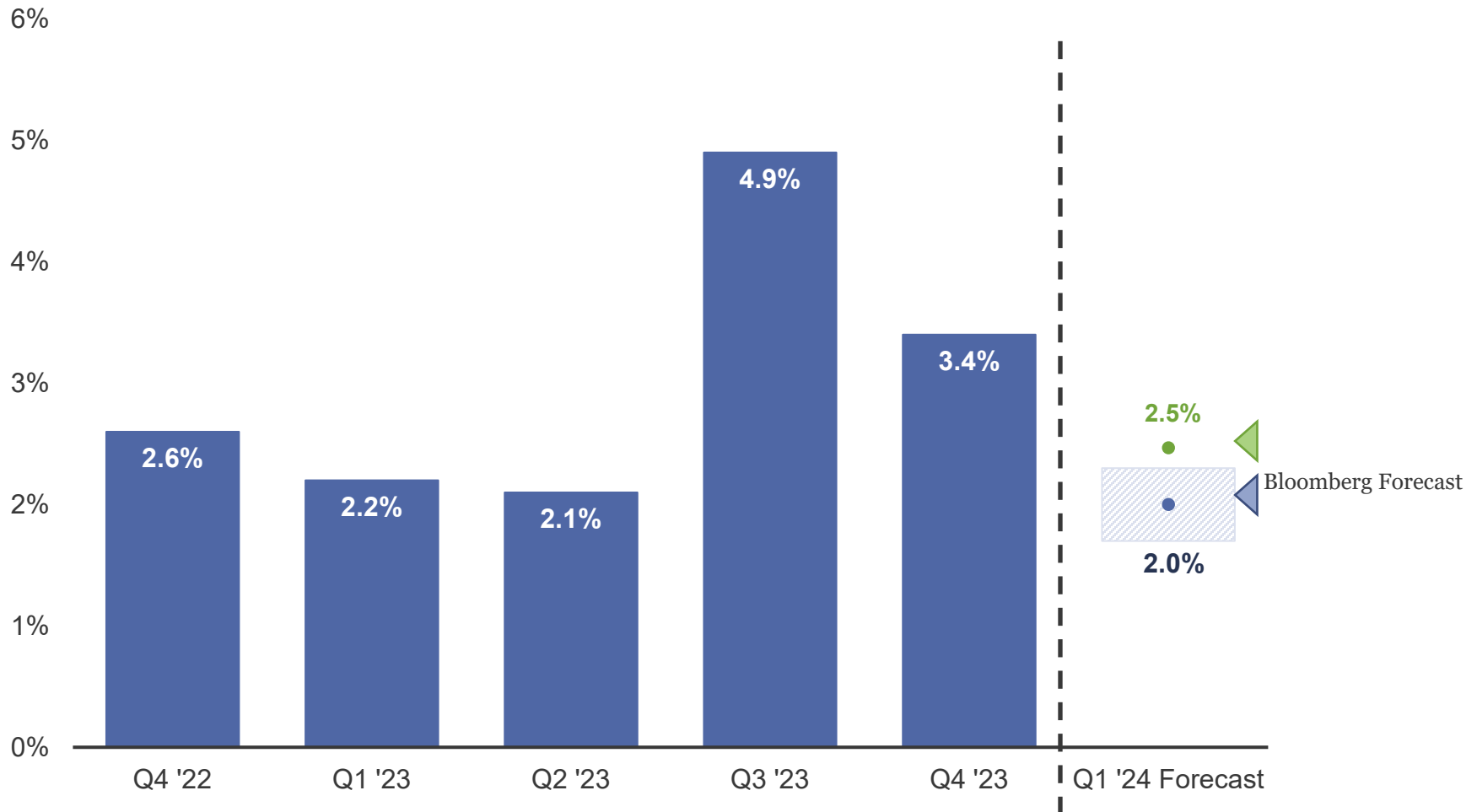
### Job Openings vs. Unemployed Workers



Source: Bloomberg. Job openings as of February 2024. Monthly change in nonfarm payrolls and unemployment rate as of March 2024. Data is seasonally adjusted.

## Consumer Spending Continues to Drive Strong Economic Growth

### U.S. GDP



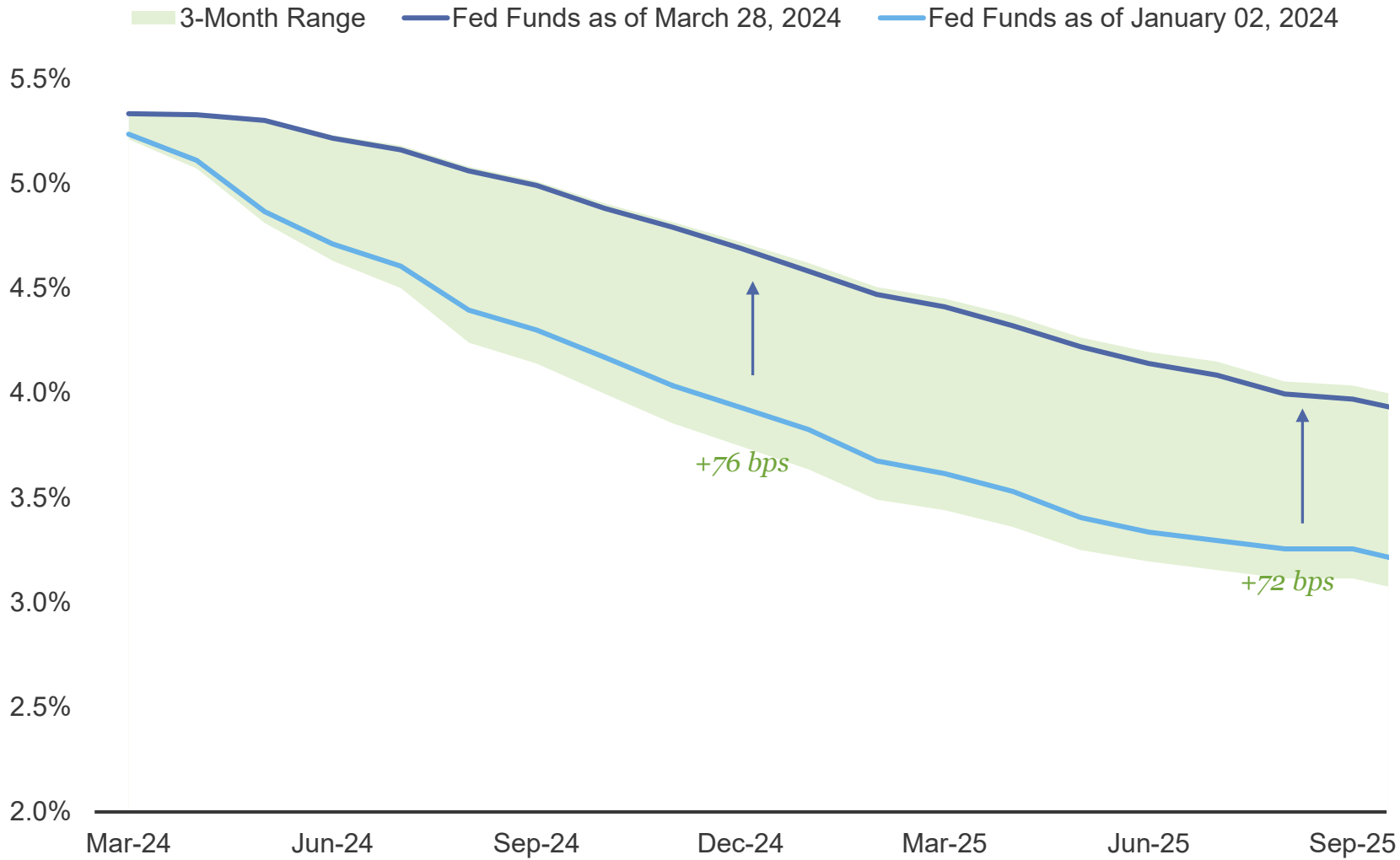
Source: Bureau of Economic Analysis, U.S. Department of Commerce; as of March 28, 2024.

GDPNow estimates provided by the Federal Reserve Bank of Atlanta; as of April 4, 2024. The Atlanta Fed GDPNow estimate is a model-based projection not subject to judgmental adjustments. It is not an official forecast of the Atlanta Fed, its president, the Federal Reserve System, or the Federal Open Market Committee. Bloomberg Forecasts as of March 2024.



## Market Reversed Course and Now Expects a Slower Pace of Rate Cuts

### Implied Fed Funds Rate



Market reprices expectations for number of cuts in 2024 in response to hotter than expected inflation and a resilient labor market

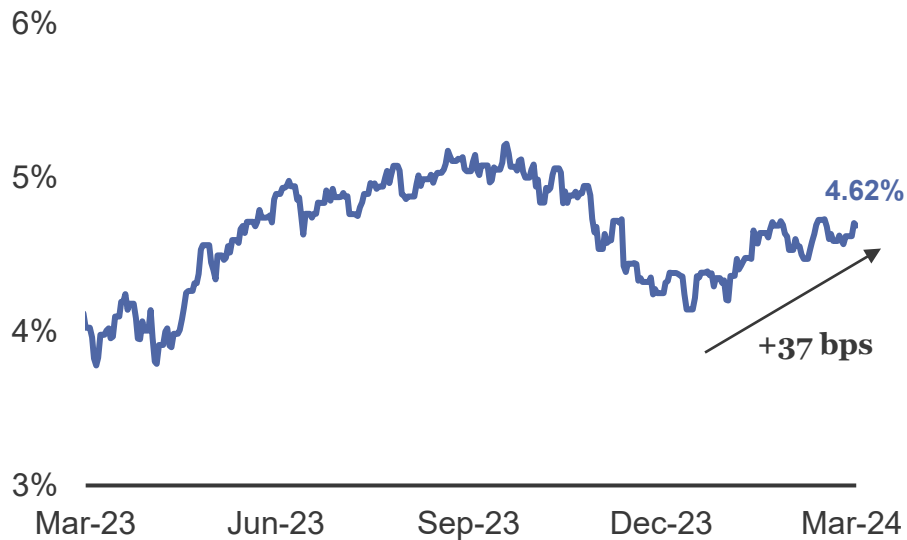
Source: Bloomberg, as of March 2024.

### Yields Reprice on Fed Patience

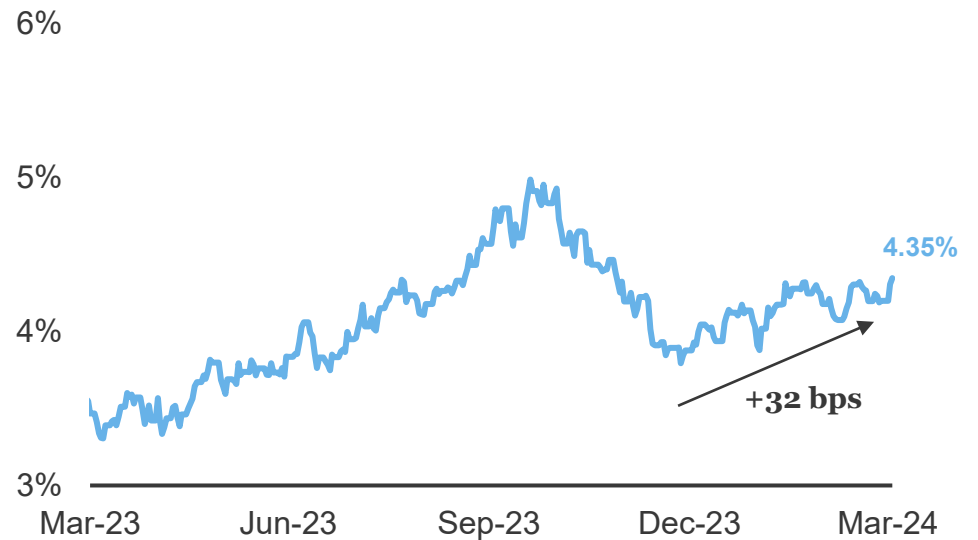
**From the  
March 24 FOMC  
Meeting  
Press Conference**

“...the Committee needs to see **more evidence** to build our **confidence** that inflation is moving down sustainably toward our 2 percent goal, and **we don’t expect that it will be appropriate to begin to reduce rates until we’re more confident** that that is the case”

#### 2-Year Treasury Yield

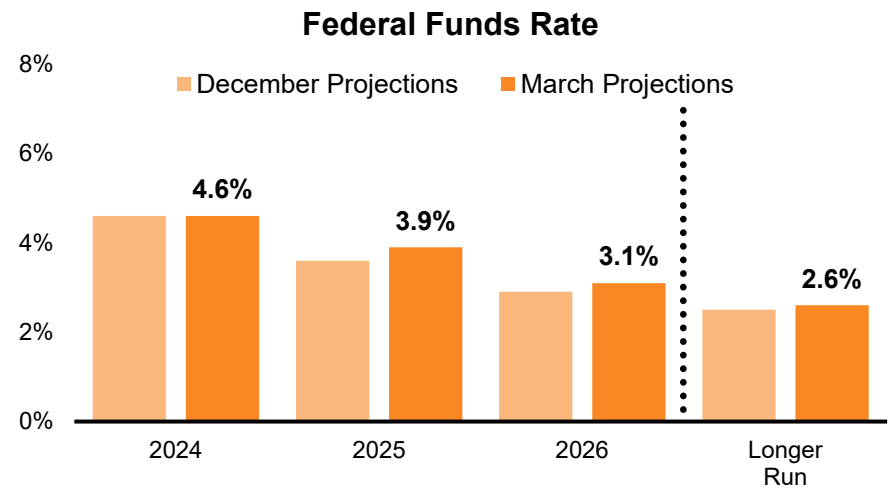
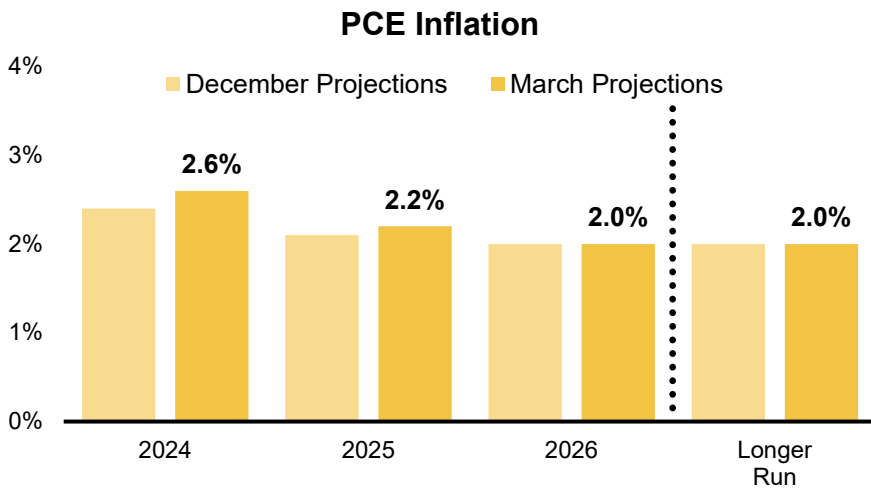
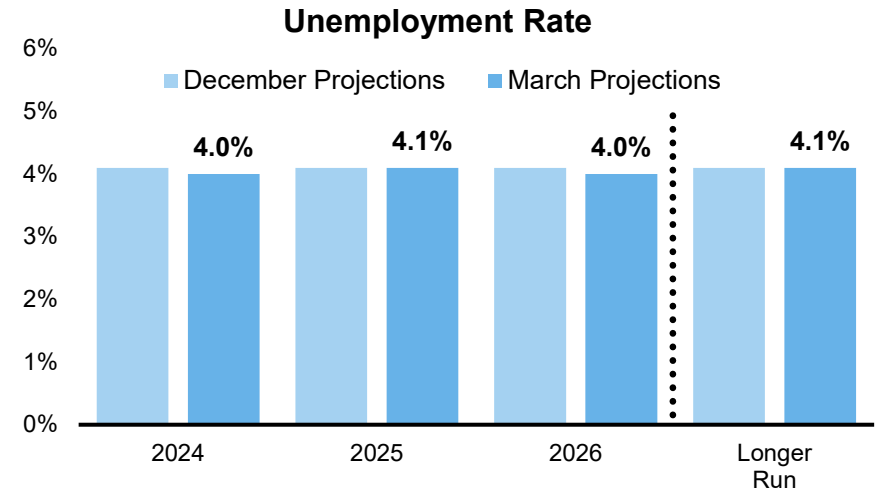
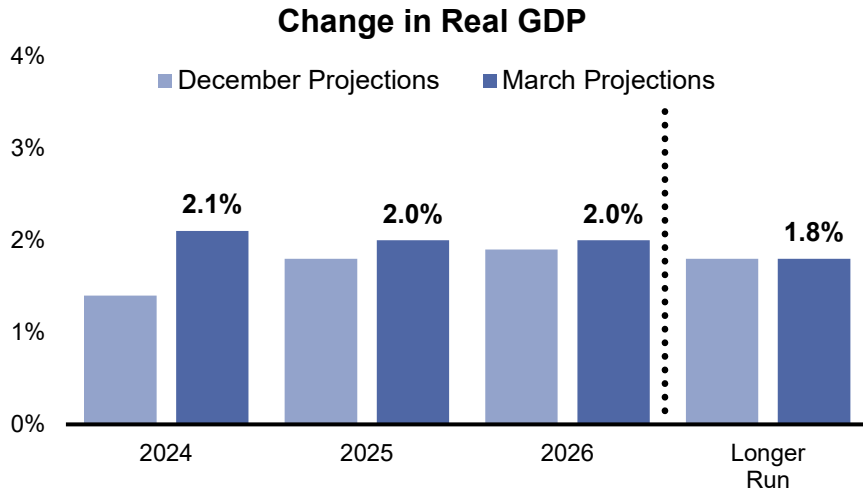


#### 10-Year Treasury Yield



Source: Federal Reserve, Bloomberg, as of 3/31/2024.

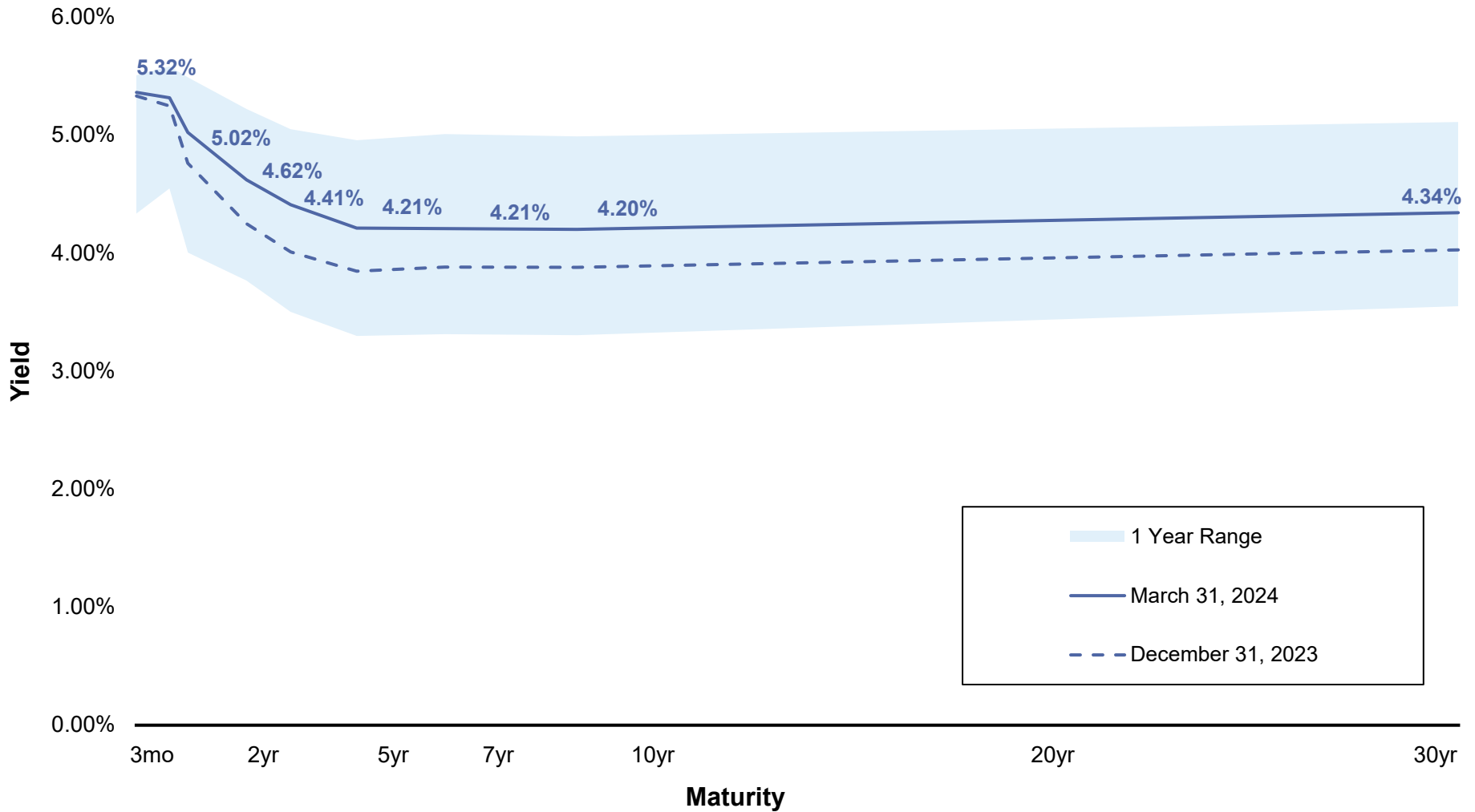
## Summary of Economic Projections Show Stronger Economic Story



Source: Federal Reserve, latest economic projections as of March 2024.

## Treasury Yields Move Higher as Market Evolves to Revised Fed Expectations

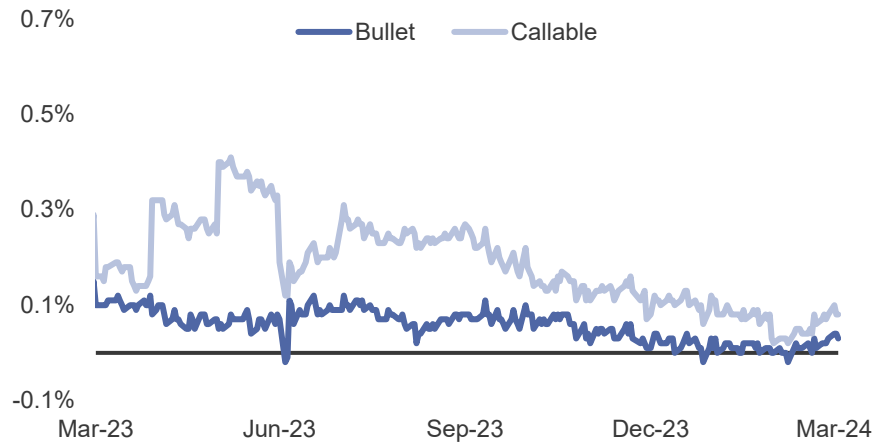
### U.S. Treasury Yield Curve



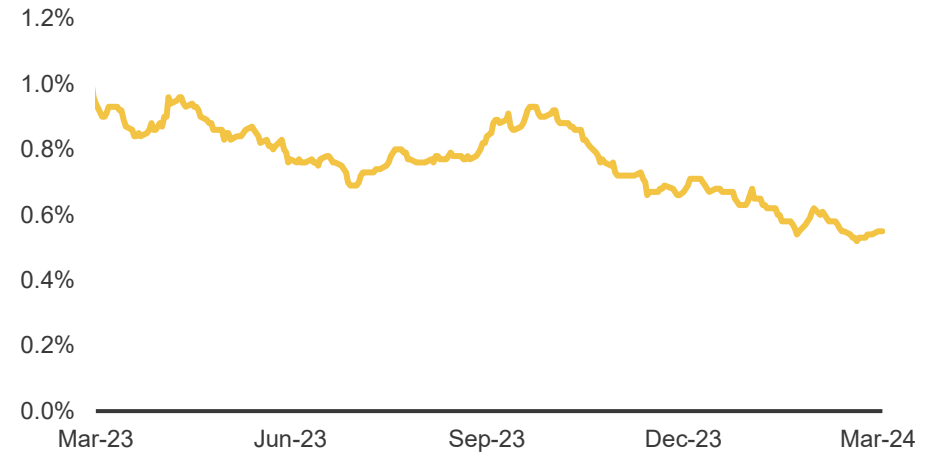
Source: Bloomberg, as of 3/31/2024.

## Sector Yield Spreads

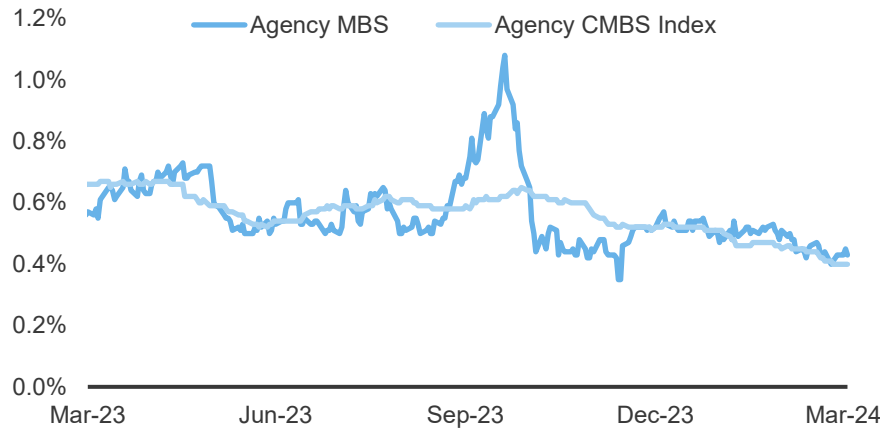
### Federal Agency Yield Spreads



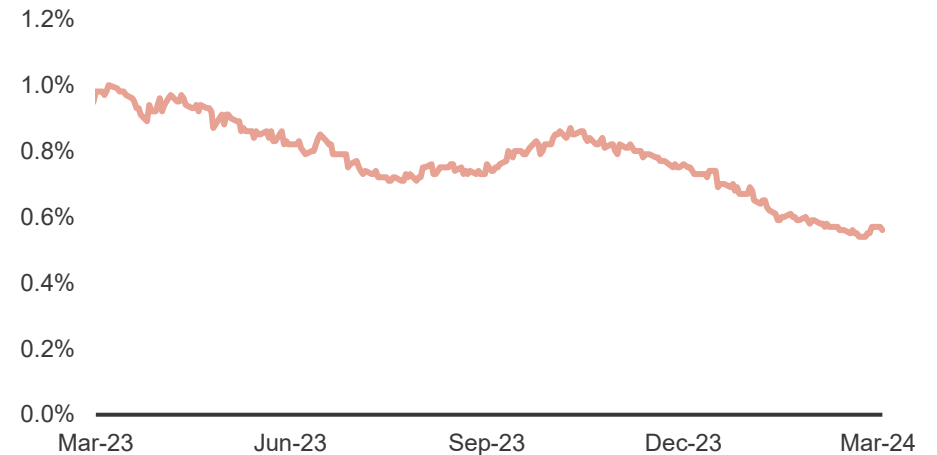
### Corporate Notes A-AAA Yield Spreads



### Mortgage-Backed Securities Yield Spreads



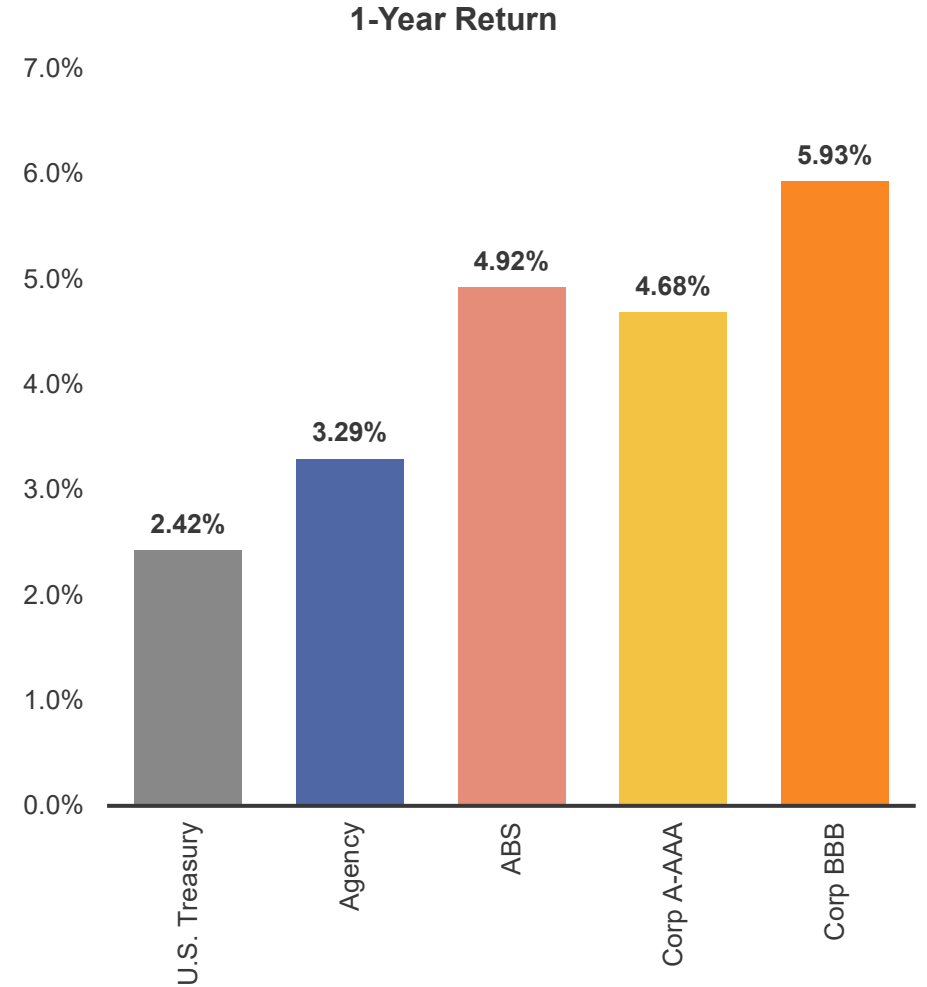
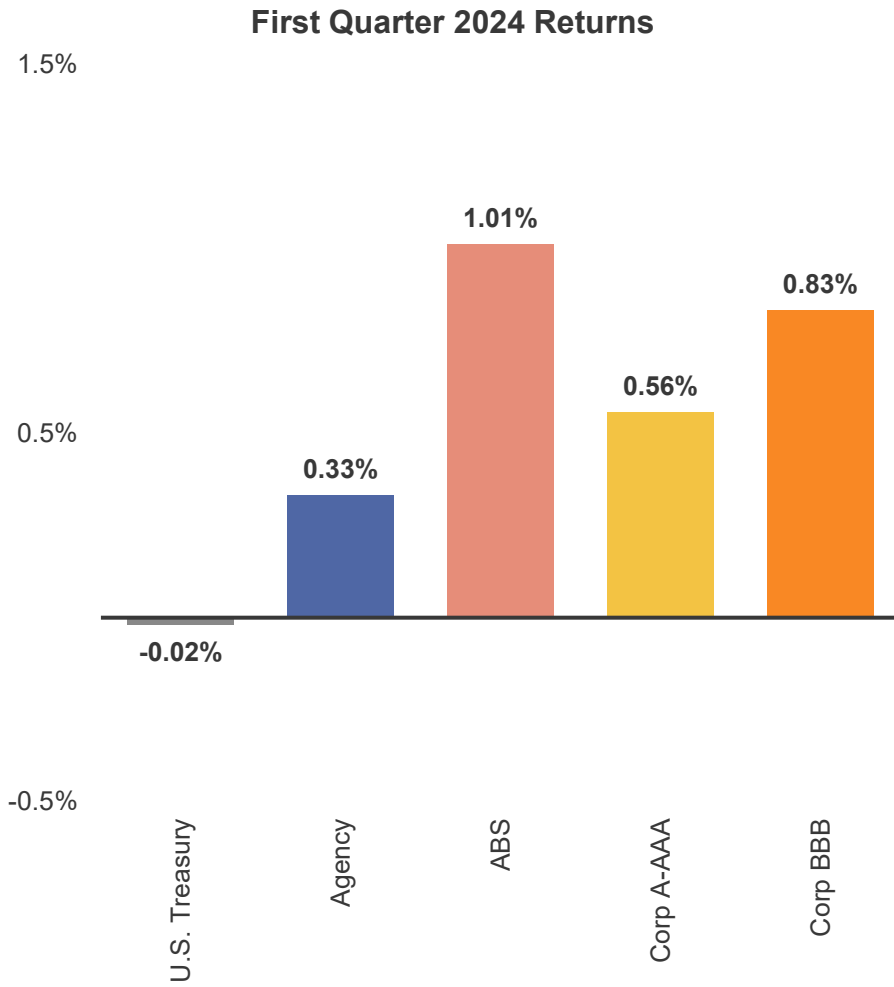
### Asset-Backed Securities AAA Yield Spreads



Source: ICE BofA 1-5 year Indices via Bloomberg, MarketAxess and PFMAM as of March 31, 2024. 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 Index Total Returns in 1Q 2024

### 1-5 Year Indices


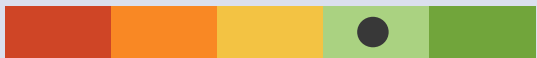






Source: ICE BofA Indices. ABS indices are 0-5 year, based on weighted average life. As of March 31, 2024.

## Fixed-Income Sector Commentary – 1Q 2024

- ▶ **U.S. Treasuries** markets spent the quarter adjusting its expectations as strong economic data and Fed commentary pushed back on the notion that a rate cut was imminent. Yields reflected the repricing and are higher by over 30 basis points for maturities greater than a year.
- ▶ **Federal Agency, Municipal, and Supranational** yield spreads remained low and range bound. These sectors eked out positive excess returns, mostly from their modest incremental income. Callable agencies outperformed bullet agencies, as bond market volatility generally waned from recent multi-year highs.
- ▶ **Investment-Grade (IG) Corporates** produced strong excess returns on robust market demand and continued spread tightening in the sector. IG corporates finished the quarter at their tightest spread levels in over two years. Lower rated issues performed best. With spreads near historical tights, some caution in the sector is warranted.
- ▶ **Asset-Backed Securities** were the strongest-performing fixed income sector. The rally in the sector was led by ongoing optimism regarding the strength of the American consumer and, like IG corporates, robust appetite for investment opportunities in the sector. Incremental income from ABS remains attractive and our fundamental outlook for the economy is supportive for the sector.
- ▶ **Mortgage-Backed Securities** performance was mixed with spreads widening in longer maturity structures. Volatility was relatively muted compared to Q4 and helped bolster returns in the sector. Agency commercial mortgage-backed security spreads tightened more aggressively relative to pass-throughs, resulting in strong relative performance.
- ▶ **Short-term credit** (commercial paper and negotiable bank CDs) yield spreads continued to tighten over the quarter while the credit curve has steepened. Shorter-term maturities are less attractive and we prefer issues with maturities between 6 and 12 months.

## Factors to Consider for 6-12 Months

<p><b>Monetary Policy:</b></p>  <ul style="list-style-type: none"> <li>Fed guidance implies a soft landing and 3 rate cuts for 2024. Market expectations have been volatile but recently converged to Fed projections.</li> <li>Globally, central banks are nearing the start of cutting cycles with the Swiss central bank being the first to cut.</li> </ul>	<p><b>Economic Growth:</b></p>  <ul style="list-style-type: none"> <li>U.S. resiliency continues as expectations for a soft-landing command center stage. Strength is led by consumers supported by a robust labor market.</li> <li>Eurozone growth set to improve in 2024 H2. Although Chinese growth targets seem aspirational, emerging economies are expected to grow.</li> </ul>	<p><b>Inflation:</b></p>  <ul style="list-style-type: none"> <li>Inflation continued to moderate but has proven to be stickier than expected, predominantly in housing and other service sectors.</li> <li>Further upside surprises in inflation indicators may complicate the Fed's path for monetary policy.</li> </ul>
<p><b>Financial Conditions:</b></p>  <ul style="list-style-type: none"> <li>Financial conditions continue to soften as the "Fed pivot" remains in play amid sustained strength in various economic indicators.</li> <li>With interest rates elevated, we continue to focus on identifying potential pockets of stress within financial markets.</li> </ul>	<p><b>Consumer Spending (U.S.):</b></p>  <ul style="list-style-type: none"> <li>Consumer confidence reached a multi-year high following strong wage growth, a resilient labor market, and slowly moderating inflation.</li> <li>Hiring and wage growth have played a role in boosting personal income, which combined with record U.S. household net worth, supported spending.</li> </ul>	<p><b>Labor Markets:</b></p>  <ul style="list-style-type: none"> <li>The labor market remains strong, but a few indicators are moderating from the extreme tightness of 2022.</li> <li>No sign of weakness in typical economically-sensitive industries, like retail, leisure and hospitality, and construction.</li> </ul>

● Current outlook    ○ Outlook one quarter ago



Statements and opinions expressed about the next 6-12 months were developed based on our independent research with information obtained from Bloomberg. The views expressed within this material constitute the perspective and judgment of PFM Asset Management LLC at the time of distribution (3/31/2024) and are subject to change. Information is obtained from sources generally believed to be reliable and available to the public; however, PFM Asset Management LLC cannot guarantee its accuracy, completeness, or suitability.



# Account Summary

## Certificate of Compliance

During the reporting period for the quarter ended March 31, 2024, 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*

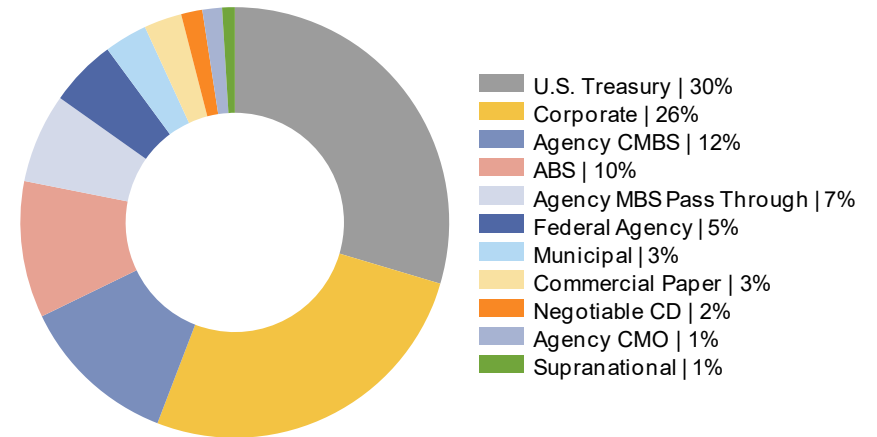
*Note: Pre- and post-trade compliance for the account(s) managed by PFM Asset Management is provided via Bloomberg Asset and Investment Management ("AIM").*

### Consolidated Summary

#### Account Summary

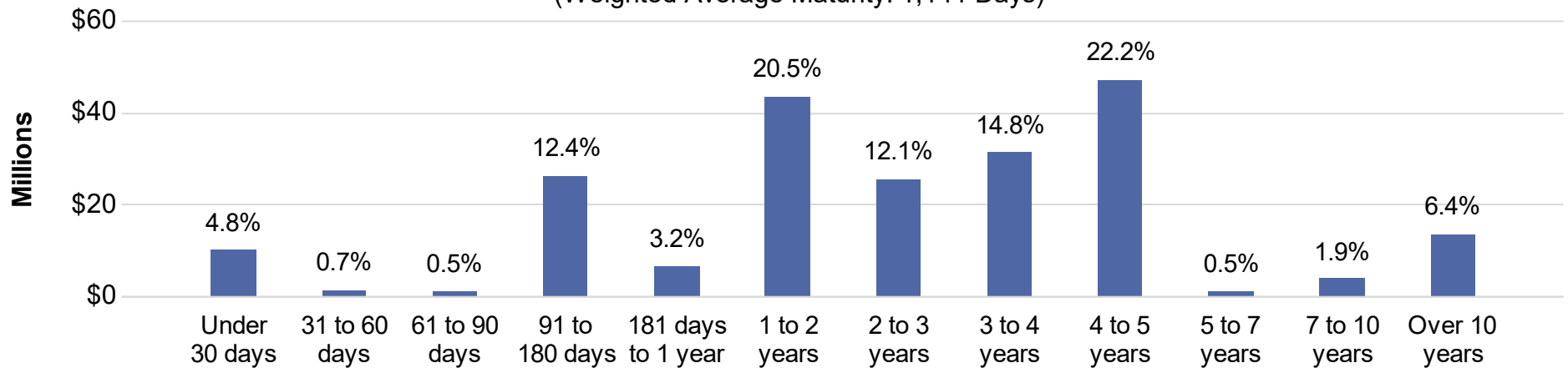
<b>PFMAM Managed Account</b>	\$214,075,277
<b>Total Program</b>	<b>\$214,075,277</b>

#### Sector Allocation



#### Maturity Distribution

(Weighted Average Maturity: 1,141 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

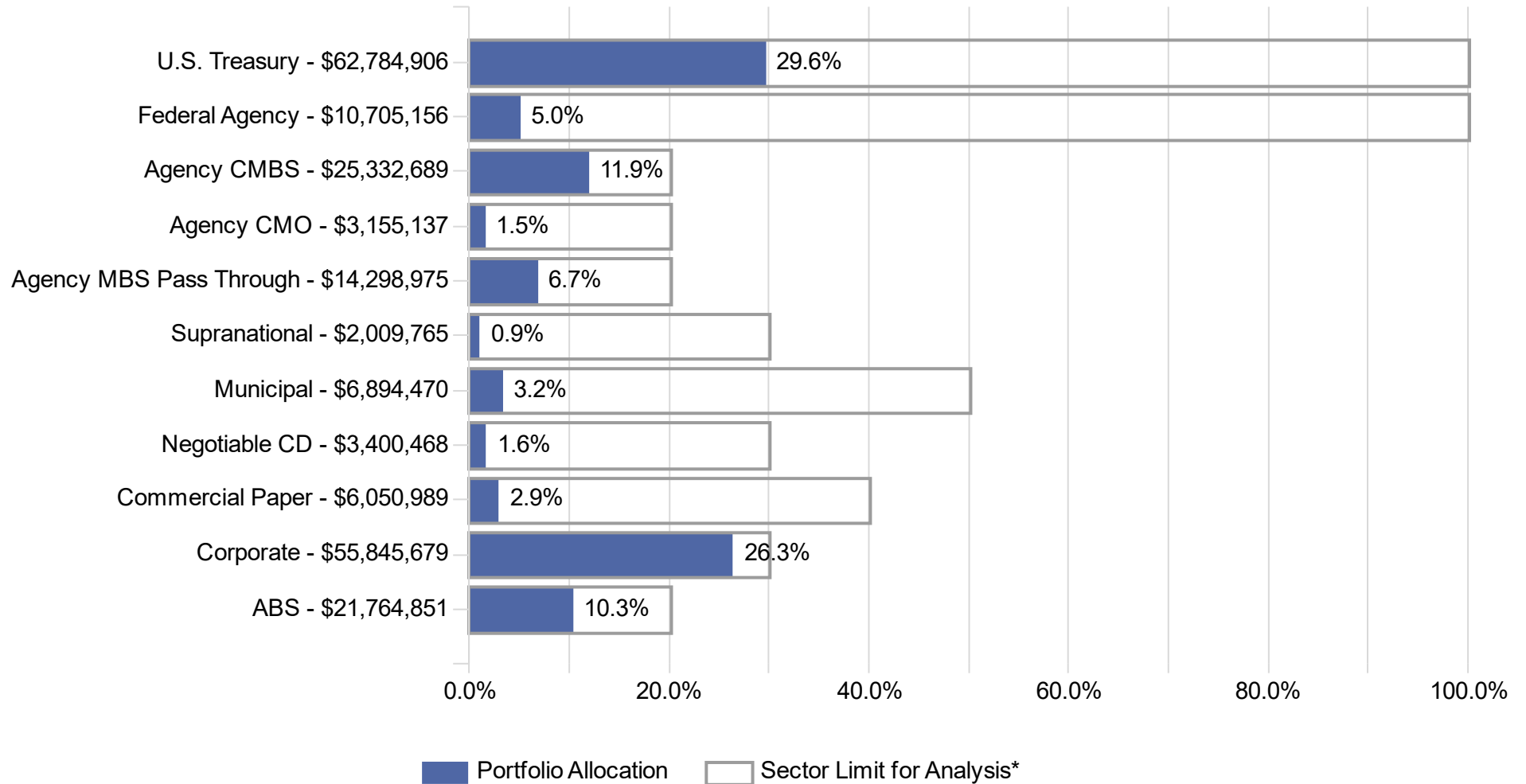
## Account Summary

SAN MATEO COUNTY TRANS DIST RESERVE			
Portfolio Values	March 31, 2024	Analytics <sup>1</sup>	March 31, 2024
PFMAM Managed Account	\$183,341,236	Yield at Market	4.72%
Amortized Cost	\$187,764,623	Yield on Cost	2.94%
Market Value	\$183,341,236	Portfolio Duration	2.05
Accrued Interest	\$852,190		
Cash	\$1,589,998		

SAN MATEO COUNTY TRANS DIST PARATRANSIT			
Portfolio Values	March 31, 2024	Analytics <sup>1</sup>	March 31, 2024
PFMAM Managed Account	\$27,918,153	Yield at Market	4.68%
Amortized Cost	\$28,628,413	Yield on Cost	3.02%
Market Value	\$27,918,153	Portfolio Duration	2.07
Accrued Interest	\$131,507		
Cash	\$242,192		

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
<b>U.S. Treasury</b>	<b>29.6%</b>	
UNITED STATES TREASURY	29.6%	AA / Aaa / AA
<b>Federal Agency</b>	<b>5.0%</b>	
FANNIE MAE	2.5%	AA / Aaa / AA
FEDERAL HOME LOAN BANKS	0.9%	AA / Aaa / NR
FREDDIE MAC	1.7%	AA / Aaa / AA
<b>Agency CMBS</b>	<b>11.9%</b>	
FREDDIE MAC	11.9%	AA / Aaa / AA
<b>Agency CMO</b>	<b>1.5%</b>	
FANNIE MAE	0.8%	AA / Aaa / AA
FREDDIE MAC	0.6%	AA / Aaa / AA
<b>Agency MBS Pass Through</b>	<b>6.7%</b>	
FANNIE MAE	5.3%	AA / Aaa / AA
FREDDIE MAC	1.4%	AA / Aaa / AA
<b>Supranational</b>	<b>0.9%</b>	
INTL BANK OF RECONSTRUCTION AND DEV	0.9%	AAA / Aaa / AAA
<b>Municipal</b>	<b>3.2%</b>	
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	0.3%	AAA / Aaa / AAA
STATE OF MINNESOTA	0.2%	AAA / Aaa / AAA

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
<b>Negotiable CD</b>	<b>1.6%</b>	
NORDEA BANK ABP	0.2%	AA / Aa / AA
TORONTO-DOMINION BANK	1.4%	A / A / NR
<b>Commercial Paper</b>	<b>2.9%</b>	
MITSUBISHI UFJ FINANCIAL GROUP INC	2.9%	A / Aa / A
<b>Corporate</b>	<b>26.3%</b>	
AIR PRODUCTS & CHEMICALS	0.7%	A / A / NR
AMAZON.COM INC	1.2%	AA / A / AA
AMERICAN HONDA FINANCE	0.5%	A / A / A
APPLE INC	1.3%	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
BLACKROCK INC	1.0%	AA / Aa / NR
BMW FINANCIAL SERVICES NA LLC	0.6%	A / A / NR
CATERPILLAR INC	0.7%	A / A / A
CHEVRON CORPORATION	0.4%	AA / Aa / NR
CINTAS CORPORATION NO. 2	0.2%	A / A / NR
CISCO SYSTEMS INC	0.8%	AA / A / NR
CITIGROUP INC	1.5%	A / Aa / A
DEERE & COMPANY	0.7%	A / A / A
EXXON MOBIL CORP	0.4%	AA / Aa / NR
GOLDMAN SACHS GROUP INC	0.5%	BBB / A / A
HOME DEPOT INC	0.1%	A / A / A
IBM CORP	0.7%	A / A / A
JP MORGAN CHASE & CO	1.0%	A / A / AA
LOCKHEED MARTIN CORP	0.1%	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
<b>Corporate</b>	<b>26.3%</b>	
MERCK & CO INC	0.3%	A / A / NR
MORGAN STANLEY	0.7%	A / A / A
NATIONAL AUSTRALIA BANK LTD	1.3%	AA / Aa / NR
NATIONAL RURAL UTILITIES CO FINANCE CORP	0.3%	A / A / A
PACCAR FINANCIAL CORP	0.3%	A / A / NR
ROCHE HOLDINGS INC	1.2%	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	0.7%	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	0.8%	A / A / A
USAA CAPITAL CORP	0.7%	AA / Aa / NR
WAL-MART STORES INC	0.5%	AA / Aa / AA
<b>ABS</b>	<b>10.3%</b>	
AMERICAN EXPRESS CO	0.4%	AAA / NR / AAA
BANK OF AMERICA CO	0.7%	AAA / Aaa / AAA
CAPITAL ONE FINANCIAL CORP	1.6%	AAA / Aaa / AAA
CARMAX AUTO OWNER TRUST	0.7%	AAA / NR / AAA
CHASE ISSURANCE	1.6%	AAA / NR / AAA
DISCOVER FINANCIAL SERVICES	1.2%	AAA / Aaa / NR
FIFTH THIRD AUTO TRUST	0.7%	AAA / Aaa / NR

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
<b>ABS</b>	<b>10.3%</b>	
FORD CREDIT AUTO OWNER TRUST	0.3%	AAA / NR / AAA
GM FINANCIAL CONSUMER AUTOMOBILE TRUST	0.3%	AAA / Aaa / AAA
HONDA AUTO RECEIVABLES	0.9%	AAA / Aaa / AAA
HYUNDAI AUTO RECEIVABLES	0.1%	AAA / NR / AAA
KUBOTA CREDIT OWNER TRUST	0.1%	NR / Aaa / AAA
NISSAN AUTO RECEIVABLES	0.2%	AAA / Aaa / NR
VOLKSWAGEN AUTO LEASE TURST	0.3%	NR / Aaa / AAA
VOLKSWAGEN OF AMERICA	0.2%	AAA / Aaa / NR
WF CARD ISSUANCE TRUST	1.0%	AAA / Aaa / AAA
WORLD OMNI AUTO REC TRUST	0.2%	AAA / NR / AAA
<b>Total</b>	<b>100.0%</b>	

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.

# Portfolio Review: SAN MATEO COUNTY TRANS DIST RESERVE

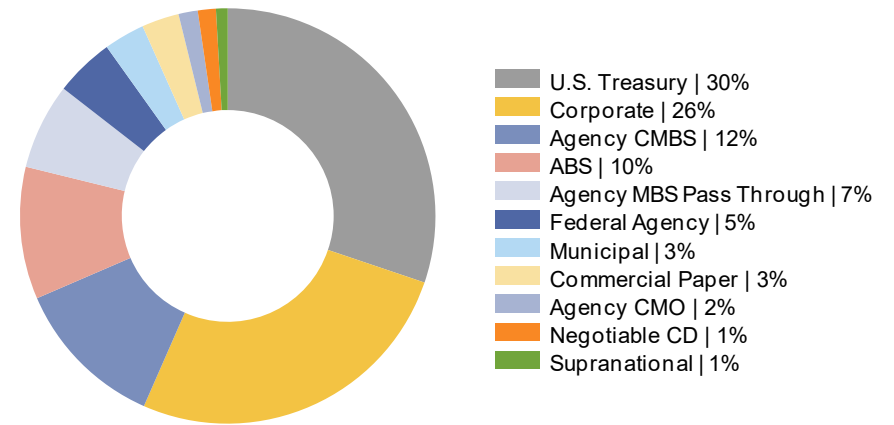


## Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST RESERVE<sup>1</sup>

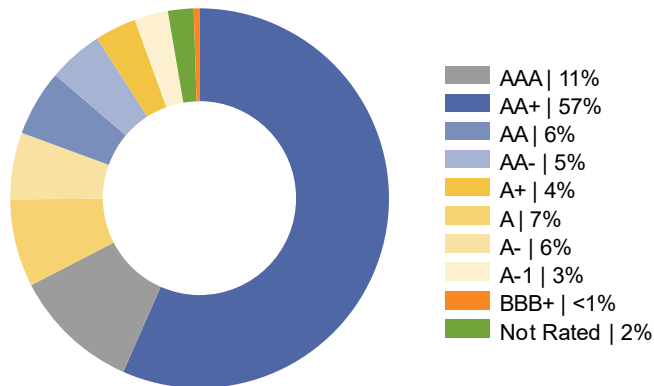
### Portfolio Statistics

<b>Total Market Value</b>	\$185,783,424.78
<i>Securities Sub-Total</i>	\$183,341,236.41
<i>Accrued Interest</i>	\$852,190.38
<i>Cash</i>	\$1,589,997.99
<b>Portfolio Effective Duration</b>	2.05 years
<b>Benchmark Effective Duration</b>	2.02 years
<b>Yield At Cost</b>	2.94%
<b>Yield At Market</b>	4.72%
<b>Portfolio Credit Quality</b>	AA

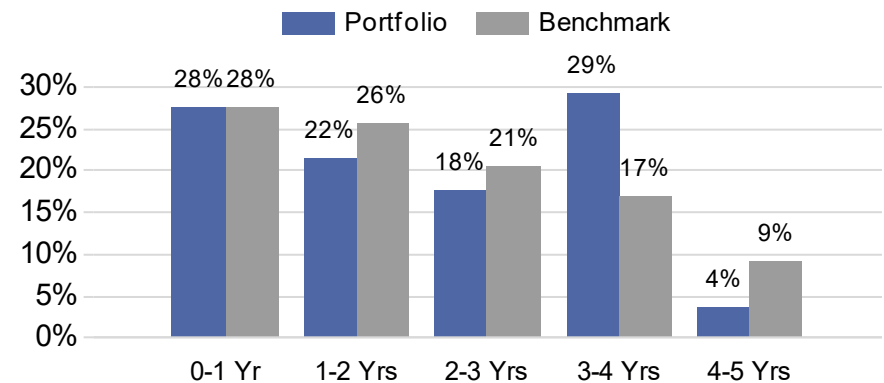
### Sector Allocation



### Credit Quality - S&P



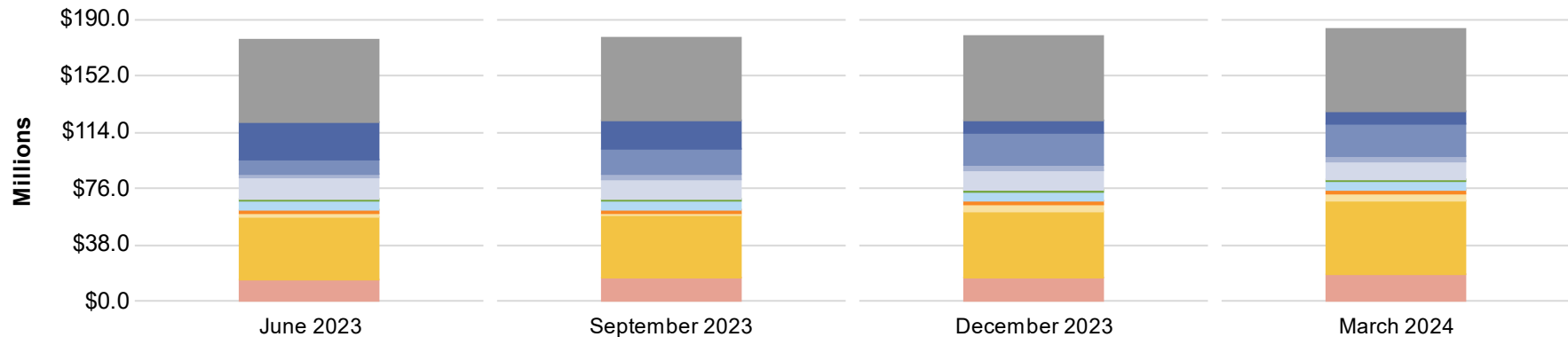
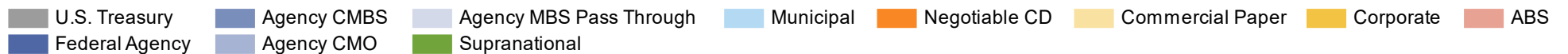
### Duration Distribution



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

### Sector Allocation Review - SAN MATEO COUNTY TRANS DIST RESERVE

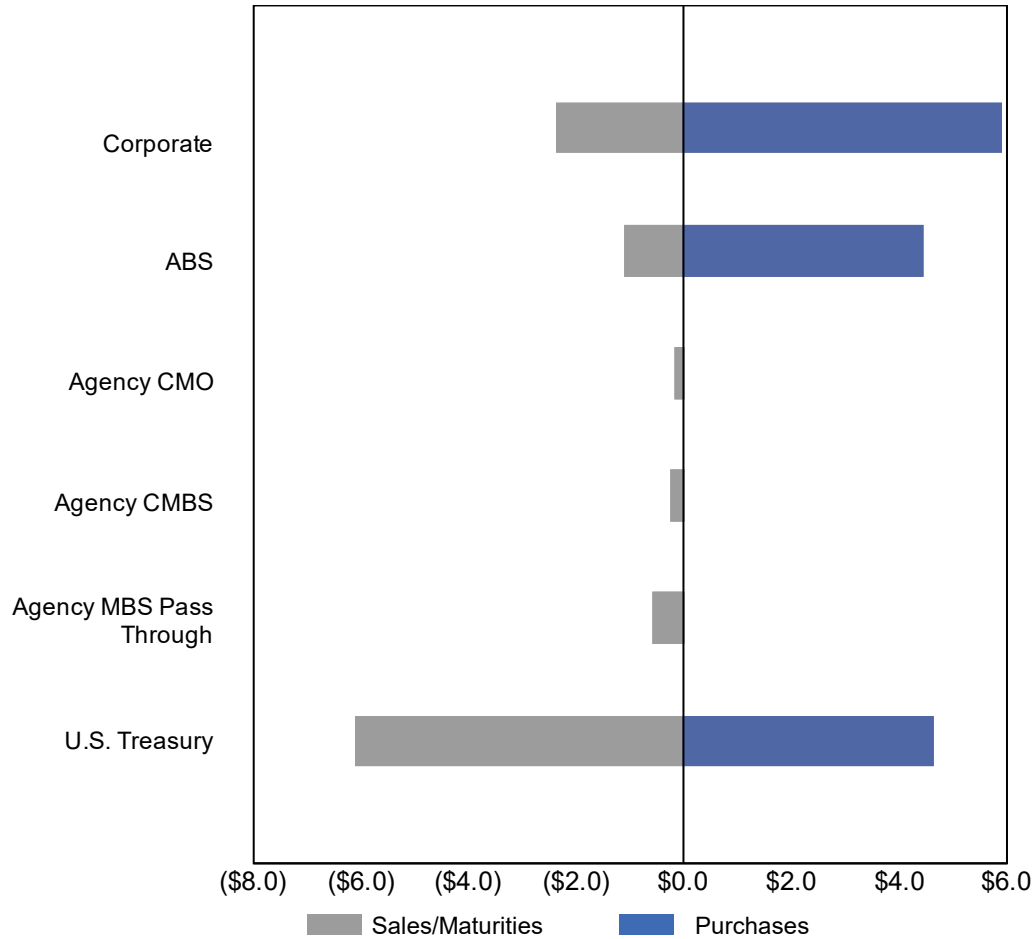
Security Type	Jun-23	% of Total	Sep-23	% of Total	Dec-23	% of Total	Mar-24	% of Total
U.S. Treasury	\$56.3	31.7%	\$55.6	31.3%	\$56.8	31.6%	\$55.3	30.2%
Federal Agency	\$24.6	13.9%	\$19.8	11.1%	\$8.4	4.7%	\$8.4	4.6%
Agency CMBS	\$9.7	5.5%	\$16.9	9.5%	\$22.2	12.4%	\$21.8	11.9%
Agency CMO	\$3.3	1.9%	\$3.1	1.7%	\$3.0	1.7%	\$2.8	1.5%
Agency MBS Pass Through	\$14.1	7.9%	\$13.2	7.4%	\$13.1	7.3%	\$12.4	6.7%
Supranational	\$1.7	1.0%	\$1.7	1.0%	\$1.7	1.0%	\$1.7	0.9%
Municipal	\$5.9	3.4%	\$5.7	3.2%	\$5.8	3.3%	\$5.9	3.2%
Negotiable CD	\$2.5	1.4%	\$2.5	1.4%	\$2.5	1.4%	\$2.5	1.4%
Commercial Paper	\$2.0	1.1%	\$2.0	1.1%	\$5.2	2.9%	\$5.3	2.9%
Corporate	\$42.2	23.8%	\$42.1	23.6%	\$44.9	25.0%	\$48.4	26.4%
ABS	\$14.8	8.4%	\$15.5	8.7%	\$15.5	8.7%	\$18.9	10.3%
<b>Total</b>	<b>\$177.1</b>	<b>100.0%</b>	<b>\$178.2</b>	<b>100.0%</b>	<b>\$179.2</b>	<b>100.0%</b>	<b>\$183.3</b>	<b>100.0%</b>



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

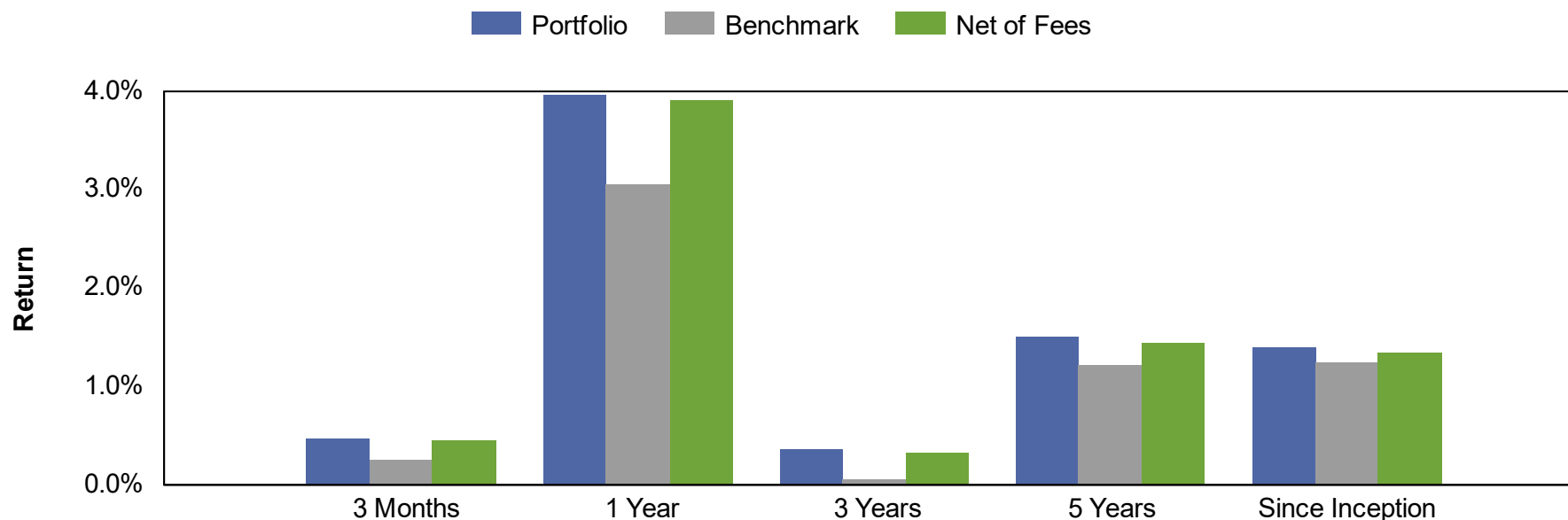
**Net Activity by Sector**  
 (\$ millions)



Sector	Net Activity
Corporate	\$3,549,022
ABS	\$3,365,754
Agency CMO	(\$156,317)
Agency CMBS	(\$218,109)
Agency MBS Pass Through	(\$569,915)
U.S. Treasury	(\$1,451,220)
<b>Total Net Activity</b>	<b>\$4,519,215</b>

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

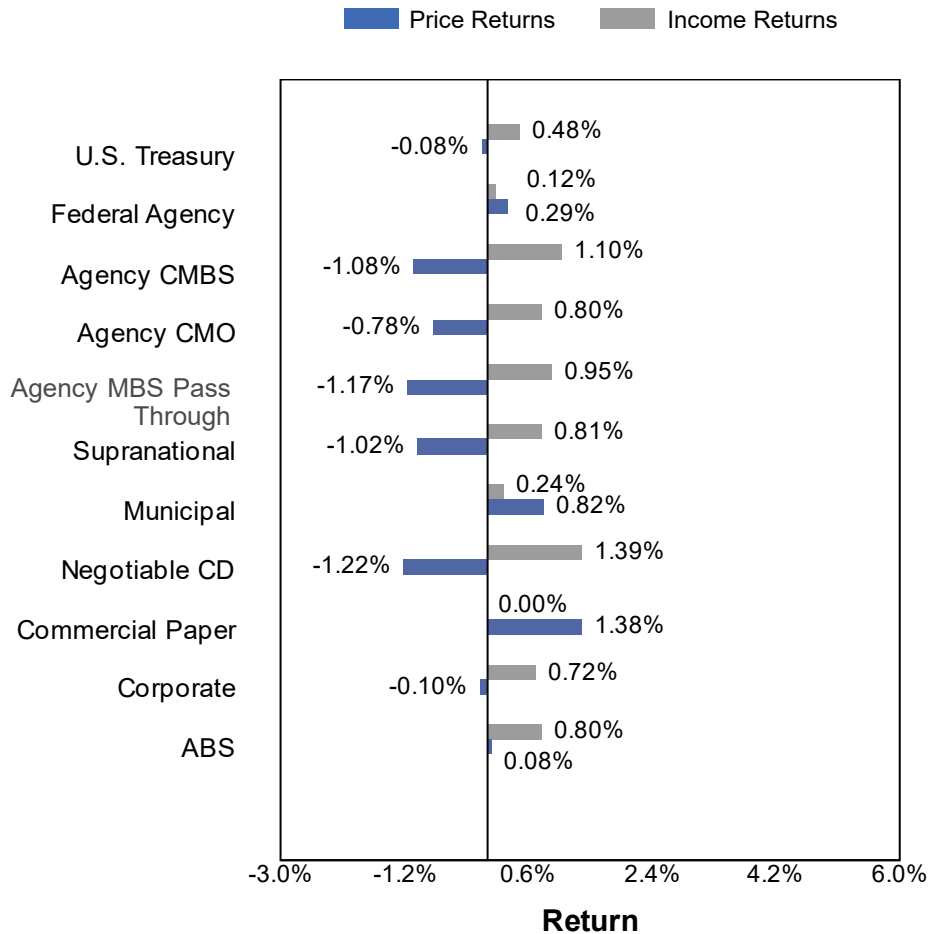


Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	Since Inception <sup>1</sup>
Interest Earned <sup>2</sup>	\$1,258,797	\$4,201,763	\$8,989,708	\$12,833,763	\$17,878,563
Change in Market Value	(\$398,049)	\$2,878,566	(\$6,947,966)	(\$4,783,942)	(\$5,296,634)
<b>Total Dollar Return</b>	<b>\$860,748</b>	<b>\$7,080,329</b>	<b>\$2,041,742</b>	<b>\$8,049,821</b>	<b>\$12,581,929</b>
<b>Total Return<sup>3</sup></b>					
Portfolio	0.47%	3.96%	0.36%	1.50%	1.40%
Benchmark <sup>4</sup>	0.25%	3.05%	0.06%	1.21%	1.24%
<b>Basis Point Fee</b>	<b>0.01%</b>	<b>0.05%</b>	<b>0.04%</b>	<b>0.04%</b>	<b>0.05%</b>
<b>Net of Fee Return</b>	<b>0.45%</b>	<b>3.92%</b>	<b>0.32%</b>	<b>1.46%</b>	<b>1.35%</b>

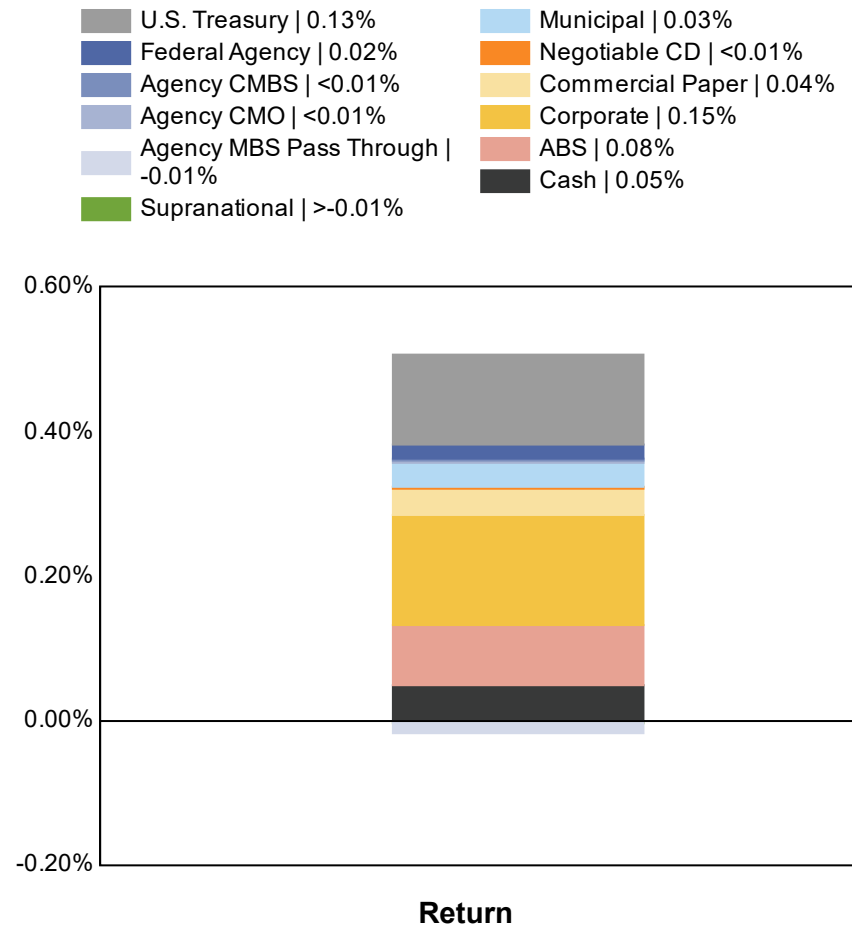
1. The lesser of 10 years or since inception is shown. Since inception returns for periods one year or less are not shown. Performance inception date is March 31, 2015.  
 2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.  
 3. Returns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

## Quarterly Sector Performance - SAN MATEO COUNTY TRANS DIST RESERVE

### Total Return by Sector

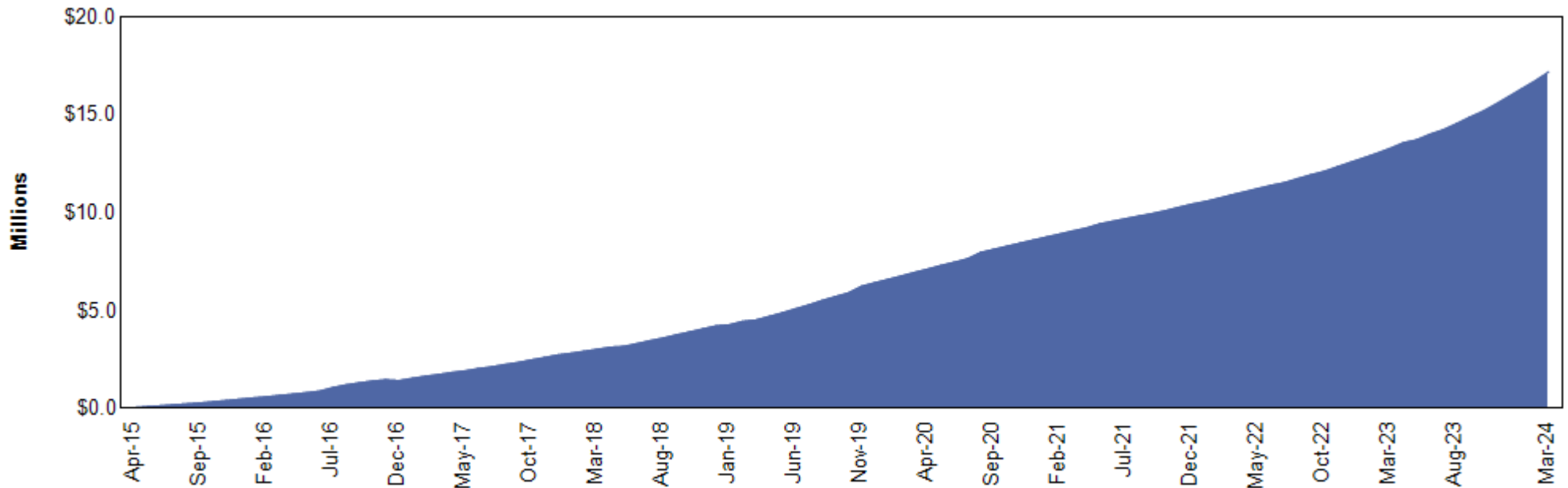


### Contribution to Total Return



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 <sup>1</sup>
Interest Earned <sup>2</sup>	\$1,258,797	\$4,201,763	\$8,989,708	\$12,833,763	\$17,878,563
Realized Gains / (Losses) <sup>3</sup>	(\$91,228)	(\$410,099)	(\$447,334)	\$8,255	(\$530,364)
Change in Amortized Cost	\$79,331	\$113,465	(\$414,783)	(\$162,150)	(\$148,893)
<b>Total Earnings</b>	<b>\$1,246,900</b>	<b>\$3,905,129</b>	<b>\$8,127,591</b>	<b>\$12,679,868</b>	<b>\$17,199,305</b>

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.

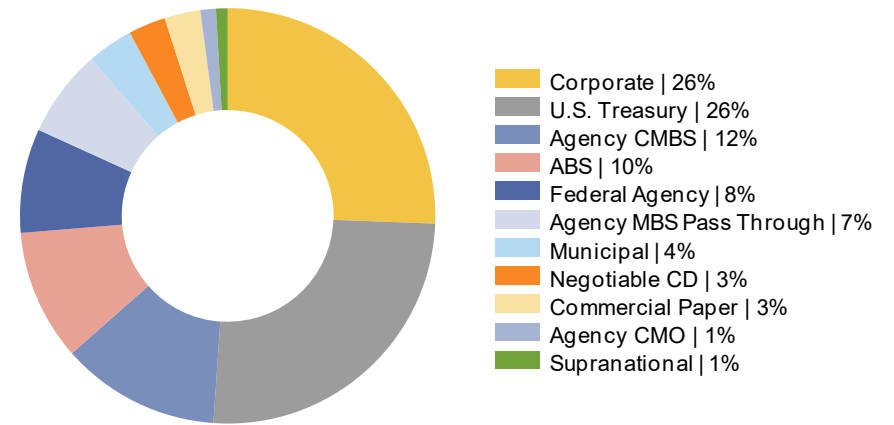
# Portfolio Review: SAN MATEO COUNTY TRANS DIST PARATRANSIT

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

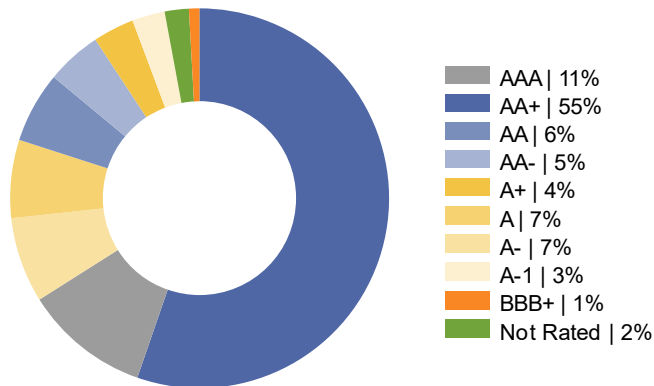
### Portfolio Statistics

<b>Total Market Value</b>	\$28,291,851.74
<i>Securities Sub-Total</i>	\$27,918,152.57
<i>Accrued Interest</i>	\$131,506.78
<i>Cash</i>	\$242,192.39
<b>Portfolio Effective Duration</b>	2.07 years
<b>Benchmark Effective Duration</b>	2.02 years
<b>Yield At Cost</b>	3.02%
<b>Yield At Market</b>	4.68%
<b>Portfolio Credit Quality</b>	AA

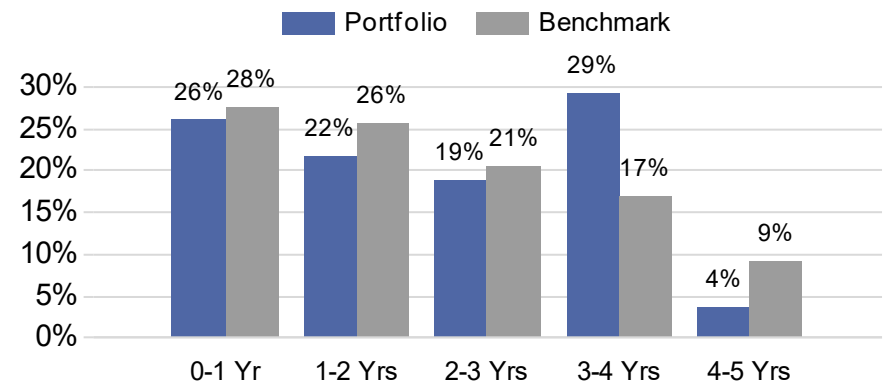
### Sector Allocation



### Credit Quality - S&P



### Duration Distribution



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

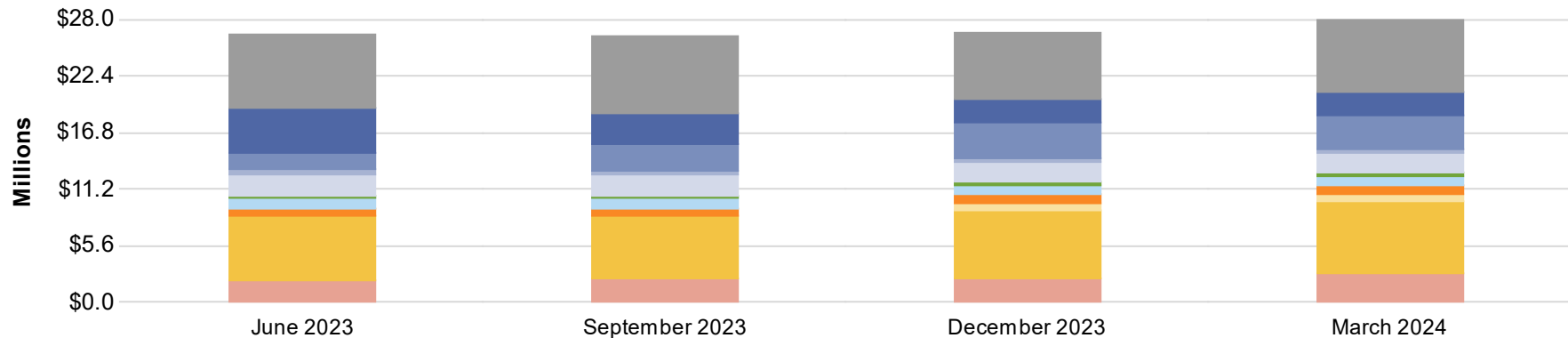


### Sector Allocation Review - SAN MATEO COUNTY TRANS DIST PARATRANSIT

Security Type	Jun-23	% of Total	Sep-23	% of Total	Dec-23	% of Total	Mar-24	% of Total
U.S. Treasury	\$7.3	27.3%	\$7.6	29.1%	\$6.6	24.8%	\$7.1	25.5%
Federal Agency	\$4.5	17.1%	\$3.0	11.3%	\$2.2	8.4%	\$2.3	8.1%
Agency CMBS	\$1.6	6.1%	\$2.7	10.3%	\$3.5	13.2%	\$3.5	12.4%
Agency CMO	\$0.4	1.5%	\$0.4	1.4%	\$0.4	1.4%	\$0.3	1.2%
Agency MBS Pass Through	\$2.2	8.2%	\$2.0	7.7%	\$2.0	7.5%	\$1.9	6.8%
Supranational	\$0.3	1.0%	\$0.3	1.0%	\$0.3	1.0%	\$0.3	0.9%
Municipal	\$1.0	3.9%	\$1.0	3.7%	\$1.0	3.7%	\$1.0	3.6%
Negotiable CD	\$0.8	3.0%	\$0.8	3.0%	\$0.8	3.0%	\$0.8	2.9%
Commercial Paper	\$0.0	0.0%	\$0.0	0.0%	\$0.8	2.9%	\$0.8	2.8%
Corporate	\$6.3	23.7%	\$6.3	23.8%	\$6.8	25.4%	\$7.1	25.6%
ABS	\$2.2	8.2%	\$2.3	8.7%	\$2.3	8.7%	\$2.8	10.2%
<b>Total</b>	<b>\$26.5</b>	<b>100.0%</b>	<b>\$26.3</b>	<b>100.0%</b>	<b>\$26.7</b>	<b>100.0%</b>	<b>\$27.9</b>	<b>100.0%</b>

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

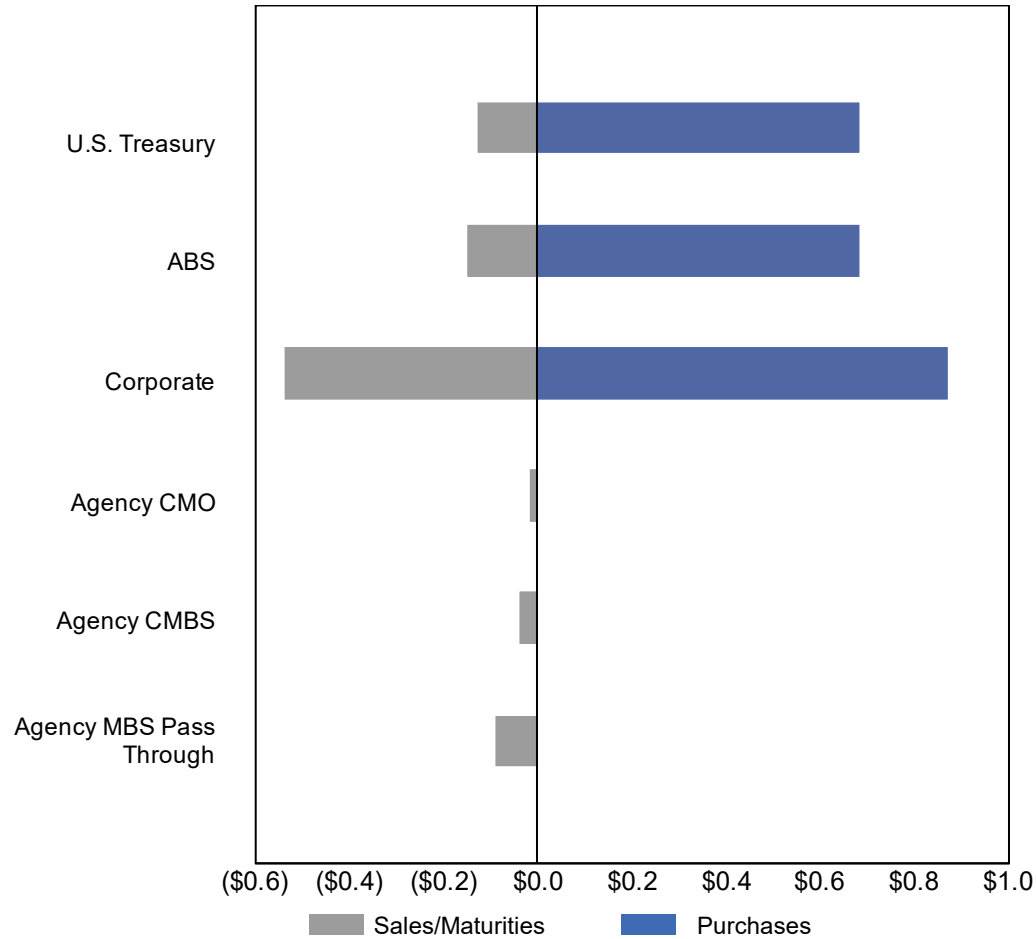
Federal Agency
  Agency CMO
  Supranational



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 PARATRANSIT

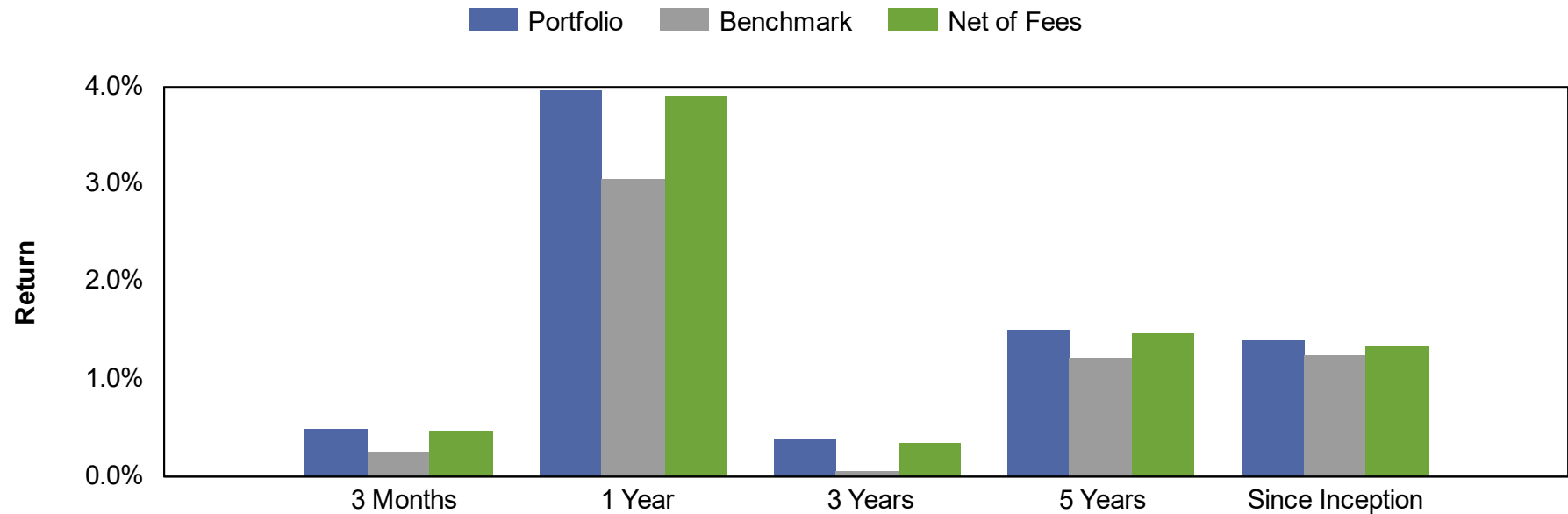
**Net Activity by Sector**  
 (\$ millions)



Sector	Net Activity
U.S. Treasury	\$555,608
ABS	\$533,380
Corporate	\$335,189
Agency CMO	(\$15,755)
Agency CMBS	(\$36,843)
Agency MBS Pass Through	(\$87,497)
<b>Total Net Activity</b>	<b>\$1,284,082</b>

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 TRANSIT DIST PARATRANSIT



Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	Since Inception <sup>1</sup>
Interest Earned <sup>2</sup>	\$202,237	\$685,901	\$1,539,172	\$2,555,491	\$3,977,324
Change in Market Value	(\$63,800)	\$393,438	(\$1,223,157)	(\$519,635)	(\$696,388)
<b>Total Dollar Return</b>	<b>\$138,437</b>	<b>\$1,079,339</b>	<b>\$316,015</b>	<b>\$2,035,856</b>	<b>\$3,280,936</b>
<b>Total Return<sup>3</sup></b>					
Portfolio	0.49%	3.97%	0.38%	1.51%	1.39%
Benchmark <sup>4</sup>	0.25%	3.05%	0.06%	1.21%	1.24%
<b>Basis Point Fee</b>	<b>0.01%</b>	<b>0.05%</b>	<b>0.04%</b>	<b>0.05%</b>	<b>0.05%</b>
<b>Net of Fee Return</b>	<b>0.48%</b>	<b>3.92%</b>	<b>0.34%</b>	<b>1.46%</b>	<b>1.33%</b>

1. The lesser of 10 years or since inception is shown. Since inception returns for periods one year or less are not shown. Performance inception date is March 31, 2015.

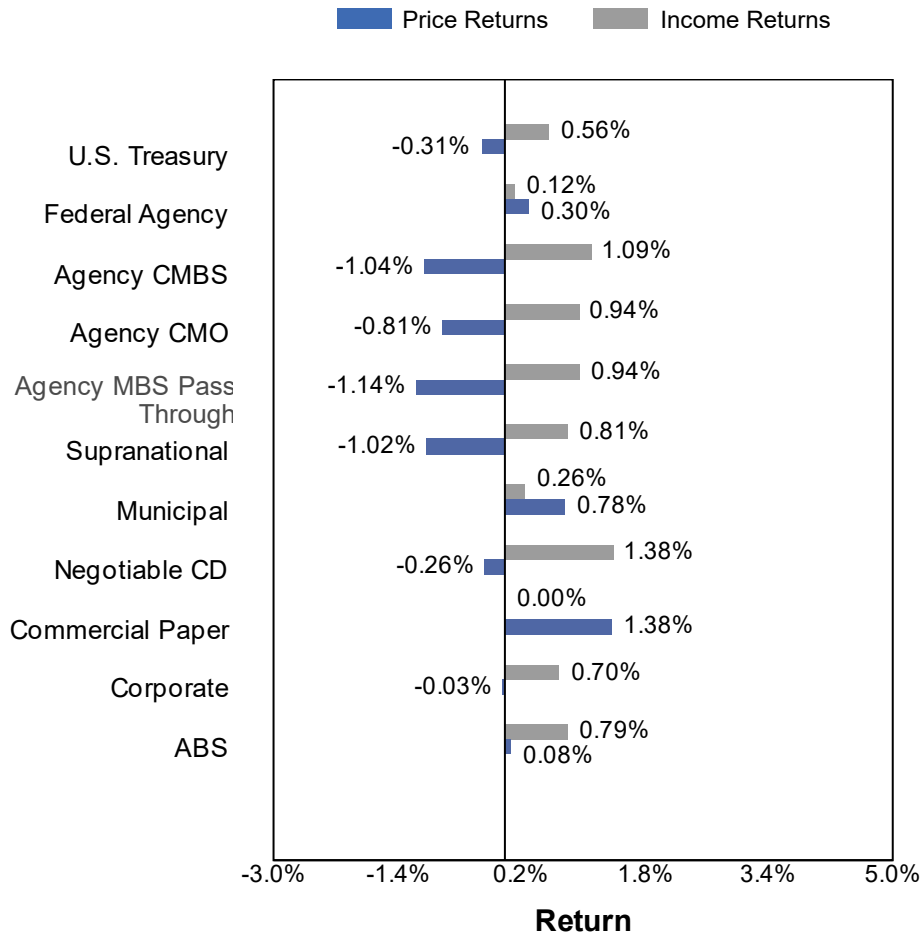
2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.

3. Returns for periods one year or less are presented on a periodic basis. Returns for periods greater than one year are presented on an annualized basis.

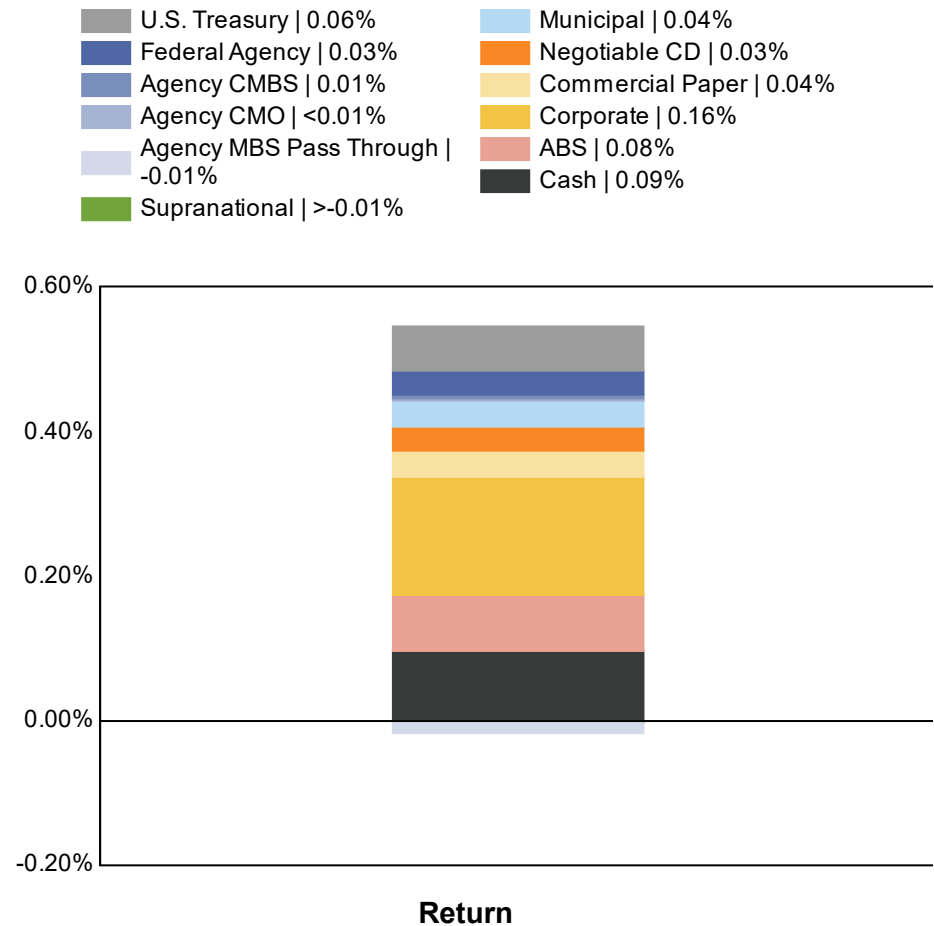
4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg.

## Quarterly Sector Performance - SAN MATEO COUNTY TRANS DIST PARATRANSIT

### Total Return by Sector

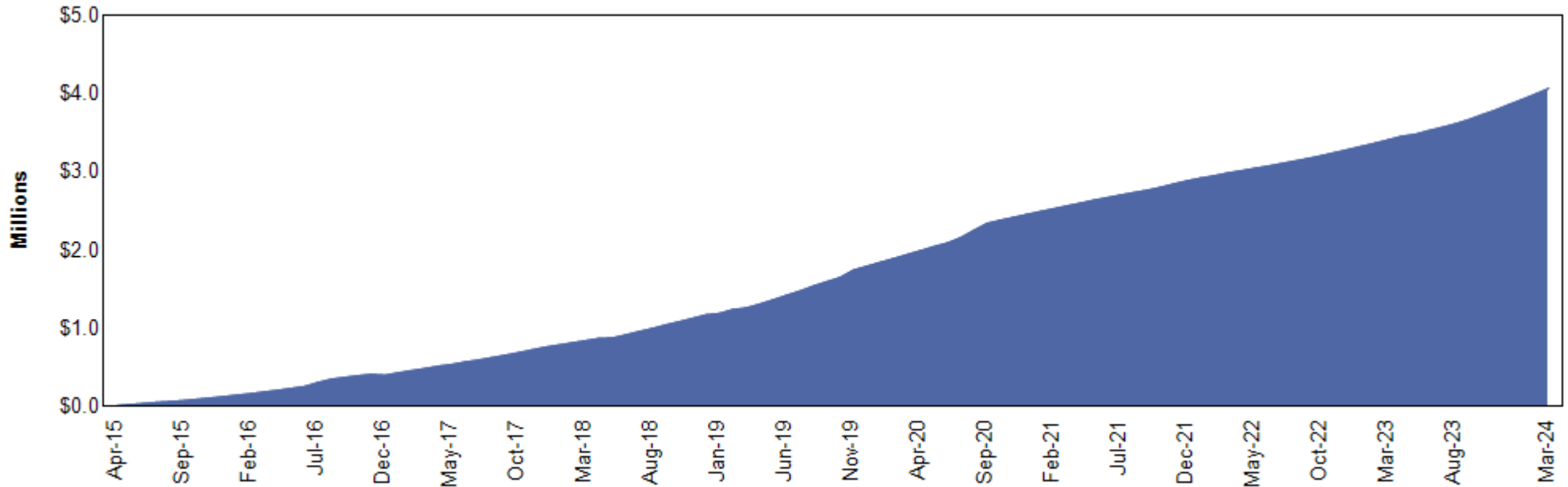


### Contribution to Total Return



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 PARATRANSIT



Accrual Basis Earnings	3 Months	1 Year	3 Years	5 Year	Since Inception <sup>1</sup>
Interest Earned <sup>2</sup>	\$202,237	\$685,901	\$1,539,172	\$2,555,491	\$3,977,324
Realized Gains / (Losses) <sup>3</sup>	(\$8,701)	(\$48,206)	(\$9,726)	\$188,755	\$32,756
Change in Amortized Cost	\$14,539	\$19,093	(\$28,206)	\$63,016	\$58,274
<b>Total Earnings</b>	<b>\$208,076</b>	<b>\$656,788</b>	<b>\$1,501,240</b>	<b>\$2,807,261</b>	<b>\$4,068,354</b>

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

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- 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 of 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: Dave Covarrubias, Deputy Chief Financial Officer      David Olmeda, Chief Operating Officer,  
Bus  
Subject: **Awarding a Contract to Pacific Coast Petroleum, Inc. of Hayward, California for Supply of Petroleum Products for a Total Not-to-exceed Amount of \$1,509,899**

**Action**

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

1. Award a contract to Pacific Coast Petroleum, Inc. of Hayward, California (Pacific Coast) for supply of petroleum products for a total not-to-exceed amount of \$1,509,899 for a five-year term, estimated fees and taxes included.
2. Authorize the General Manager/CEO or designee to execute a contract with Pacific Coast in full conformity with the terms and conditions of the bid documents, and in a form approved by legal counsel.

**Significance**

Award of this contract will ensure the continued supply of quality petroleum products, including motor oils, transmission and hydraulic fluids, and greases needed to support vehicle and maintenance requirements of District's revenue vehicle fleet and equipment.

**Budget Impact**

Funds for this contract are included in the District's Fiscal Years 2024 and 2025 approved Operating Budget and will be included in future operating budgets.

**Background**

On December 20, 2023, the District issued Invitation for Bids (IFB) 24-S-M-081 for the supply of petroleum products. The IFB was posted to the District's online procurement portal. Twenty-eight potential bidders downloaded the IFB. The District received five bids by the bid due date of February 5, 2024. Staff determined that four were responsive and one was non-responsive for not providing prices for all items requested in the IFB. The District established a 25 percent Small Business Enterprise (SBE) utilization goal to provide a 5 percent bid preference to qualified firms for this solicitation.

<b>Company</b>	<b>Bid Amount*</b>
1. Pacific Coast Petroleum, Inc., Hayward, CA	\$ 1,348,123.73
2. Western States Oil, Inc., San Jose, CA	\$ 1,855,742.61
3. Atlantic Petroleum & Mineral Resources, Inc., Houston, TX	\$ 4,257,789.83
4. Atlantic Petroleum, Houston, TX	\$ 37,935,542.69
5. Safety-Kleen Systems, Inc., Norwell, MA	Non-Responsive

*\*not including fees and taxes*

Pacific Coast is a certified SBE and was the lowest responsive and responsible bidder even without the 5 percent bid preference. Staff conducted a price analysis and deemed Pacific Coast's prices to be fair and reasonable, and consistent with current market pricing.

For the past few years, there has been a significant increase in oil prices due to on-going supply chain disruptions, military conflict in major oil producing countries, and other factors. Since the award of the previous contract, the type of petroleum products used by District buses has been evolving as the fleet moves away from fossil fuel. The District's need for certain products, like Diesel Exhaust Fluid and motor oil, will diminish significantly as the fleet evolves. Other products, like coolants and specialty high-pressure greases, will be new requirements for the District. The list of products in this IFB reflected that evolution.

Hunt & Sons, Inc., the incumbent contractor, was awarded a five-year contract in 2019 for a not-to-exceed total amount of \$1,000,000. Hunt & Sons did not participate in the recent bidding process. The District reached out to encourage its participation; however, no response was received.

Prepared By:	Maria Flores	Procurement Administrator	650-622-7892
	Tim Willson	Contract Administrator	650-551-6115

**Resolution No. 2024-**

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

\* \* \*

**Awarding a Contract to Pacific Coast Petroleum, Inc. of Hayward, California for Supply of  
Petroleum Products for a Total Not-to-exceed Amount of \$1,509,899**

**Whereas**, on December 20, 2023, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB) 24-S-M-081 for supply of petroleum products; and

**Whereas**, in response to the District's IFB, five firms submitted bids; and

**Whereas**, staff reviewed the submitted bids and determined that four bids were responsive and one bid was non-responsive to the solicitation requirements; and

**Whereas**, staff and legal counsel determined that Pacific Coast Petroleum, Inc. of Hayward, California (Pacific Coast), a certified small business enterprise, is the lowest responsive and responsible bidder; and

**Whereas**, staff conducted a price analysis and determined that Pacific Coast's prices are fair and reasonable, and consistent with current market pricing; and

**Whereas**, staff recommends that the Board of Directors award a contract to Pacific Coast for supply of petroleum products for a total not-to-exceed amount of \$1,509,899 for a five-year term, estimated fees and taxes included.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Pacific Coast Petroleum, Inc. of Hayward, California for supply of petroleum products for a total not-to-exceed amount of \$1,509,899 for a five-year term, estimated fees and taxes included; 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 Pacific Coast in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 1<sup>st</sup> day of May, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

# Proclamation

## Honoring Asian-American and Pacific Islander Heritage Month

**Whereas**, the San Mateo County Transit District (District) pays tribute to the many contributions of generations of Asian-Americans and Pacific Islanders (AAPI) who have enriched the history of the United States; and

**Whereas**, the AAPI community helped develop our nation in countless ways, including those that are recognized, unrecognized, and unrecorded; and

**Whereas**, the AAPI community is an inherently diverse population, comprised of more than 45 different ethnicities and more than 100 languages; and

**Whereas**, the month of May was selected for Asian-American and Pacific Islander Heritage Month because the first Japanese immigrants arrived in the United States on May 7, 1843, and the first transcontinental railroad was completed on May 10, 1869, with substantial contributions from Chinese immigrants; and

**Whereas**, bus survey results show that Asian-Americans and Pacific Islanders make up 36 percent of SamTrans' ridership; and

**Whereas**, the District will celebrate Asian-American and Pacific Islander heritage, among many other cultures, during National Diversity Day to be celebrated May 21; and

**Whereas**, in February, the District participated in Redwood City's Lunar New Year Celebration with a dragon-themed wrapped SamTrans bus on display at the event; and

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

**Now, Therefore, Be It Resolved** that the San Mateo County Transit District Board of Directors does hereby recognize May as Asian-American and Pacific Islander Heritage Month and celebrate the immense contributions that Asian-Americans and Pacific Islanders have made in San Mateo County and the United States.

Regularly passed and adopted this 1st day of May, 2024.



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Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2024

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JEFF GEE, VICE CHAIR  
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PETER RATTO

APRIL CHAN  
GENERAL MANAGER/CEO



## Memorandum

**Date:** April 24, 2024  
**To:** SamTrans Board of Directors  
**From:** April Chan, General Manager/CEO  
**Subject:** General Manager/CEO Report

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### Ridership Recovery

SamTrans total trips for the first eight months of FY 2024, ending February 29, 2024, was 88.3 percent compared to the same eight months ending February 29, 2020. SamTrans ridership recovery compares favorably with local peer agencies and out-of-state bus public transportation providers. The national bus ridership recovery rate is 78.0 percent. Local rail systems remain at a lower ridership recovery rate compared to buses and the national rail.

	8 Months Ending February 2020	8 Months Ending February 2024	Ridership Recovery Rate
<b>SamTrans</b>	7,397,291	6,532,130	<b>88.3%</b>
<b>AC Transit</b>	36,733,170	26,092,772	71.0%
<b>SFMTA</b>	139,207,651	101,896,756	73.2%
<b>VTA</b>	18,334,323	14,728,707	80.3%
<b>Dallas</b>	25,153,297	18,795,475	74.7%
<b>Seattle - King</b>	80,769,127	51,567,706	63.8%
<b>Chicago</b>	158,913,171	112,062,174	70.5%
<b>Atlanta</b>	34,477,078	21,668,484	62.8%
<b>New York MTA</b>	475,583,216	413,116,765	86.9%
<b>National Bus</b>	3,029,911,473	2,364,299,417	78.0%
<b>Caltrain</b>	12,534,952	4,788,298	38.2%
<b>BART Extension</b>	8,846,296	3,859,709	43.6%
<b>BART System</b>	83,945,611	36,152,674	43.1%
<b>National Rail</b>	3,280,721,136	2,208,606,723	67.3%
<b>Total NTD Trips</b>	6,636,343,227	4,805,718,193	72.4%

**Bus Operator Staffing**

	<b>Approved FTEs</b>	<b>Trainees*</b>	<b>No. Bus Operators</b>
Bus Operators	348	20	334**

\* Class 187 started on February 6, 2024, and graduated 13 Bus Operators on April 12, 2024. Class 188 started on February 28, 2024; 13 Trainees are scheduled to graduate on May 11, 2024. Class 189 started on March 26, 2024, with 7 Trainees scheduled to graduate on June 7, 2024.

\*\* This number excludes 20 trainees from Classes 188 and 189.

**Hydrogen Fueler at North Base**

The hydrogen fueler at North Base was returned to Plug Power, the original manufacturer, for repairs. During the commissioning of the unit, a leak was detected during the initial fueling of the main tank. A pipe was deemed to have been damaged during transport, requiring factory level repair. It is tentatively expected to be returned to SamTrans by the first week of June 2024.

Different levels of training will be provided to all SamTrans staff dependent upon their level of involvement with the program. The District is currently rolling out the mandatory hydrogen training for Tier 3 employees to ensure their safety and well-being while visiting North Base. Tier 3 training is designed to provide employees with basic knowledge of the new, alternative fuel source being used at the District. Tier 1 training is for the employees that use the fueler, whereas Tier 2 training is designed for the vehicle maintenance employees and will be rolled out after the hydrogen fueler is returned to North Base.

**Special Bus Services**

Two buses with “Art Takes a Bus Ride” bus wraps, will be on display at Central Headquarters’ breezeway for the May 1, 2024, Board meeting.

**ADA Same-Day Paratransit Service**

The ADA Same-Day Paratransit Service began on December 18, 2023. During the first 120-days of operation, 250 one-way trips were completed. A total of 100 individuals used the service, with 24 percent of them taking more than two trips. Approximately 37 percent of the trips were medical-related.



**SamTrans Mobile App Update for Q3 FY2024**

The SamTrans mobile app was launched in September 2018 and sells paratransit and fixed-route bus service products except monthly passes. The table below highlights the app's performance for the third quarter of FY 2024.

	Q3 FY 2023	Q3 FY 2024	
	Actuals	Actuals	% ▲
App Downloads	2,594	2,495	-4%
New accounts	2,480	2,463	-1%
Tickets Sold	38,375	41,024	7%
Revenue \$'s	\$82,373	\$85,384	4%

Data source: Bytemark app performance report

**Regional/MTC Matters**

Since the Board took an “oppose unless amended” position on SB 1031, the regional transportation ballot measure bill that is sponsored by MTC, there have been a number of amendments. The amendments include an expenditure plan, revised consolidation language, and changes to MTC’s authority. Some of the MTC commissioners raised concerns regarding the legislation at its April 12, 2024 Legislation Committee, but felt that their concerns could be addressed in future amendments. An amended SB1031 went into print on April 16, 2024; however, the new language continues to focus primarily on studying consolidation but the legislation now includes a new expenditure plan with a formula for funding to return to each county, and language to put guardrails on MTC’s authority, though it does not lessen MTC’s ability to withhold state funding from operators. The bill will be heard in the Senate Transportation Committee on April 23, 2024, and then in the Senate Revenue and Taxation Committee on April 24, 2024. The MTC Commission will have further discussion on the legislation at its April 24<sup>th</sup> and April 25<sup>th</sup> Commission workshop. Staff will report out the latest at the May 1 Board meeting.

**BayPass Update**

At the Fare Integration Task Force (FITF) March 2024 meeting, the FITF voted to endorse MTC staff recommendations to amend the Clipper BayPass Participation Agreement to establish a funded one-year transition period for Phase 1 BayPass pilot program partners, and to create additional flexibilities for the Phase 2 pilot. In August 2022, the first phase of the Clipper BayPass pilot was launched as a funded pilot at UC Berkeley, San Francisco State University, San Jose State University, and Santa Rosa Junior College (SRJC), and at 12 MidPen affordable housing properties. This pilot is set to expire in June 2024. During the pilot period, students with the BayPass took on average 40 percent more trips and made 74 percent more transfers than their peers without the BayPass. The Phase 1 higher-education participants have expressed interest in purchasing the Clipper BayPass for their entire student populations.

Pricing will be informed by the travel data collected thus far and will be set to reimburse transit operators for trips taken with Clipper BayPass. To provide time to move toward this new model, MTC recommends a one-year extension of Phase 1 which is estimated to cost \$2 million, and MTC is setting aside additional regional funding for the time extension.

The MTC project team is also recommending a series of amendments to the Participation Agreement to create additional flexibilities for the Phase 2 pilot including a) expanding the Phase 2 capacity, b) allowing San Francisco International Airport (SFO) to participate in Phase 2; and c) allowing sale of Clipper BayPass at up to 10 special events.

**Bus Transportation Safety Campaign**

The Safety Campaign continues its focus on avoiding distractions (optic, manual, and mental). The operators are reminded to focus safety on themselves, the passengers, and on other drivers on the road.

Directly operated and contracted services for fixed route and paratransit services did not meet the goal of 100,000 miles between preventable accidents during the month of March 2024.

	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	324,728	8	40,591
South Base	223,044	4	55,761
CUB	224,399	7	32,057
ADA	155,670	6	25,945
Micro Transit	12,479	0	N/M

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

Ian Naval is the March 2024 Bus Operator of the Month at North Base. This is his first EOM award during his five years of service with the District. Shaun Michael Crowder is the March 2024 Bus Operator of the Month at South Base. Operator Crowder has been driving with the District for almost two years, and this is his first EOM award.

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

Zhaoyuan “Devin” Wu is the March 2024 Mechanic of the Month at North Base. This is his first EOM Award during his first year of service with the District. Dwayne Parks is the March 2024 Mechanic of the Month at South Base. This is his first EOM Award during his 13 months of service with the District.

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
From: April Chan, General Manager/CEO  
Subject: **Assigning Special Legal Counsel Services Agreement from Wagstaffe, von Loewenfeldt, Busch & Radwick LLP to Adamski Moroski Madden Cumberland & Green LLP and Increasing the Contract Authority in the Agreement by \$225,000**

**Action**

The General Manager/CEO recommends the Board of Directors (Board) approve the following as it relates to legal services for work associated with the Memorandum of Understanding (MOU) entered into in August 2022 between the Joint Powers Board (JPB), the San Mateo County Transit District (District) and the other two JPB member agencies (Santa Clara Valley Transportation Authority and the City & County of San Francisco):

- Assign the Special Counsel Services Agreement from Wagstaffe, von Loewenfeldt, Busch & Radwick LLP to Adamski Moroski Madden Cumberland & Green LLP, hereinafter referred to as “Special Counsel Services”; and
- Increase the Special Counsel Services Agreement by an additional \$225,000 in contract authority from \$850,000 to \$1,075,000 to continue support the negotiation of agreements, including a revised Joint Powers Agreement for the JPB and its three member agencies, including the District.

**Significance**

The Special Counsel Services Agreement provides the District legal counsel and advice on issues flowing out of the governance-related work the JPB conducted as part of the Organizational Assessment within the Caltrain Business Plan, as well as District's rights and obligations as a member agency of the JPB.

Under the General Manager/CEO's contract authority, the District engaged Special Counsel in June 2019 to provide legal services at a cost not to exceed \$75,000. The then-General Manager/CEO later amended the agreement to increase the total not-to-exceed amount to \$150,000, which amount was consistent with the upper limit of the General Manager/CEO's contract authority.

On September 2, 2020, the Board authorized an increase in the Special Counsel Services contract authority by \$100,000, for a new total of \$250,000. This amount was later determined to be insufficient given the extensive work required for negotiation, so the Board authorized at its October 2022 meeting another increase to bring the Special Counsel Services Agreement up by an additional \$600,000 in contract authority, to a total of \$850,000.

Since August 2023, the JPB partner agencies have met their financial obligations required under the Caltrain Governance MOU and remitted \$35 million to the District as was negotiated in the August 2022 MOU. The payment of \$35 million then triggered the need to

have an updated Caltrain Joint Powers Agreement (JPA), as well as a Shared Services Agreement amongst Caltrain and its partner agencies.

The negotiation of these agreements is on-going and has taken longer than anticipated as the agencies are now dealing with a related CalPERS issue. Counsel for both the District and the JPB have determined that the JPB should have a separate contract with CalPERS for Rail Division employees after significant discussion and deliberation among the parties. The CalPERS issue needs to be dealt with before either the JPA or the Shared Services Agreement can be finalized. We anticipate the need for Special Counsel at least through Fiscal Year 2025 to complete negotiation of the aforementioned agreements.

Furthermore, since January 2024, Jim Wagstaffe, who is the District's principal negotiator for the subject agreements, has moved from the law firm of Wagstaffe, von Loewenfeldt, Busch & Radwick LLP, to Adamski Moroski Madden Cumberland & Green LLP. The change in law firm triggers a change in the contracting parties in the Special Counsel Services Agreement, and hence an assignment of the contract is necessary.

### **Budget Impact**

Up to an additional \$225,000 is estimated to be needed through Fiscal Year 2025 for Special Counsel services. Staff will propose additional funds for the Special Counsel Services Agreement as part of the Fiscal Year 2025 budget amendment, which we anticipate we will bring to the Board this Summer or Fall.

### **Background**

The District first engaged Special Counsel during the JPB's Organizational Assessment conducted as part of the Caltrain Business Plan process, which resulted in a report containing research, analysis and recommendations across a spectrum of organizational areas including service delivery, internal organization and governance.

During that process, the District engaged Special Counsel to help it better understand its rights and responsibilities as both a member agency and the Managing Agency of the JPB. Special Counsel represented the District through that process and in subsequent negotiation of the Caltrain Governance MOU. The MOU provides for a separate Caltrain Executive Director to report directly to the JPB's Board of Directors, and several new positions that will report directly to the Caltrain Executive Director, though the District will continue to provide a wide range of shared services to the JPB. The MOU states that, in exchange for the District's agreement to assign some of its rights as Caltrain's Managing Agency to the JPB, and for the District relinquishing certain real property interests related to Caltrain, the District must be repaid \$19.8 million for its initial investment in the Caltrain right-of-way, along with an additional \$15.2 million as compensation for the delay in payment of the initial \$19.8 million. The other two JPB member agencies have now satisfied the requirement to repay the District the full \$35 million required under the MOU.

Prepared By: April Chan      General Manager/CEO

650-508-6228

**Resolution No. 2024-**

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

\* \* \*

**Assigning Special Legal Counsel Services Agreement from Wagstaffe, von Loewenfeldt,  
Busch & Radwick LLP to Adamski Moroski Madden Cumberland & Green LLP  
and Increasing the Contract Authority in the Agreement by \$225,000**

**Whereas**, the San Mateo County Transit District (District) first engaged Special Counsel in 2019 during the Peninsula Corridor Joint Powers Board's (JPB) Organizational Assessment conducted as part of the Caltrain Business Plan process; and

**Whereas**, Special Counsel was originally retained in June of 2019 to provide the District legal counsel and advice on issues flowing out of the governance-related work the JPB conducted as part of the Organizational Assessment within the Caltrain Business Plan, as well as District's rights and obligations as a member agency of the JPB and to provide a buffer for the District's General Counsel who previously served as General Counsel to the JPB; and

**Whereas**, Special Counsel assisted the District with negotiation of a Caltrain Governance Memorandum of Understanding (MOU) in August 2022 between the District, the JPB, and the other two JPB member agencies (Santa Clara Valley Transportation Authority and the City and County of San Francisco); and

**Whereas**, a Special Counsel Services Agreement was executed with Wagstaffe, von Loewenfeldt, Busch & Radwick LLP for a cost not to exceed \$75,000 to help the District better understand its rights and responsibilities as both a member agency and the Managing Agency of the JPB; and

**Whereas**, the Special Counsel Services agreement was later amended to increase the not-to-exceed amount to \$150,000, which amount was consistent with the upper limit of the General Manager/CEO's contract authority; and

**Whereas**, in September 2020 and October 2022 respectively, the Board authorized two more increases to the Special Counsel Services contract budget by \$100,000 and then \$600,000, for a new total of \$850,000; and

**Whereas**, Jim Wagstaffe who is the Special Counsel has left the firm of Wagstaffe, von Loewenfeldt, Busch & Radwick LLP, and is now associated with the law firm Adamski Moroski Madden Cumberland & Green LLP; and

**Whereas**, the District continues to require Special Counsel services to negotiate with the JPB and its partner agencies on an updated Caltrain Joint Powers Agreement (JPA), as well as a Shared Services Agreement.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District approves the following:

- Assignment of the Special Counsel Services Agreement from Wagstaffe, von Loewenfeldt, Busch & Radwick LLP to Adamski Moroski Madden Cumberland & Green LLP; and
- Increasing the contract authority of the Special Counsel Services Agreement by an additional \$225,000, for a new total not to exceed \$1,075,000.

Regularly passed and adopted this 1<sup>st</sup> day of May, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary



**BOARD OF DIRECTORS 2024**

MARINA FRASER, CHAIR  
JEFF GEE, VICE CHAIR  
DAVID J. CANEPA  
MARIE CHUANG  
BROOKS ESSER  
RICO E. MEDINA  
RAY MUELLER  
JOSH POWELL  
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, May 1, 2024 – 2:30 pm**

- |        |   |               |
|--------|---|---------------|
| 8.a.1. | Call to Order   |               |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of April 3, 2024 | Motion        |
| 8.a.3. | Proclamation Declaring May as Older Americans Month                               | Motion        |
| 8.a.4. | Accessible Services Update  | Informational |
| 8.a.5. | Citizens Advisory Committee Update  | Informational |
| 8.a.6. | Paratransit Coordinating Council Update   | Informational |
| 8.a.7. | Monthly Performance Report   March 2024   | Informational |
| 8.a.8. | Adjourn   |               |

**Committee Members: Brooks Esser (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**

**April 3, 2024**

Committee Members Present: B. Esser (Chair), R. Mueller

Committee Members Absent: P. Ratto

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

Other Board Members Absent: None

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

**9.a.1. Call to Order**

Committee Chair Brooks Esser called the meeting to order at 2:29 pm.

**9.a.2. Approval of Minutes of the Community Relations Committee Meeting of March 6, 2024**

Motion/Second: Chuang/Powell

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

Noes: None

Absent: Ratto

**9.a.3. Appointment of Member Representing Multimodal Riders to the Citizens Advisory Committee**

The Board approved the appointment of Max Mautner to the Citizens Advisory Committee, representing Multimodal Riders, for a term expiring April 30, 2027.

Motion/Second: Medina/Gee

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

Noes: None

Absent: Ratto

**9.a.4. Accessible Services Update**

Tina Dubost, Manager, Accessible Services, said they had held a quarterly meeting the prior week with mobility ambassadors.

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

John Baker provided a summary of the March 27 CAC meeting, which included a presentation on the Bus Stop Improvement Plan.

#### **9.a.6. Paratransit Coordinating Council Update**

Ben McMullan, PCC Chair, said they had a March outreach to the Commission on Disabilities and said they plan to do outreach at senior centers to look for new membership.

#### **9.a.7. Monthly Performance Report | February 2024**

Ana Rivas, Director of Bus Transportation, provided the latest performance statistics. She said ridership increased 19.1 percent for all modes since February 2023 and that the bus maintenance team achieved their goal of less than one service call per 25,000 miles.

#### **9.a.8. Adopting the Code of Conduct and Enforcement Policy for Use of District Services**

Michelle Louie, Title VI Social Equity Administrator, and Ms. Rivas provided the presentation on the SamTrans Code of Conduct and Enforcement Policy for all passengers and members of the public using SamTrans, Redi-Wheels, RediCoast, Ride Plus, and other District services and facilities, including at bus stops and stations. She said the goal is to ensure that all District services is operated in a safe manner and that respectful decorum is maintained and to deter disruptive or dangerous behaviors and minimize the risk of harassment and assault against bus operators. She said the It would establish passenger expectations and establish enforcement mechanisms to promote a safe and welcoming environment while using District services and property.

Director Marie Chuang asked at what point would an instigator be removed from the bus for the safety of the operator and passengers. Ms. Rivas said the operator contacts radio control, who contacts the transit police or local law enforcement and that the response is fairly quick to remove someone from the bus for the safety of all.

Director David Canepa asked how chronic offenders are handled. Ms. Rivas said if it is a regular occurrence, supervisors can be present at the scene. She said they also can impose a ban on problem riders.

Vice Chair Jeff Gee asked if there was an incident reporting requirement. Ms. Rivas said they have started tracking incidents and are currently drafting an SOP (standard operating procedure). David Olmeda, Chief Operating Officer, Bus, said they are proposing adding barriers to buses to protect operators. He said they have field supervisors that are on call to help at a moment's notice.

Committee Member Ray Mueller suggested having penalties for violations rather than just removing a problem rider from the bus. Mr. Olmeda said law enforcement will pursue enforcement based on the action itself and if it falls under the penal code.

Chair Marina Fraser commended staff on their presentation.

Director Chuang asked if part of the operator training includes how to enforce the Code of Conduct. Mr. Olmeda said it was part of the 10-week training for the bus operators. He said that now that they have a Code of Conduct, they will continue to see how effective that is.

Ms. Louie said the SOP will now be incorporated into the training.

Committee Member Mueller suggested having a fine be imposed by a jurisdiction on violators of the Code of Conduct, aside from any criminal charges. Joan Cassman, Legal Counsel, said they would need to collaborate with the District Attorney's office to look into how to levy any fines. She proposed that the District could have an internal administration procedure where SamTrans itself could levy a fine and said that this would be brought back to the Board for consideration at a later date.

Director Canepa asked how the District communicates to other operators about incidents for the sake of awareness. Mr. Olmeda said there is not a set process for sharing this information. He said they share information as it occurs and said they would look into how to communicate it.

Committee Chair Esser asked if there is language that riders are on video, which Mr. Olmeda confirmed there is. Committee Chair Esser asked if other agencies had similar policy. Ms. Louie said there was quite a bit of consistency with the policies of other agencies, both locally and statewide.

Public Comment:

Marlon Jonathan Herrera Sanchez said he supported having a Code of Conduct, noting the number of incidents with disruptive passengers.

Randy Shannon said he had been a victim of an incident on Route 292. He said some of the stops have been removed.

Geoff S. asked if SamTrans had looked at the operator safety barriers that Muni (San Francisco Municipal Transportation Agency) and A/C (Alameda County) Transit had installed on their buses.

Ms. Cassman proposed that the District could have an internal administration procedure where SamTrans itself could levy a fine. She said they would have further discussion on the matter and bring it back to the Board.

Motion/Second: Chuang/Gee

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

Noes: None

Absent: Ratto

**9.a.9. Approving an Update to the Public Comment Process**

Ms. Louie provided the presentation on the Public Comment Process, which included the following:

- Update the process with more modern and relevant methods of public participation
- Clarify when the Board will hold a public hearing in addition to giving the public an opportunity to comment at public meetings
- Reduce barriers to public participation and increase public engagement in decisionmaking processes

Public Comment:

Marlon Jonathan Herrera Sanchez said SamTrans should hold meetings at places such as churches and community centers where the public can voice their concerns about SamTrans.

Motion/Second: Gee/Powell

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

Noes: None

Absent: Ratto

**9.a.10. Adjourn**

The meeting adjourned at 3:31 pm.

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

DRAFT

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: David Olmeda, Chief Operations Officer, Bus  
Subject: **Proclamation Declaring May as Older Americans Month**

**Action**

Staff proposes that the Committee recommend the Board adopt the proclamation designating May as “Older Americans Month.”

**Significance**

The proclamation for “Older Americans Month” is a reaffirmation of the SamTrans commitment to provide quality transit service to senior citizens in San Mateo County. It also is an opportunity to focus special attention on the daily challenges faced by senior citizens throughout the SamTrans service area; to reflect on measures that are being extended to assist them; and to increase public awareness of new opportunities that meet their needs.

**Budget Impact**

There is no impact to the budget.

**Background**

Over the past year, the District has:

- Hired the Mobility Program Coordinator, Senior and Veteran Services to promote District services
- Enhanced the Mobility Ambassador Program, including recruiting new Ambassadors and refreshing training and resource tools
- Attended numerous outreach events to promote District services
- Updated and distributed the *Senior Mobility Guide* in English, Spanish and Chinese
- Provided travel training to help older adults to use fixed-route services
- Enhanced accessibility of bus stops for the convenience of older adults
- Maintained a “zero trip denials” policy on Redi-Wheels
- Engaged the community through outreach and Mobility Ambassadors

Prepared By: Margaret Baggerly      Mobility Program Coordinator,      650-508-6362  
Senior and Veteran Services

# Proclamation

## Declaring May as Older Americans Month

**Whereas**, transportation enables individuals to access needed social and recreational resources, as well as medical and social services; and

**Whereas**, SamTrans supports the need for and provision of transportation to seniors through its fixed-route system and Redi-Wheels and RediCoast specialized paratransit services for those with mobility impairments; and

**Whereas**, it is recognized that access to services and activities enables individuals to preserve their dignity and maximize their independence; and

**Whereas**, SamTrans is committed to providing comprehensive and quality transportation and paratransit services; and

**Whereas**, May has been officially designated as Older Americans Month throughout the United States of America.

**Now, Therefore Be It Resolved**, that the Board of Directors and staff of the San Mateo County Transit District salute the seniors in San Mateo County, support their personal independence and dignity in the provision of service, and do hereby proclaim the month of May as *OLDER AMERICANS MONTH*.

Regularly passed and adopted this 1st day of May, 2024

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Chair, San Mateo County Transit District



**San Mateo County Transit District  
Staff Report**

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

**Action**

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

**Significance**

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

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

Minutes from the February 2024 PAL and PCC meetings are attached to this report.

**Budget Impact**

There is no impact to the budget.

**Background**

No additional information.

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

**SAN MATEO COUNTY**  
**PARATRANSIT COORDINATING COUNCIL (PCC)**  
Minutes of March 13, 2024, Meeting

**ATTENDANCE:**

Members in person:

Tina Dubost, SamTrans; Sandra Lang, Community Member; Benjamin McMullan, Chair, CID; Sammi Riley, Consumer, Vice Chair, Educ. Comm. Chair; Kathy Uhl, CoA, Consumer. (Member attendance = 5/8, Quorum = Yes)

Members on Zoom:

Susan Capeloto, Dept. of Rehabilitation

Guests:

David Koffman, Nelson\Nygaard; Jane Stahl, PCC Staff; Lynn Spicer, SamTrans; Larisa Vaserman, Consumer; Gloria Velez, Consumer (Zoom); Sarah Verity, AbilityPath (Zoom); Kenneth Richardson, TransDev/Redi-Wheels; Michaela Wright Petrik, SamTrans Gov. Affairs (Zoom)

Absent:

Dao Do, Rosener House; Marie Violet, Dignity Health.

**WELCOME/INTRODUCTIONS:**

The meeting was held in person and via Zoom conference call. Introductions were made.

**APPROVAL OF FEBRUARY MINUTES:**

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

**PUBLIC COMMENTS:**

Although very grateful for the service, , a Redi-Wheels rider reported on several recent issues:

1. A dog on the bus did not exhibit appropriate service animal behavior. Instead of sitting on the floor, the dog seemed very nervous, and the driver reported feeling scared. She asked if dogs need to be certificated prior to being allowed on the bus.
2. She stated that boarding the new vans is unsafe as the lift is at the back so riders have to go into the street to board. On a recent trip, the driver did not offer the lift and had to lift the walker over the seats. Also, the stairs only have one handrail instead of two - this makes it difficult to get up and down the stairs.
3. The reservationist and dispatchers are unwelcoming and gruff. The rider felt very uncomfortable when calling in to book or change a ride.
4. The bus scheduling is causing problems for both riders and drivers. Recently, a driver had been in Palo Alto and had 15 minutes to pick up some additional riders in South San Francisco, which is impossible. This is unsafe and causes anxiety for the drivers. In addition, she has waited as long as 1-1/2 hours to be picked up.



Tina said they would contact the rider after the meeting to get more details and investigate the problems. The committee members thanked the rider for bringing these issues to their attention.

Tina was asked to report back on these issues at the next PCC meeting. She will provide some general information, e.g. customer service training. There were concerns about safety with the new vans, certification and policy for service animals, and the question of PCC advocacy on comments received at the meeting. Larisa commented that the new buses are inconvenient and create a safety issue.

Tina advised that the ADA requirements are very clear, and Redi-Wheels cannot require any certification for service animals. However, if the animal behaves badly, then they can intervene. The driver could request that the rider keep the dog under control. There is information in the Redi-Wheels' Rider's Guide about service animals.

Regarding the new vehicles, these were purchased during COVID when there was very limited availability. Tina will report these concerns to Maintenance.

Lynn reminded riders to be prompt with their comments on issues and call customer service so that issues can be investigated and resolved in a timely manner.

## **PRESENTATION**

The Transportation Authority presentation on Regional Transit Connections Plan was postponed until the April meeting.

## **COMMITTEE REPORTS:**

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

See page 10.

### **Education – Sammi Riley**

The last meeting was on March 5<sup>th</sup> and outreach was discussed. Sammi will give a presentation to COD in Redwood City from 3-5pm on March 28 and will show the videos. Marie and Kathy might also attend.

The next meeting will be on May 7<sup>th</sup>, at 3pm.

### **Executive – Ben McMullan**

The committee met on March 5<sup>th</sup>. Tina gave an update on the same-day service.

The suggestion to dissolve the PCC and reform as a SamTrans advisory committee created by and reporting to staff is still under discussion. There are outstanding questions to be answered, particularly on future advocacy roles, and the Executive Committee will present on this to the full PCC for a final vote.

The next meeting will be on April 2<sup>nd</sup>, at 2pm.

**Nominations/Membership – Open**

No report. This chair position is open to anyone who is interested.

**OPERATIONAL REPORTS**

**PERFORMANCE REPORT**

Tina referred the attendees to the performance report in the packet.

**COMMENT STATISTICS REPORT**

David Koffman asked about the service issues being reported. Tina reported that there was an increase in January in the number of complaints about driver conduct; TransDev had investigated and talked to the drivers. There were a few complaints about customer service. They will look at the scheduling issues mentioned earlier.

**SAFETY REPORT**

Kenneth Richardson reported that there was one preventable incident and two non-preventable accidents in February.

**LIAISON REPORTS**

**Agency – Dao Do & Marie Violet**

No meeting.

**ERC – Ben McMullen**

Tina reported that they are moving to tablets and are looking at improvements to the software.

**Commission on Disabilities (CoD) – Ben McMullan**

No report.

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

No report.

**Commission on Aging – Kathy Uhl**

Four new commissioners have been added to represent areas needing service. The Commission also has a partnership with the Youth Commission, and one is working on how to provide information to seniors who don't go to libraries, senior centers, etc.

The new Help at Home booklet is almost ready.

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

No update.

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

### **– Sandra Lang**

The CAC-TA met on March 5<sup>th</sup>.

- They accepted revenues and expenditures.
- Reviewed the quarterly report on the 101 Express Lanes.
- There was a workshop on the Strategic Plan. This included an overview accomplished by the TA and development of focus areas – safety being a top priority. The plan included a timeline of 2024-25 work. There will be outreach and opportunities for input on the Strategic Plan.

The next meeting is on April 2<sup>nd</sup>.

### **Department of Rehabilitation – Susan Capeloto**

The DoR are receiving more applications but still have staff vacancies in their offices.

They have started a new program and have an office technician to gain office experience. They have received approval for a job coach as a pilot program.

### **Other Business**

ADA Refresher: No report.

The meeting was adjourned at 3pm in honor and memory of Mike Levinson, a great friend and advocate for transit.

The next meeting is on April 9<sup>th</sup>, in person and remotely via Zoom.

### **Minutes of Policy/Advocacy/Legislative (PAL) Meeting – Ben McMullan**

The minutes from the February PAL meeting were included in the meeting packet. Tina moved to approve the minutes; Sammi seconded the motion. The minutes were approved by roll call.

### **Legislative**

Michaela Wright Petrik, Government and Community Affairs officer with SamTrans, provided an updated legislative report. (See Attachment A.)

After the presentation, Ben asked if AB817, regarding Brown Act committees, had been reintroduced. Michaela responded that it is still moving forward. Both SamTrans and TA supported the bill last year and resubmitted their letters of support earlier this year. It's currently on the Assembly floor.

Sandra asked if the \$12M brought to the district by Senator Kevin Mullen had passed appropriations. Michaela responded that they are tracking one of the items - a request submitted by the TA for a bike lane on Fashion Island.

### **Advocacy**

Tina reported that Redi-Wheels ridership increased by 10% compared to last year. There is currently no crossing between the two Same-Day service zones, but this is being looked at.

### **Policy Issues.**

Tina gave an explanation on the Same-Day service zones.

As of March 11, there had been 184 same-day paratransit trips. There have been some trip refusals.

Based on the destinations, 40% were medically related; 16% are errands, 11% are for groceries. 24% of the trips were by people who were not ambulatory. She thought they were on track to meet the evaluation metrics.

The next PAL meeting will be on April 9, 2024.

### **Attachment A – Legislative Report**

#### **Federal:**

Congress is still working on FY2024 appropriations. President Biden signed a \$459B funding package that included Transportation. It provides \$26.99B in discretionary funding, and when combined with \$79.38B mandatory spending, this represents an increase of \$16M from FY2023, however this is \$877M less than the President's initial request.

The White House has provided a 2025 budget request that provides \$25.4B in discretionary funding for the Department of Transportation. Hearings will be held on funding requests; however, no decisions are expected because of the November election.

#### **State:**

February 16<sup>th</sup> was the deadline for new bills and budget committees are starting to meet followed by policy committees in March.

Governor Newsom released a proposed budget in January that estimates a deficit of \$38B. There will be an update in May.

Senator Mike McGuire, the new Senate President Pro Tempore, announced his leadership team. Senator Gonzales from Long Beach will serve as Senate majority leader; Senator Anna Caballero from Merced will serve as chair of the Appropriations Committee; Senator Scott Weiner from San Francisco was selected as Budget chair and will serve on Local Government and Public Safety committees; Senator Dave Cortese from San Jose was selected as Senate Transportation Committee chair; Senator Josh

Becker will share the Senate Budget Sub-Committee no. 2 on Natural Resources and serve on the Appropriations and Transportation committee.

They are tracking SB925 Weiner, the Bay Area Transportation Regional Measure Enabling legislation. This authorizes MTC to propose a revenue measure to fund the operation and transformation of the Bay Area's transportation system and other transportation improvements. The draft amendment included a menu of revenue options including sales tax, payroll or special business tax, personal tax, and recreational vehicle surcharge but doesn't contain much information on what the measure would contain, how and where the revenues would be distributed, etc. SamTrans believes that agencies that are facing fiscal difficulties should be funded to be protect their service, plus it's critical that there is guaranteed funding to San Mateo County. Along with other agencies, they're in discussion with MTC and Senator Weiner's office on a draft of the bill.

Senators Scott Weiner and Josh Becker, and Assemblymember Dianne Papan are advancing to the November general election. Assemblymember Marc Berman is advancing to the election against Palo Alto city councilmember Lydia Kou. David Lee and San Francisco Supervisor Catherine Stefani will run to replace Assemblymember Phil Ting.

Local:

In the County Supervisor elections, in District 1, former US congressman Jackie Speier is expected to win replacing Dave Pine; in District 4, East Palo Alto councilmember Lisa Gauthier is leading replacing Warren Slocum; in District 5, David Canepa ran unopposed and was re-elected.

The race to replace Diane Feinstein resulted in a run-off between Democrat Adam Schiff and Republican Dave Garvey. Congressman Kevin Mullen is likely to be re-elected. In District 16, to replace Congresswoman Anna Eshoo, is still undecided.

**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 | March 2024**

**Action**

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

**Significance**

**SamTrans:** Average weekday ridership (AWR) across all four modes (Bus, Paratransit, Shuttles, and Ride Plus) increased by 21.5 percent in March 2024 compared to March 2023. The total monthly ridership increased by 16.8 percent.

Post-pandemic SamTrans total fixed-route bus ridership recovery in March 2024 reached 94.1 percent of pre-pandemic total bus ridership in March 2019. SamTrans Adult fare usage recovery is 118.7 percent compared to pre-pandemic adult fare usage.

**Ride Plus:** For March 2024, average weekday ridership for Ride Plus was 98 trips and a total ridership of 2,697 trips. This is a 3.4 percent decrease compared to last month's total ridership, likely due to the start of fare collection. Of the total ridership, 70.4 percent of trips were taken in East Palo Alto/Belle Haven and 29.6 percent were taken in Half Moon Bay/El Granada.

**Youth Unlimited Pass:** Monthly usage for SamTrans Youth Unlimited Pass was the highest to date in March 2024. SamTrans will continue promotion and coordination with schools to encourage all eligible youth to participate in the program.

**Other SamTrans Key Performance Indicators (includes Contracted Urban Bus Service [CUBS]):**

- **Preventable Accidents** – There were 19 preventable accidents in March 2024. The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 2.4 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 25 service calls in March 2024. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans did meet its goal with 0.6 service call per 25,000 miles.
- **On-Time-Performance (OTP)** – OTP systemwide for March 2024 was 82.6 percent. This represents a 1.4 percent increase over February 2024. This is below the goal of 85.0 percent.
- **Did Not Operate (DNOs)** – In March 2024, there were 7 DNOs.

RIDERSHIP (ALL MODES)								
SAMTRANS   Average Weekday Ridership								
Mode	Mar-22	Mar-23	Mar-24	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Bus	24,187	27,392	33,672	22.9%	21,499	26,498	30,809	16.3%
Paratransit	593	667	766	14.8%	534	645	715	11.0%
Shuttles	1,500	1,877	1,837	-2.1%	1,298	1,741	1,698	-2.5%
Ride Plus			98				96	
<b>Total</b>	<b>26,280</b>	<b>29,936</b>	<b>36,373</b>	<b>21.5%</b>	<b>23,331</b>	<b>28,884</b>	<b>33,318</b>	<b>15.4%</b>
SAMTRANS   Total Ridership								
Mode	Mar-22	Mar-23	Mar-24	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Bus	655,408	747,908	884,107	18.2%	5,056,081	6,210,561	7,392,565	19.0%
Paratransit	15,938	17,795	19,612	10.2%	123,904	148,684	165,990	11.6%
Shuttles	34,758	42,717	38,049	-10.9%	249,257	326,786	314,591	-3.7%
Ride Plus			2,697				27,786	
<b>Total</b>	<b>706,104</b>	<b>808,420</b>	<b>944,465</b>	<b>16.8%</b>	<b>5,429,242</b>	<b>6,686,031</b>	<b>7,900,932</b>	<b>18.2%</b>
CALTRAIN   Average Weekday Ridership								
Mode	Mar-22	Mar-23	Mar-24	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Caltrain	12,539	16,632	21,773	30.9%	10,598	16,664	20,329	22.0%
CALTRAIN   Total Ridership								
Mode	Mar-22	Mar-23	Mar-24	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Caltrain	337,078	418,926	529,753	26.5%	2,507,378	3,569,595	4,403,942	23.4%
OTHER MODES in San Mateo County   Average Weekday Ridership								
Mode	Mar-22	Mar-23	Mar-24	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Dumbarton	64	89	97	9.5%	55	79	97	22.5%
BART (San Mateo County)	13,561	16,146	17,123	6.1%	11,287	16,419	17,655	7.5%
OTHER MODES in San Mateo County   Total Ridership								
Mode	Mar-22	Mar-23	Mar-24	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Dumbarton	1,477	2,038	2,047	0.4%	10,494	15,229	18,416	20.9%
BART (San Mateo County)	378,083	449,192	461,104	2.7%	2,757,213	4,007,984	4,280,397	6.8%

**Important Notes:**

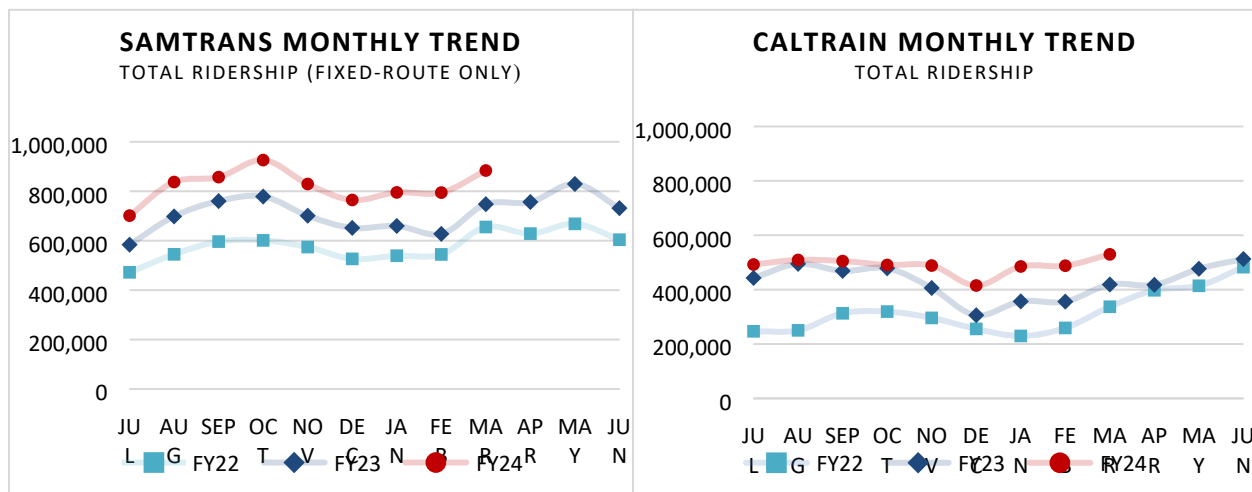
SamTrans (Bus) ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.

BART ridership in San Mateo County does not include Daly City BART Station.

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

%Δ<sup>2</sup> indicates the percentage change current year to previous, Year to Date.



**FARES**

SAMTRANS (BUS)   Fare Usage			
Fare Type	Mar-22	Mar-23	Mar-24
Adult	369,825	447,848	537,860
Eligible Discount	164,280	159,859	182,763
Youth	121,083	140,016	163,212
--- Youth Unlimited Pass	44,962	66,329	86,917
<b>Total</b>	<b>655,188</b>	<b>747,723</b>	<b>883,835</b>

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

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

**KEY PERFORMANCE INDICATORS**

SAMTRANS (BUS)   Operations Key Performance Indicators			
KPI	Mar-22	Mar-23	Mar-24
On-Time Performance	80.8%	78.0%	82.6%
Preventable Accidents	9	26	19
Service Calls	20	27	25
Trips Scheduled	39,926	38,876	41,528
Did Not Operate DNOs	569	1	7

**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' Miles between Preventable Accidents goal is 100,000 miles.** There were 41,771 miles between preventable accidents this month.

**SamTrans' Miles between Service Calls goal is 25,000 miles.** There were 31,746 miles between service calls this month.

**Ride Plus** started in June 2023.

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)   Ride Plus Key Performance Indicators			
KPI	Mar-22	Mar-23	Mar-24
Total Ridership	--	--	2,697
--- East Palo Alto Trips	--	--	1,898
--- Half Moon Bay Trips	--	--	799
Active Users	--	--	313
New Registrations	--	--	130
Total Downloads	--	--	292
--- iOS Downloads	--	--	263
--- Android Downloads	--	--	29
Load Factor	--	--	1.2

SAMTRANS (BUS)   Fleet Key Performance Indicators			
KPI	Mar-22	Mar-23	Mar-24
Revenue Hours (Sched.)	47,977	47,495	54,477
Revenue Miles (Sched.)	536,695	504,641	533,153
Total Fleet Miles (Actual)	744,002	737,210	793,641

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

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

PARATRANSIT   Operations Key Performance Indicators			
KPI	Mar-22	Mar-23	Mar-24
On-Time Performance (RW)	94.9%	90.3%	88.4%
On-Time Performance (RC)	96.0%	93.9%	93.1%
Preventable Accidents (RW)	2	3	6
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	2	3	1
Service Calls (RC)	0	0	3

RW = Redi-Wheels  
RC = RediCoast

PARATRANSIT   Fleet Key Performance Indicators			
KPI	Mar-22	Mar-23	Mar-24
Revenue Miles (RW)	130,051	150,221	162,727
Revenue Miles (RC)	14,310	18,106	21,768
Fleet Miles (RW)	146,365	167,505	179,672
Fleet Miles (RC)	19,773	22,888	27,666



**PRE-PANDEMIC RIDERSHIP COMPARISON**

SAMTRANS   Average Weekday Ridership					
Mode	Mar-19	Mar-22	Mar-23	Mar-24	% <sup>3</sup>
Bus	35,805	24,187	27,392	33,672	94.0%
Paratransit	1,144	593	667	766	67.0%
Shuttles	12,366	1,500	1,877	1,837	14.9%
Ride Plus				98	
<b>Total</b>	<b>49,315</b>	<b>26,280</b>	<b>29,936</b>	<b>36,373</b>	<b>73.8%</b>

SAMTRANS   Total Ridership					
Mode	Mar-19	Mar-22	Mar-23	Mar-24	% <sup>3</sup>
Bus	939,858	655,408	747,908	884,107	94.1%
Paratransit	28,356	15,938	17,795	19,612	69.2%
Shuttles	259,411	34,758	42,717	38,049	14.7%
Ride Plus				2,697	
<b>Total</b>	<b>1,227,625</b>	<b>706,104</b>	<b>808,420</b>	<b>944,465</b>	<b>76.9%</b>

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

%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership reached 94.0 percent of pre-pandemic levels (2019) for this month of March 2024.

CALTRAIN   Average Weekday Ridership					
Mode	Mar-19	Mar-22	Mar-23	Mar-24	% <sup>3</sup>
Caltrain	65,057	12,539	16,632	21,773	33.5%

CALTRAIN   Total Ridership					
Mode	Mar-19	Mar-22	Mar-23	Mar-24	% <sup>3</sup>
Caltrain	1,487,889	337,078	418,926	529,753	35.6%

OTHER MODES in San Mateo County   Average Weekday Ridership					
Mode	Mar-19	Mar-22	Mar-23	Mar-24	% <sup>3</sup>
Dumbarton	125	64	89	97	77.6%
BART (San Mateo County)	45,014	13,561	16,146	17,123	38.0%

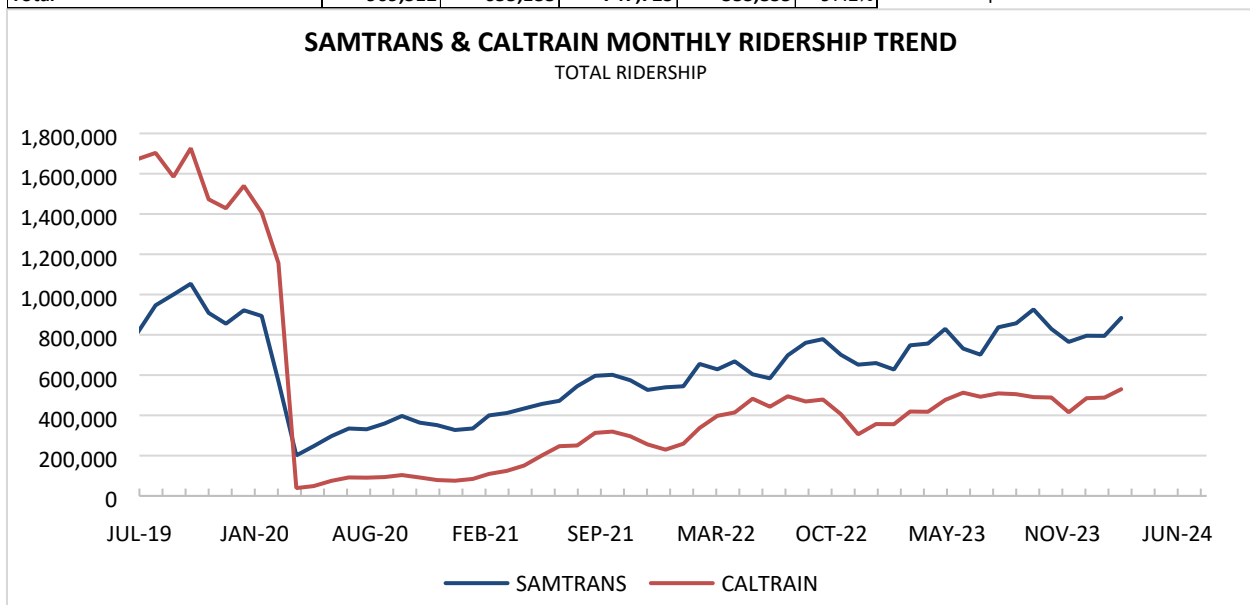
OTHER MODES in San Mateo County   Total Ridership					
Mode	Mar-19	Mar-22	Mar-23	Mar-24	% <sup>3</sup>
Dumbarton	2,615	1,477	2,038	2,047	78.3%
BART (San Mateo County)	1,113,346	378,083	449,192	461,104	41.4%

**PRE-PANDEMIC FARES COMPARISON**

SAMTRANS (BUS)   Fare Usage					
Fare Type	Mar-19	Mar-22	Mar-23	Mar-24	% <sup>3</sup>
Adult	453,135	369,825	447,848	537,860	118.7%
Youth	219,391	121,083	140,016	163,212	74.4%
Eligible Discount	236,786	164,280	159,859	182,763	77.2%
<b>Total</b>	<b>909,312</b>	<b>655,188</b>	<b>747,723</b>	<b>883,835</b>	<b>97.2%</b>

%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.



**CUSTOMER EXPERIENCE**

SAMTRANS (BUS)   Customer Experience			
KPI	Mar-22	Mar-23	Mar-24
Complaints	82	96	93
Accessibility	6	9	3
Compliments	16	29	11
Service Requests	34	51	38
<b>Reports Total</b>	<b>138</b>	<b>185</b>	<b>145</b>

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

The total number of reports for SamTrans decreased from March 2023 (185) to March 2024 (145).

**COMMUNICATIONS & MARKETING**

**Communications and Marketing:**

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

- “Gear Up” Bus Mechanic Recruitment Campaign
- “Superhero, Drive with Us” Bus Operator Recruitment Campaigns
- Clipper Mobile (ongoing)
- Clipper START (ongoing)

**Digital Marketing Report:**

In March, SamTrans focused on numerous ongoing campaigns. The “Gear Up” mechanic recruitment and “Drive With Us” bus operator recruitment initiatives continued throughout the month, alongside promotion for Ride Plus microtransit service. Additionally, a recurring series highlighting Route EPX emphasized the express service's benefits for riders. Two significant events received substantial support: Women's History Month and Transit Driver/Employee Appreciation Day. Videos from CEO/GM April Chan were shared for each event across all channels, while operator-focused events took place at both bases, garnering coverage on various networks. Social media featured interviews with agency female leaders Liria Larano and Ana Rivas to commemorate Women's History Month. Class graduation interviews continued, offering insights into the newest operators from Class 186.

**March Digital Marketing Highlights:**

- Transit Driver Appreciation Day
- Women's History Month Interviews
- Ride Plus
- Class 186 Graduation and Interviews
- Route EPX Promo
- “Drive with Us” Operator Recruitment Campaign
- “Gear Up” Mechanic Recruitment Campaign
- SamTrans Throwback Thursday/Bus Friday

Prepared By:	Emily Chen	Senior Planner, Operations Planning	650-551-6127
	Robert Casumbal	Director, Marketing	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845
	Jamie Vizmanos	Digital Communications Specialist	650-508-7704



## Agenda

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

#### San Mateo County Transit District

Wednesday, May 1, 2024 – 2:45 pm

or immediately following the Community Relations Committee meeting

- |        |   |               |
|--------|---|---------------|
| 8.b.1. | Call to Order   |               |
| 8.b.2. | Approval of Minutes of the Strategic Planning,<br>Development, and Sustainability Committee Meeting of<br>April 3, 2024 | Motion        |
| 8.b.3. | Approving the SamTrans Bus Stop Improvement Plan  | Motion        |
| 8.b.4. | <i>Reimagine SamTrans</i> Implementation Update   | Informational |
| 8.b.5. | Adjourn   |               |

Committee Members: David J. Canepa (Chair), Rico E. Medina, Josh Powell

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**

**April 3, 2024**

Committee Members Present: D. Canepa (Chair), R. Medina, J. Powell

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Chuang, B. Esser, M. Fraser, J. Gee, R. Mueller

Other Board Members Absent: P. Ratto

Staff Present: A. Chan, K. Jordan Steiner, 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 3:53 pm.

**9.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of February 7, 2024**

Motion/Second: Chuang/Medina

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

Noes: None

Absent: Ratto

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

Millie Tolleson, Director of Planning, provided a background of the project and introduced Daniel Shockley, Planning Administrator, who provided the presentation on plans to update the existing stops and shelters and install new ones.

Public Comment:

Marlon said that the lighting at the stops needs improvement so that the drivers can see the waiting passengers and for safety's sake.

Randy Shannon said that the plan should take into consideration the colder temperatures at stops in the North County in addition to stops where the temperature is hot.

Adina Levin requested that SamTrans work with cities on bus stops that do not have sidewalks.

Director Marie Chuang said that the QR code might be subject to tampering, such as someone covering it with a sticker. Mr. Shockley said he would pass that along to the delivery team.

Director Jeff Gee said they need to have a plan to maintain the shelters instead of waiting for a mandate.

April Chan, General Manager/CEO, noted that unlike previously where some of the stops were maintained by a contractor with a set cleaning schedule, the new model will have the SamTrans workforce doing the maintenance, allowing for more flexibility.

Committee Member Josh Powell suggested having a QR code with the SamTrans logo embedded in it. He asked how the implementation would be phased, and Mr. Shockley explained the rollout schedule.

Public Comment:

Gina Papan said that partnership with the cities was important in dealing with trash pickup at the stops. She also noted the importance of shelters protecting people from the wind.

Committee Chair Canepa asked how equity was incorporated into the plan. Mr. Shockley said they made recommendations based on the system-wide needs analysis.

**9.c.5. Adjourn**

The meeting adjourned at 4:27 pm.

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

**San Mateo County Transit District  
Staff Report**

To: Planning, Development and Sustainability Committee  
Through: April Chan, General Manager/CEO  
From: Josh Mello, Executive Officer, Planning and Development  
Subject: **Approving the SamTrans Bus Stop Improvement Plan**

**Action**

Staff recommends that the Board of Directors (Board) approve the SamTrans Bus Stop Improvement Plan (“BSIP” or “Plan”).

**Significance**

At the April 3, 2024 meeting of the Board, staff presented a summary of the draft final Plan, including an overview of stakeholder and public engagement, a summary of the included project recommendations including near-term improvements and funding mechanisms, and a strategy for implementing longer-term improvements. Since then, the draft final Plan was made available for comment by the public and agency stakeholders.

At the May 1, 2024 meeting of the Board, staff will provide a brief review of the BSIP project and its recommendations, a high-level summary of comments received and any actions taken in response, and seek the Board’s formal action to approve the Plan. The proposed final Plan is attached to this staff report and can be found online at <https://www.samtrans.com/projects/bus-stop-improvement-plan>.

**Summary of Feedback**

Staff received twelve comments on the draft final Plan, which were primarily inquiries for more specific information regarding elements of the Plan. Broadly, both public and stakeholder comments expressed support for the Plan’s recommendations and the proposed stop improvements. Actions taken by staff in response to comments were mostly minor textual and graphical revisions; no major changes were needed in order to respond to stakeholder and public feedback.

**Public Outreach**

In June 2023, staff conducted an online survey specifically focused on trade-offs and the prioritization of bus stop features and received 684 responses. At the same time, staff conducted 31 focused interviews with riders from underrepresented groups to supplement the survey results.

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

Bus Stop Design Guidelines and Minimum Recommended Amenities

The Plan includes the creation of updated *SamTrans Bus Stop Design Guidelines (Guidelines)*. This easy-to-use document provides clear direction on bus stop design and configuration, and is intended for use by District staff, local officials and city staff, Caltrans, developers, and the public.

The *Guidelines* establish minimum recommended amenities that apply to all SamTrans bus stops based on their categories, which are defined in **Table 1** as Frequent, Standard, or School Oriented/Other. Each category has an associated portfolio of recommended amenities as shown below.

<b>Table 1: Minimum recommended Amenities</b>			
<b>Amenity</b>	<b>Frequent (4+ arrivals/hour)</b>	<b>Standard (1-3 arrivals/hour)</b>	<b>School-Oriented/Other (as few as 1 arrival/day)</b>
Standard Pole & Sign	X	X	X
Shelter w/ Seating & Lighting <sup>2</sup>	X		
Shade Structure w/ Lighting <sup>2</sup>		X <sup>1</sup>	
Bench/Seating <sup>2</sup>		X <sup>1</sup>	
Map & Schedule	X	X	
Bus Bulb/Boarding Island <sup>2</sup>	X		
Real Time Information (Display and/or QR codes)	X	X	X

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

Systemwide Amenity Needs Analysis

Staff compared the minimum recommended amenities with currently existing amenities to estimate the number of improvements across the network that would be needed to bring all stops into alignment with the *Guidelines*. This analysis identified needed improvements at approximately 1,300 stops, at an estimated cost of approximately \$125 million. If the near- and longer-term improvements are fully implemented, 65% of all SamTrans stops would have some form of cover and a place to sit.

Near-Term Prioritization Framework

Staff created a methodology for prioritizing stops into a package of near-term improvements that should advance to engineering review.

The methodology was developed in alignment with prior planning efforts, including *Reimagine SamTrans* and the *SamTrans Adaptation and Resilience Plan*. The criteria were ridership (weighted up to 72% of the total score), equity, and potential vulnerability to high-heat events.

Stops were de-prioritized for inclusion in the near-term implementation package based on indicators of non-feasibility or lack of immediate need, including lack of sidewalks and presence of existing amenities. Stops that scored the highest were included in the near-term package of improvements, while lower-scoring stops are part of the longer-term strategy.

#### Near-Term Implementation Approach

The Plan recommends the San Mateo County Transit District (District) take a leadership role in delivering the near-term package of stop improvements which includes all the highest priority stops and a smaller number of locally-significant stops. The near-term improvements include approximately 220 stop locations. These locations would see the following new amenities in total: 170 new shelters, 75 new bus bulbs/boarding islands, and 195 new pieces of digital real-time information signage. This represents an investment of over \$53 million with a goal to deliver the improvements within three to five years.

Stops identified as part of the near-term package will be advanced forward to a detailed engineering feasibility review which will be led by the District. The Plan proposes that the District provide most of the funding for implementing the near-term package of improvements. Staff will actively seek opportunities to reduce total cost to the District, such as through submitting competitive grant applications; coordination with city, county and Caltrans-led street projects, and leveraging opportunities presented by private development projects.

After delivering the package of near-term improvements, staff will prioritize the next package of longer-term bus stop improvements, with the goal of fully implementing the BSIP recommendations within 15 years. Longer-term improvements could be implemented sooner by leveraging partnerships with cities, the county, and Caltrans to include bus stop improvements as part of projects led by others, or in partnership with private development opportunities.

#### Budget Impact

Implementing the full package of near-term improvements in the Plan would cost between \$9 million to \$18 million annually for three to five years (up to \$53 million in value). Staff will pursue grants, external funding, and partnership opportunities to offset the costs to the District. Budget amendments are not being proposed as part of the Plan's adoption; Budget amendments be included as part of regular Budget presentations.

#### Background

The goal of the Bus Stop Improvement Plan project is to provide a comfortable, convenient, and dignified experience for passengers at bus stops. The recommended improvements build upon *Reimagine SamTrans* by further enhancing the transit experience in Equity Priority Areas and directly addressing community requests for bus stop improvements.

Identification and prioritization of bus stop improvements was identified as one of 16 initiatives in the 2018 SamTrans Business Plan.

Prepared By: Daniel Shockley

Principal Planner

650-508-6382



Comment ID	BSIP Section	Comment Source	Comment	Action/Response
1	Recommended Improvements	Public	Thanks for requesting feedback. The overall plans look good - the priorities to me for bus stops are - Sheltered stop - seating at stop - real time bus arrival information	None required.
2	Existing Conditions	City of Millbrae	Were the bus stops at the BART stations analyzed? Should those be shown on the different maps?  If not, perhaps a blanket statement of why they are not looked at should be included in the Executive Summary.	Stops in transit centers were considered in the analysis; no further action required.
3	Recommended Improvements	Public	I support upgrades to all stops. Every stop should have a bench, a shelter, a light, and a bus line map. The shelters should be designed with enough overhang to protect from not only the sun but rain and wind. The design should allow for airflow, however, for hot, sunny days. It would be good if every stop had electronic info listing every stop for that day for that line and estimated bus arrival time for that particular stop. I do not support widening sidewalks or adding impediments to auto traffic.	None required.
4	Implementation	Stanford Transportation	Apart from Stanford University's Main Campus, Marguerite Shuttles do not utilize the bus stops identified in the BSIP. As a stakeholder in the BSIP process, Stanford Transportation is pleased to see that SamTrans Bus Stop Design Guidelines are aligned with Stanford Transportation's Bus Stop Guidelines. Stanford Transportation anticipates collaborating with SamTrans to make additional bus stop and access improvements at Palo Alto Caltrain Station, Stanford Redwood City Campus, and/or any other sites within the SamTrans service area.	SamTrans will collaborate with Stanford Transportation in the future to discuss how best to improve access to transit on campus.

<b>5</b>	Cutsheet	Pacifica	<p>There's a combination of QR code and Papercast in the next table for all 25 locations. Are we getting signs at 25 locations?</p> <p>Can the Crespi and Seville location be moved closer to Crespi and Highway 1? There is a lot more usage in that area.</p>	Responded with rationale for the Crespi/Seville location, commentor agreed with its current proposed location. No further action taken.
<b>6</b>	Implementation	San Mateo County	I was curious where the bus stop on Airport Street (near Pillar Ridge) ranks on the priority list? In our engagement for our Transportation Demand Management Plan, we've heard a lot about this stop and need for improvements.	Responded with further information about the stop, which is identified as a longer-term improvement.
<b>7</b>	Cutsheet	Half Moon Bay	My only comment is that the numbers of proposed stops do not match in the draft version vs the cut sheet version for HMB.	Content revised to fix inconsistencies.
<b>8</b>	Existing Conditions	VTA	Is there supposed to be a link after this sentence or refer to a table or appendix?	Content revised.
<b>9</b>	Executive Summary (pg 2)	Half Moon Bay	Not Sure if it's just my computer, but it looks like the letter "L" is randomly bolded throughout the document.	Graphical error related to compressing files to reduce their size.
<b>10</b>	Executive Summary (pg 7)	Half Moon Bay	Does this map count benches as shelters? I'm having trouble finding some of the shelters that are listed as existing for the unincorporated parts of the County near Moss Beach, and Skyline.	Shelters and Benches are counted separately. Staff are following up with commentor.
<b>11</b>	Executive Summary (pg 7)	Half Moon Bay	It looks like the stats are related to the graphics underneath, which is confusing. Also shade structures vs shelters is confusing.	Feedback was considered but no changes were made.
<b>12</b>	Executive Summary (pg 8)	Half Moon Bay	Would like to talk about these numbers/ confirm understanding of timeline/ numbers/ and definitions.	Staff are following up with commentor.

**Resolution No. 2024-**

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

\* \* \*

**Approving the SamTrans Bus Stop Improvement Plan**

**Whereas**, the San Mateo County Transit District (District) utilizes approximately 1,800 bus stops throughout San Mateo County, and parts of San Francisco and Santa Clara County, to operate its fixed-route services (SamTrans); and

**Whereas**, the District is committed to providing an excellent customer experience for SamTrans passengers at all stops; and

**Whereas**, the SamTrans Bus Stop Improvement Plan (BSIP), the first project of its kind undertaken by the District, establishes a vision that SamTrans bus stops should be convenient, informative, and comfortable; and

**Whereas**, bus stop amenities, such as shelters, benches, and real-time information are consistently ranked as the most important stop amenities by SamTrans customers in surveys; and

**Whereas**, BSIP establishes a consistent and system-wide minimum recommended level of amenities for all bus stops based on daily service; and

**Whereas**, BSIP conducted a systemwide needs analysis at all SamTrans stops, and produced a comprehensive set of proposed upgrades for most SamTrans stops based on the minimum recommended amenities; and

**Whereas,** the BSIP recommendations include a significant and historic expansion of new shelters, shade structures, benches, and real-time information displays to respond to riders' requests for enhanced bus stop amenities; and

**Whereas,** bus stop improvements were prioritized by several criteria into a near-term package of upgrades for approximately 225 individual bus stops, with the goal to implement improvements within five years; and

**Whereas,** the near-term package of stop improvements will be advanced to an engineering-level feasibility review, which may result in changes to proposed improvements, in which case District staff will work closely with applicable local jurisdictions on paths forward; and

**Whereas,** the BSIP recommendations were developed in partnership with local agencies within the SamTrans service area, and are reflective of customer desires expressed through surveys.

**Now, Therefore, Be It Resolved;** that the San Mateo County Transit District Board of Directors approves the SamTrans Bus Stop Improvement Plan, attached and incorporated by reference.

Regularly passed and adopted this 1st day of May, 2024 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

---

District Secretary



# Bus Stop Improvement Plan

## EXECUTIVE SUMMARY

April 2024



# Customer Experience Begins at the Bus Stop

SamTrans is committed to providing an excellent customer experience for our riders, and this begins at the bus stop. The SamTrans Bus Stop Improvement Plan presents a vision for bus stops systemwide, and provides a comprehensive strategy for delivering this vision. Key components of the Plan include:

- 

**Inventory**

Inventory of existing bus stops.
- 

**Priorities**

Understanding of stakeholder and rider priorities on bus stop design.
- 

**Guidelines**

New bus stop design guidelines.
- 

**Recommendations**


Identified and prioritized stop amenity improvements.
- 

**Implementation**


Strategy for implementation of bus stop improvements.

# SamTrans' Vision for Bus Stops


SamTrans is committed to providing a **comfortable, convenient, and dignified** experience for riders at bus stops. SamTrans has set the following goals for every rider's experience when waiting for the bus:

- 

**Convenient**

Provide a stop environment that is convenient to use, featuring appropriate curb access and a sidewalk free from obstructions.
- 

**Informative**

Provide service information to riders at bus stops, including schedules and the ability to access real-time arrival data.
- 

**Comfortable**

Provide shelter and a place to sit at all-day stops.



**i** This Executive Summary walks through key outcomes from each step in the planning process. Refer to the full report for more details on the content presented here.

# Inventory of Existing Bus Stops

As a first step, SamTrans inventoried all of the nearly 1,900 bus stops in operation to document existing characteristics. For more information on existing conditions, see the [SamTrans Bus Stop Inventory Dashboard](#).

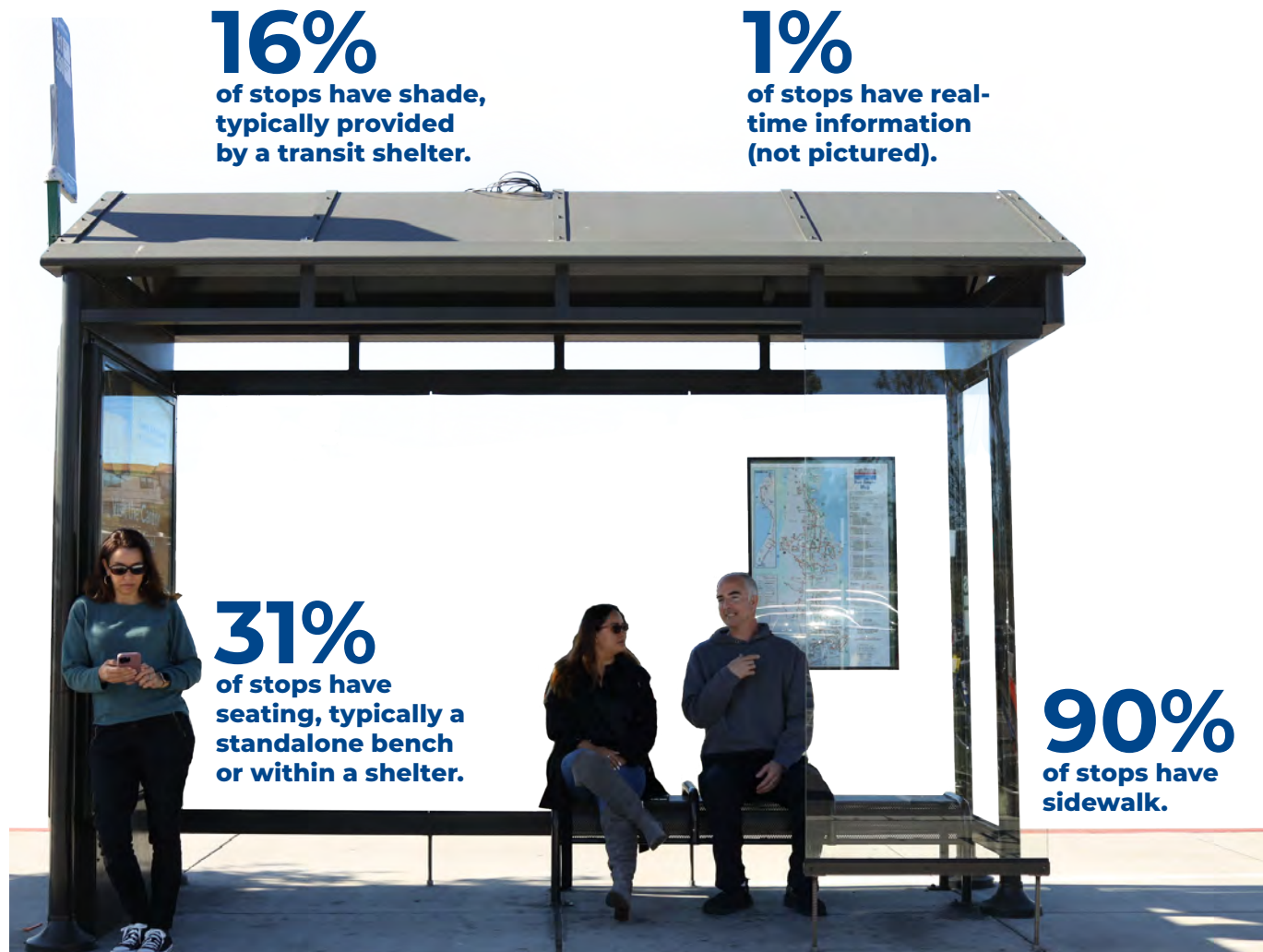
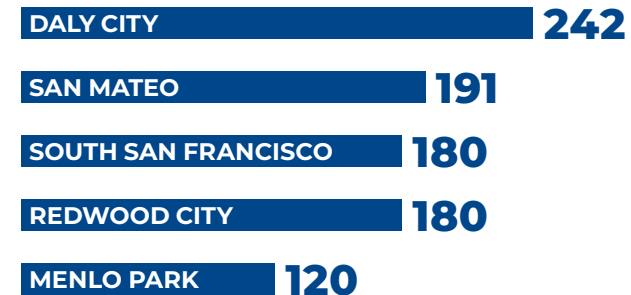
# 1,871

Inventoried Bus Stops

# 30

cities and census-designated places, plus unincorporated San Mateo County, have SamTrans bus stops.

Locations with the most bus stops:



**16%**  
of stops have shade, typically provided by a transit shelter.

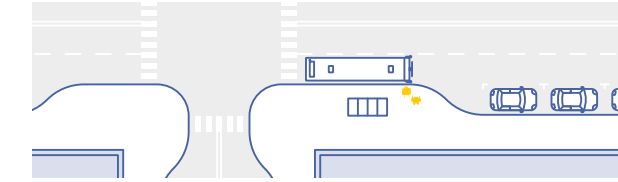
**1%**  
of stops have real-time information (not pictured).

**31%**  
of stops have seating, typically a standalone bench or within a shelter.

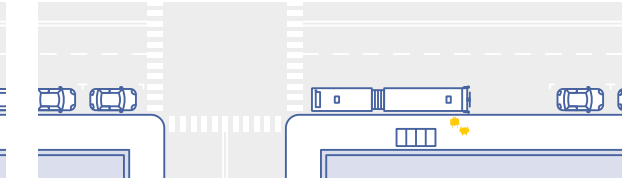
**90%**  
of stops have sidewalk.

## Of Our Bus Stops...

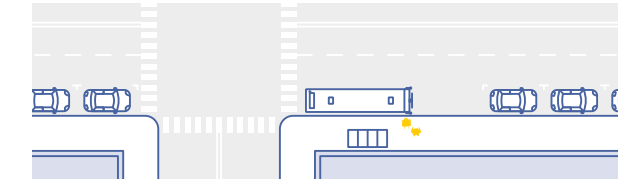
**28%**  
are in-lane stops.



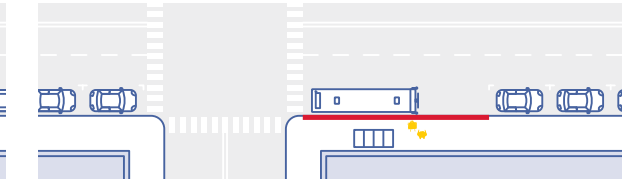
**29%**  
are 75' or longer.



**48%**  
are on the far side of the intersection.



**67%**  
have parking restrictions.



**10%**  
have daily onboardings greater than 40.

Of these:

**65%**

**51%**

Stop has seating

**23%**  
are in medium-high to high heat vulnerability zones.

Of these:

**37%**

**18%**

Stop has shelter

**44%**  
are in Equity Priority Areas.

Of these:

**40%**

**21%**

*Equity Priority Areas are defined in Reimagine SamTrans. Heat Vulnerability Zones are defined in the SamTrans Adaptation and Resilience Plan.*

**90%**  
have sidewalks.

Of these:

**32%**

**16%**

## Bus Stop Inventory

The following characteristics and contextual factors were inventoried for each bus stop operating in Fall 2022.



### Stop Characteristics

- Presence of a bus stop sign and pole
- Presence of real time information display
- Presence of a map or route schedule
- Presence and type of shelter
- Number of benches
- Number of Simme-Seats
- Number of trash receptacles
- Bus stop location and position
- Approximate stop length
- Presence of a bus pad
- Presence of red curb
- On-street parking regulations
- Presence and control type of a crosswalk
- Presence of a sidewalk
- Possible landing pad obstruction
- Presence of curb cuts/ramps at the nearest intersection
- Presence of a driveway less than 75 feet upstream from the bus stop sign



### Contextual Factors

- SamTrans ridership
- Census places
- Roadway classification
- Injury collisions
- Existing bike facilities
- Daily average observed speeds
- Activity density
- Vulnerability index tracts
- Equity Priority Areas



# Feedback on Bus Stop Design

## Hearing from our Riders

SamTrans developed a tailored engagement approach to understand rider satisfaction with current amenities, what amenities are most important to them, and how contextual factors like heat, wind, or long waits change their perspective.



- The Bus Stop Improvement Plan will:**
- ANALYZE EXISTING BUS STOPS** so we have data on what each bus stop looks and feels like.
  - CREATE CLEAR DESIGN GUIDELINES** to help make bus stops more consistent and provide the amenities that are most important to our riders.
  - DEVELOP A PROCESS WITH LOCAL GOVERNMENTS** to identify and implement bus stop improvements.



### **i** Learning from Prior Efforts

SamTrans regularly engages with riders on a variety of service-related topics and regularly receives feedback on stop conditions. It was important to us to respect riders' time and not ask the same question twice. For this reason, rider engagement started with a thorough review of comments received through prior engagement efforts.

# 684

## Rider Survey Responses

The survey was live for six weeks, offered in four languages, and promoted online, on buses, at bus stops, and through the SamTrans ambassador program.

## Respondents Told Us Their...

Top Concerns	Top Requests	Location-Specific Needs	Lighting Priorities	Amenity Preferences
Respondents were most unsatisfied with the lack of shelters, real-time information, and lighting at bus stops.	The top two requested amenities were shelters and real-time arrival information.	Shelters, seating, and real-time information are especially important at locations with less frequent service, where riders may be waiting a longer time for a transit vehicle.	Lighting is most important to riders first at stops that do not have lighting from nearby buildings or businesses, and second where long wait times are expected.	Respondents considered other amenities less important, including additional trash cans, places to charge devices, bike racks, and better system maps.

# 31

## Rider Interviews

SamTrans conducted one-on-one listening sessions in English, Spanish, Cantonese, Mandarin, and Tagalog to hear directly from rider groups that are often missing from the conversation: off-peak riders, limited to no-English speakers, older adults and people with disabilities, and parents and caretakers.

## Interviewees Told Us Their...

Safety Concerns	Reliability Concerns	Stop Visibility Concerns	Amenity Preferences
Safety is at the heart of most concerns expressed by riders. They expressed challenges while waiting at bus stops, including prolonged exposure to hot and cold weather, a lack of seating, and no lighting at stops.	Bus delays and the lack of reliable real-time information result in unpredictable wait times, and make it harder for riders to plan around disruptions or make alternative plans.	Bus stop visibility is a significant issue for the riders we interviewed. Inadequate signage and markings can make it hard for riders to find the bus stop and poor lighting or improperly placed seating can make it hard for operators to see waiting passengers.	The need for sun, rain, and wind protection made covered shelters at bus stops a consistent priority. Participants near-unanimously cited a need for additional seating at bus stops.

## Hearing from Stakeholders Countywide

Stakeholders included local jurisdictions across the SamTrans service area, which were convened through regular Public Agency Working Group sessions and a series of presentations to standing stakeholder meetings.

**22** Meetings **over** **15** Months

## Stakeholders Told Us Their Preferences for...

### Bus Stop Resources

Bus stop improvement guidance and resources should be consolidated in one standardized location.

### Collaboration

SamTrans and local jurisdictions can boost collaboration through project-, data-, and cost-sharing opportunities.

### Ownership

Local jurisdictions need clarity on ownership and maintenance responsibilities of bus stop amenities.

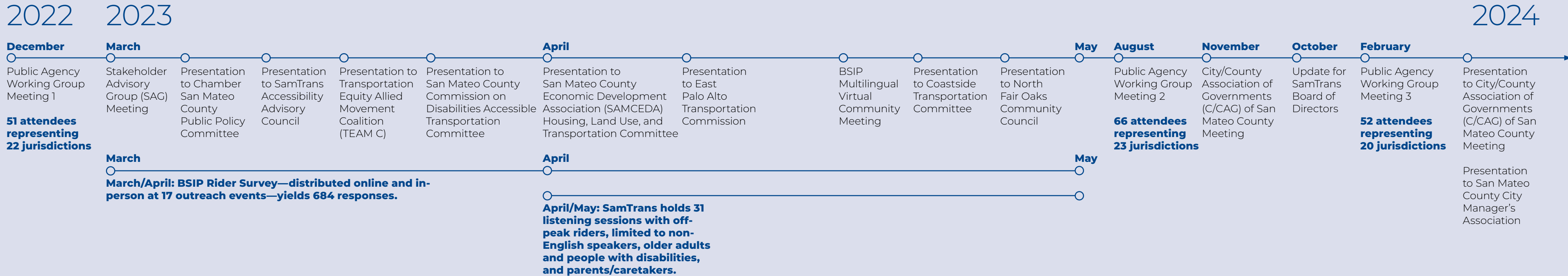
### Stop Amenities

Stakeholders are excited to have clearly defined amenities by bus stop category.

### Design Guidance

Stakeholders want clearer design guidance on bus boarding islands, bus bulbs, and bike lane interface with bus stops.

### Stakeholder Engagement Timeline



# New Bus Stop Design Guidelines

The 2023 SamTrans Bus Stop Design Guidelines provide clear, concise guidance for bus stop amenities, location, position, and access. Highlights of the Guidelines are shown below. The full document is available in Appendix D of the plan and [online](#).

The Guidelines are designed for use by SamTrans staff and our external partners.

### Internal Stakeholders

SamTrans agency staff may use the Guidelines when identifying amenity upgrades at an existing stop or providing amenities at a new stop.

### External Stakeholders

Local jurisdiction staff, developers, and peer agencies may use the guidelines to understand how to properly design for SamTrans bus stops alongside new private development projects or streetscape improvements.

## Bus Stop Design Guidelines Highlights

### Bus Stop Categories

Category	Definition	Typical SamTrans Service	Percentage of Stops
<b>Frequent</b>	Stops served by a bus at least four times an hour, for at least 12 hours per weekday	ECR, 120, 130, and 296 plus bus stops that serve multiple local routes	20%
<b>Standard</b>	Stops served by a bus 1-3 times per hour, for at least 12 hours per weekday	Most three-digit routes (100s, 200s)	45%
<b>School-Oriented/Other</b>	Stops only served by school-oriented routes. A bus may come as infrequently as once per day	School-oriented routes (two-digit routes), rush hour-only routes (FCX), Shuttle service	35%

### Transit Amenities by Category

Category	Minimum Recommended Amenities
<b>Frequent</b> (Includes Transit Centers)	<ul style="list-style-type: none"> <li>Bus bulb or bus boarding island to widen the sidewalk if engineering design considerations are met</li> <li>Standard sign and pole</li> <li>Shelter with lighting</li> <li>Real-time information provided via digital signage</li> <li>Service map and schedule</li> </ul>
<b>Standard</b>	<ul style="list-style-type: none"> <li>Standard sign and pole</li> <li>Shelter or shade structure and bench/Simme-Seat with lighting</li> <li>Service map and schedule</li> <li>Real-time information provided via digital signage</li> </ul>
<b>School-Oriented/Other</b>	<ul style="list-style-type: none"> <li>Standard sign and pole</li> <li>Real-time information provided via QR codes that direct riders to a stop-specific webpage</li> </ul>

# Recommended Bus Stop Amenity Improvements

For each stop across the system, SamTrans compared existing amenities to the minimum recommended amenities outlined in the *Bus Stop Design Guidelines*. These recommendations are based on transit service and geographic characteristics and are subject to change based on engineering feasibility. The recommended stop improvements include:

- 650**  
new shade structures.
- 580**  
new benches or Simme-Seats.
- 1,200**  
new service maps and schedules.
- 1,200**  
new digital real-time information displays.
- 160**  
new bus bulbs or boarding islands.
- 330**  
new shelters. See more on the next page!



<sup>1</sup>Image from Toler Manufacturing Company



### Shade Structure<sup>1</sup>

This is just one example of what a shade structure could look like. It is a monopole structure that provides relief from rain and sun. They are less costly and have a smaller footprint than a full shelter.

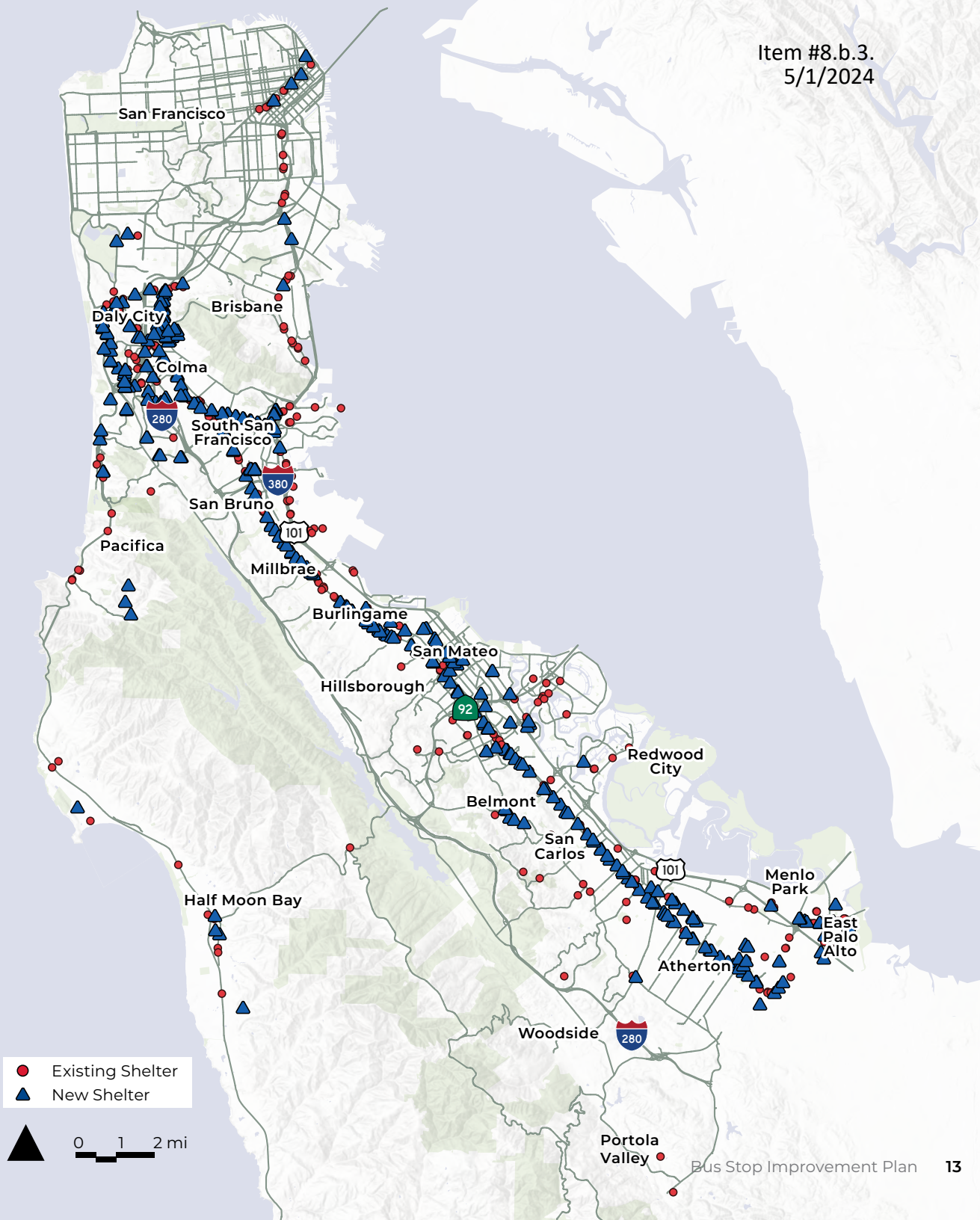


### Simme-Seats

These small benches are mounted to the bus stop pole. They are less costly and more flexible to implement than full benches.

# 330

New Shelters With Lighting and Seating Across the System—Doubling the Amount of Shelters for Our Riders!



- Existing Shelter
- ▲ New Shelter



**Recommended Improvements by Jurisdiction**

Jurisdiction	Total Stops	Standard Pole and Sign	Shelter with Seating	Shade Structure	Bench	System Map	Route Schedule	Bus Bulb/ Boarding Island	Real-Time (Digital)	Real-Time (QR)
Atherton	24	1	7	4	4	11	12	0	12	24
Belmont	74	6	10	19	15	33	35	9	35	74
Brisbane	17	0	0	4	3	8	12	0	12	17
Burlingame	56	2	18	14	4	39	46	5	46	56
Colma	11	0	6	0	0	7	11	8	11	11
Daly City	241	6	76	83	78	180	203	26	203	241
East Palo Alto	68	3	16	33	30	58	60	5	60	68
Foster City	81	3	0	13	13	14	16	0	16	81
Half Moon Bay	38	1	3	27	25	35	36	0	36	38
Menlo Park	120	6	14	24	20	38	47	6	47	120
Millbrae	16	0	12	0	0	13	16	14	16	16
Pacifica	117	8	9	66	65	77	85	0	86	117
Palo Alto	27	6	5	13	7	27	27	4	27	27
Portola Valley	17	2	0	0	0	0	0	0	0	17
Redwood City	180	13	19	73	54	102	109	16	109	180
San Bruno	105	6	15	50	45	70	68	15	73	105
San Carlos	64	3	11	22	21	36	39	10	39	64
San Francisco	58	8	10	23	23	53	54	1	54	58
San Mateo	190	9	44	68	62	132	137	19	138	190
South San Francisco	180	21	46	48	47	111	123	20	123	180
Unincorporated San Mateo County	171	13	12	70	64	106	98	2	106	171
Woodside	11	1	0	1	1	2	2	0	2	11

Source: SamTrans 2024.

SamTrans is prioritizing our highest ridership stops for near-term investments.

**Investing in our highest ridership stops is an investment in our County's most vulnerable communities.**

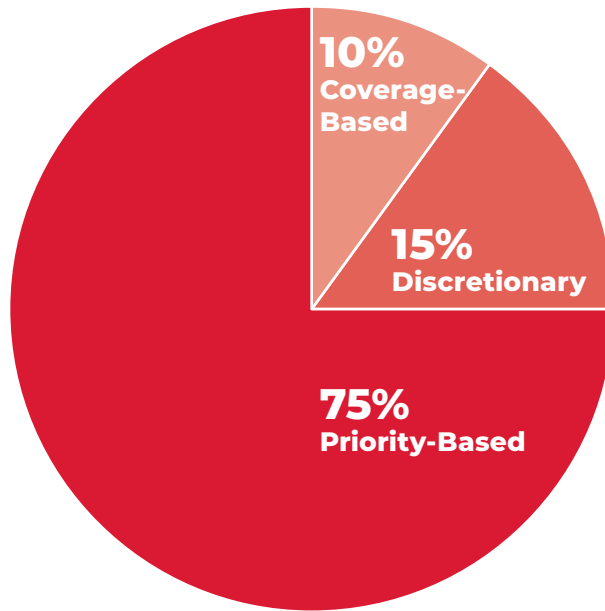
SamTrans riders are over 80% people of color while the County's population as a whole is just 43% people of color. SamTrans riders have an average household income of \$46,500—about a third of the countywide average of \$149,900. This means that investing in bus stops with high ridership is an investment in vulnerable communities. In addition to ridership, we also looked at SamTrans' Equity Priority Areas and SamTrans' Heat Vulnerability Index.



# Near-Term Implementation Strategy

SamTrans has identified a set of near-term investments to prioritize in the next three to five years.

## Near-Term Investment Distribution



## Near-term investments will include over...

**221**  
bus stops.

**\$50M**  
in near-term capital improvements.

**170**  
new shelters.

**75**  
new bus bulbs or boarding islands.

**195**  
new digital real-time information displays.

In some instances, these investments will include additional amenities like system maps, route schedules, shade structures and benches, and QR-based real-time information.

<sup>1</sup>See Chapter 5 in the plan to learn more about prioritization.

## Near-Term Investments and Stops by Jurisdiction (Thousands of Dollars)

Item #8.b.3.  
5/1/2024

Jurisdiction	Near-Term Stops	Total Near-Term Costs	FY 2025	FY 2026	FY 2027
Atherton	2	\$10	\$0	\$0	\$10
Belmont	8	\$1,120	\$0	\$1,120	\$0
Brisbane	1	\$10	\$0	\$0	\$10
Burlingame	4	\$230	\$230	\$0	\$0
Colma	2	\$690	\$690	\$0	\$0
Daly City	38	\$7,750	\$0	\$7,750	\$0
East Palo Alto	8	\$1,770	\$1,770	\$0	\$0
Foster City	5	\$120	\$0	\$0	\$120
Half Moon Bay	5	\$390	\$390	\$0	\$0
Menlo Park	2	\$350	\$0	\$0	\$350
Millbrae	8	\$2,530	\$0	\$0	\$2,530
Pacifica	25	\$1,660	\$0	\$0	\$1,660
Palo Alto	1	\$110	\$110	\$0	\$0
Redwood City	14	\$3,110	\$3,110	\$0	\$0
San Bruno	14	\$3,370	\$0	\$3,370	\$0
San Carlos	5	\$110	\$0	\$0	\$110
San Francisco	8	\$1,100	\$0	\$0	\$1,100
San Mateo	40	\$6,300	\$6,300	\$0	\$0
South San Francisco	27	\$5,500	\$0	\$0	\$5,500
Unincorporated SM County	8	\$1,230	\$0	\$0	\$1,230
<b>Total</b>	<b>225</b>	<b>\$37,460</b>	<b>\$12,600</b>	<b>\$12,240</b>	<b>\$12,620</b>

Source: SamTrans 2024.

Notes:  
Portola Valley and Woodside have no stops identified for near-term improvements and are not included in the table. Spending by fiscal year is subject to change and may extend beyond 2027.

# Implementation Approach for SamTrans-funded Improvements

SamTrans is committed to making quick progress on implementing the Bus Stop Improvement Plan, starting with the near-term investments. SamTrans plans to take the lead on each step of implementation with the goal of delivering the near-term improvements within three to five years.

## Funding

SamTrans leads with some requests to partner on grant applications.

## Design

SamTrans leads with opportunities for feedback/collaboration along the way.

## Permitting

Local jurisdictions provide support on permitting processes.

## Construction

SamTrans leads with City inspectors/staff participation.

## Staffing Needs

Implementing a large-scale program such as the Bus Stop Improvement Plan requires staffing beyond day-to-day state-of-good-repair projects and minor capital upgrade projects. SamTrans would need to augment existing staff with either:

- Four full-time employees (FTEs) and an engineering on-call
- Seven to ten FTEs if engineering were to be done in-house

Key roles required with either option include a dedicated grant and funding coordinator, one to two bus stop planners, and anywhere from two to eight engineering staff members. Increases in maintenance FTEs may be necessary as well, including up to two Intelligent Transportation Systems (ITS) technicians for real-time signage support.



# Longer-Term Investments

Following completion of the near-term investments, SamTrans will revisit the remaining stops and identify and prioritize the next set of investments. Roughly \$100 million of additional investment (in 2023 dollars) will be needed to complete all identified longer-term investments. Local jurisdictions may choose to self-fund and implement improvements at these bus stops sooner through the following mechanisms:

## Locally Funded Bus Stop Improvement Programs

Jurisdictions self-fund and implement bus stop amenities through sidewalk and street furniture program.

## City-Led Streetscape Projects

Bus stop improvements are incorporated into larger streetscape projects.

## Developer-Funded Improvements

Bus stop improvements are implemented through Transportation Demand Management (TDM) requirements, grant requirements, or conditions of approval.

### Estimated Timeline for SamTrans Funding

Jurisdiction	Long-Term Stops (5+ Years)
Atherton	22
Belmont	66
Brisbane	16
Burlingame	52
Colma	9
Daly City	203
East Palo Alto	60
Foster City	76
Half Moon Bay	33
Menlo Park	118
Millbrae	8
Pacifica	92
Palo Alto	26
Portola Valley	17
Redwood City	166
San Bruno	91
San Carlos	59
San Francisco	50
San Mateo	150
South San Francisco	153
Unincorporated San Mateo County	163
Woodside	11
<b>Total</b>	<b>1,641</b>

Source: SamTrans 2024.







# Bus Stop Improvement Plan



April 2024

# Acknowledgements

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*Spring 2024*

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# 1

# Introduction

Item #8.b.3.  
5/1/2024





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## About the Bus Stop Improvement Plan

SamTrans launched the Bus Stop Improvement Plan (hereinafter, “the Plan” or “BSIP”) in 2022 with the goal of improving the bus stop experience for all SamTrans customers through enhanced bus stop amenities and facilities. The Plan includes five main outcomes for SamTrans:

1. Inventory of existing amenities at bus stops across the service area.
2. Understanding of rider preferences for amenities and stakeholder preferences for improvement processes.
3. Design guidelines to establish minimum criteria for bus stop amenities and to guide cities and other partners in improving bus stops to necessary standards.
4. Recommended improvements across the service area to align bus stops with the established design guidelines.
5. Implementation plan to establish a framework for how SamTrans will advance the recommendations of the Plan.

The Plan is a high-level needs assessment; it sets a standardized policy for bus stop improvements and lays out the desired approach for implementation. The Plan does not include a detailed engineering feasibility analysis of each identified improvement or any Americans with

Disabilities Act (ADA) compliance checks. Further engineering and design will be required to finalize the recommended improvements introduced in the Plan.

## Background

Measure W passed in 2018, securing additional ongoing funding for the agency and identifying bus stop improvement planning as a priority use of funds. Further, public outreach conducted as a part of *Reimagine SamTrans* established bus stop improvements as a priority request from riders and the community as a whole. Measure W, and continued public requests for improved stop conditions, acted as the catalyst for beginning the Bus Stop Improvement Plan. Key documents, such as the *2013 SamTrans Bus Stop Design Guidebook*, were also



### Updating Title VI Policies

SamTrans will work to update its stop-related Title VI policies, which provide criteria for the equitable placement of stop amenities, to incorporate the BSIP recommendations. This will take place as part of the triennial update of SamTrans’ Title VI program, which is expected to begin in Summer 2025.

due for refreshment. The Plan serves as a comprehensive update to current policies overseeing bus stop amenities, and fills current policy gaps in bus stop design.

## Planning Process

The Plan began with an inventory of the nearly 1,900 SamTrans bus stops active as of August 2022. Outreach efforts paralleled this inventory and included a rider survey that reached approximately 700 SamTrans customers, over 30 one-on-one in-language listening sessions with riders, and conversations with local agency partners and stakeholder groups. The **Existing Conditions** chapter provides key takeaways from the inventory and the **Outreach and Engagement** chapter provides insight into feedback heard from SamTrans stakeholders and riders.

The next phase of the Plan refreshed bus stop design guidance through development of the *2023 SamTrans Bus Stop Design Guidelines* (“Guidelines”). This internally and externally facing reference manual outlines bus stop categories, minimum amenities by category, and other design criteria.

The Guidelines respond directly to rider requests received through engagement. For example, a featured outcome of the Guidelines is that every stop served by

The Bus Stop Improvement Plan sets a goal of improving the bus stop experience for all SamTrans customers through enhanced bus stop amenities and facilities.

all-day service, even those serviced just once an hour, include shade and a place to sit. Once all recommendations are implemented, it would be a 375% increase in shelters compared to today! This was in direct response to riders' feedback that they most need those amenities when they are waiting the longest for the bus, not just at high ridership or high frequency stops. The Guidelines also clarify ownership and maintenance responsibilities for amenities at bus stops, a key request from City staff. The *2023 SamTrans Bus Stop Design Guidelines* is included as **Appendix C** and online for easy access for cities and other partners.

The Plan then identified the number of amenity installations needed to achieve consistency with the Guidelines. A prioritization approach was defined to

accelerate improvements at high ridership stops, stops in equity priority areas (defined in [Reimagine SamTrans](#)), and stops in areas vulnerable to high heat events (defined in [SamTrans Adaptation and Resilience Plan](#)). Generally, stops which ranked the highest across these metrics were categorized as "near-term" improvements. The **Recommended Improvements** chapter provides an overview of the recognized needs and outcomes from the prioritization exercise.

Finally, the Plan outlines an investment and implementation strategy for near-term improvements. The near-term investment strategy was developed by allocating 75%

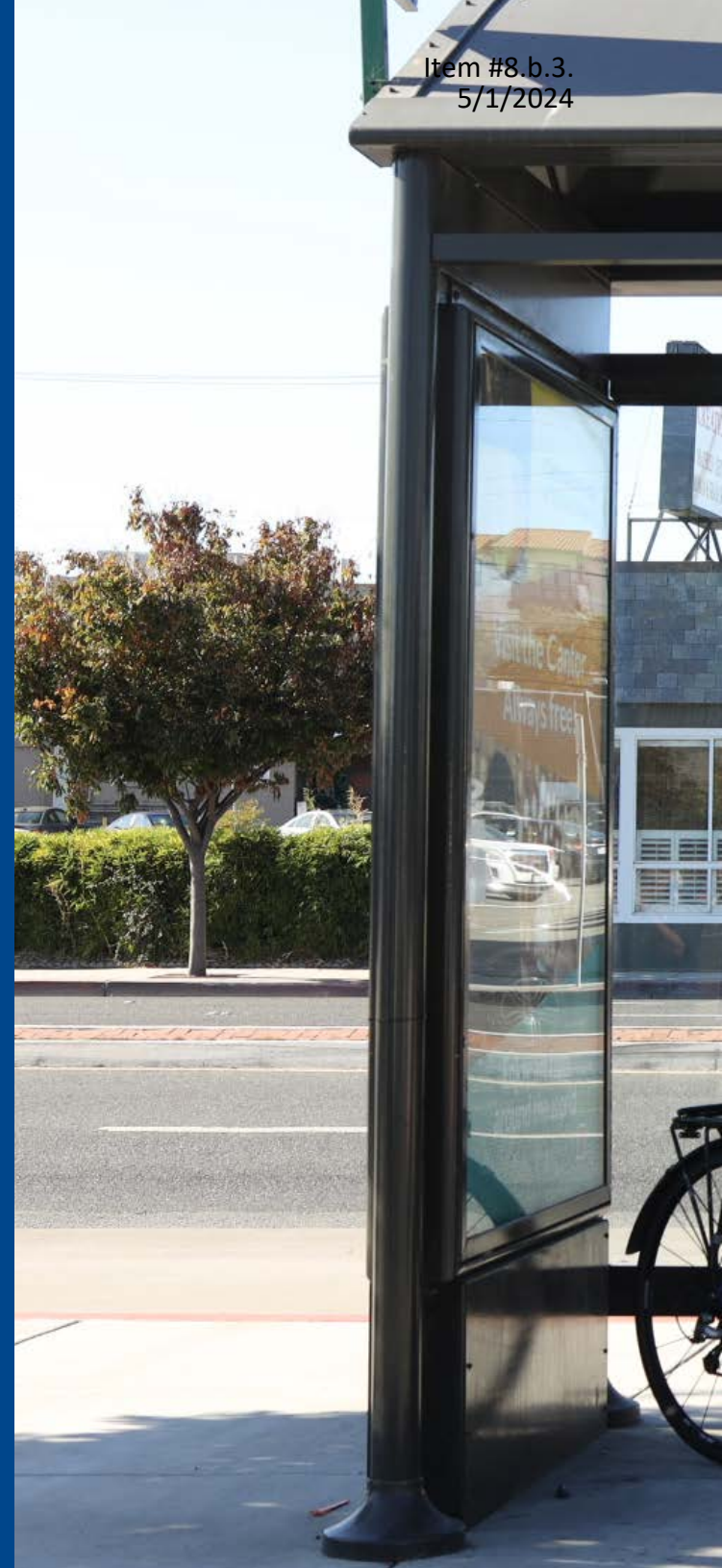
of the investment to high priority, high ridership stops, 10% to stops that increase geographic distribution of improvements, and 15% to discretionary funds to address pressing improvements as they arise. The implementation strategy puts SamTrans in a leadership position for funding, design, and construction of near-term investments to provide more control over the implementation timeline. The estimated total near-term investment is \$53 million (2023 dollars), anticipated to be spent over three to five years starting in 2025. The **Implementation** chapter provides more details on the implementation approach, investment strategy, potential external funding sources, and clear next steps.





# 2

## Existing Conditions





## Assessing Existing Bus Stops

The first phase of the Plan focused on taking an updated inventory of existing stop features and amenities at SamTrans bus stops across the network as of August 2022. The inventory was used to document existing amenities, placement, and approximate dimensions at each bus stop. The inventory also incorporated posted vehicle speed data, roadway typology data, land use activity density, and other neighborhood information to determine the context at each bus stop. The final product was an online dashboard representing a comprehensive summary of SamTrans stops, to be maintained and utilized internally to quickly ascertain the existing conditions at any stop across the system and respond to constituent questions and concerns. A public-facing version of this dataset is available [here](#).

## Bus Stop Inventory

The bus stop inventory assembled over 37,000 datapoints across the approximately 1,900 stops in use as of August 2022, primarily leveraging Google Streetview paired with selective field verification of 60 stops that were particularly challenging to observe by desktop review. Additional spot checks were made by SamTrans staff.

A variety of stop characteristics were examined for every stop across the network, broadly divided into elements that influence the rider experience (amenities) and elements that influence bus stop operations.

Stop characteristics inventoried included the following:

- Presence of a bus stop sign and pole
- Presence of real-time information display
- Presence of a map or route schedule
- Presence and type of shelter
- Number of benches
- Number of Simme-Seats
- Number of trash receptacles
- Bus stop location and position
- Approximate stop length
- Presence of a bus pad
- Presence of red curb
- On-street parking regulations
- Presence and control type of a crosswalk
- Presence of a sidewalk
- Possible landing pad obstruction
- Presence of curb cuts/ramps at the nearest intersection
- Presence of a driveway less than 75 feet upstream from the bus stop sign

For more information on the factors that were included in the inventory, please see the Existing Conditions Memo in **Appendix A**.

In addition to providing a systemwide look into trends, the inventory process found

that distribution of these attributes varies widely across the county. The SamTrans service area includes a wide range of communities and built environments, including urban, suburban, and rural areas; coastal and inland environments spanning several distinct climates; state highways, arterials, and neighborhood streets; and a range of socioeconomic conditions.



### Defining the Need

Before BSIP, there was no defined vision or standard for adding amenities at SamTrans bus stops. Through engagement conducted as part of *Reimagine SamTrans*, the agency heard that improvements at bus stops were a priority for riders.

BSIP establishes a vision to improve the experience of waiting for the bus. This includes providing shade and a place to sit at 67% of bus stops, including all stops that are serviced throughout the day. Today, just 31% of stops provide seating and 16% provide shade.

SamTrans will also expand real-time information, providing digital signage at 67% of stops, up from less than 1% of stops today.

With the online dashboard, SamTrans can filter by community and stop to help understand the existing amenities and local context. Factsheets with an overview of existing amenities were generated for each community and are included in **Appendix A**.

## Amenities and Rider Experience

The most basic amenity is a standard pole and sign, which helps riders identify where the bus will stop as well as which routes serve the stop. Today, **94%** of stops have a SamTrans pole and sign posted for riders. Remaining stops have signs mounted on streetlight poles or other existing sign posts.

Shelters can provide relief from the elements, including extreme heat, wind, and rain, and help further illuminate the presence and location of bus stops. Benches and Simme-Seats provide a place to sit, which is especially critical to riders who must wait for extended periods. Today, **16%** of stops have a shelter and **31%** have a place to sit.

Beyond these core amenities, stops can be further enhanced with additional service information for riders, such as route schedules and real-time information displays. SamTrans stops do not generally have these amenities today. Only **7%** of stops have a system map

and **less than 1% of stops** are wired for digital real-time displays, which are currently exclusively at transit centers. SamTrans stops do provide a phone number and stop ID clearly displayed where a rider can call into an automated service through 511 to receive real-time next-bus information.

SamTrans does not have direct control over the design, construction, or maintenance of sidewalks, crosswalks, or bicycle facilities—anything outside of the footprint of the stop itself. However, pedestrian and bicycle infrastructure around bus stops are almost as important to the rider experience as the stop itself. According to the [2021 SamTrans Triennial Customer Survey](#), two-thirds of all passengers walk to or from SamTrans stops. Accordingly, **90%** of SamTrans stops are placed on a sidewalk and **62%** are located adjacent to a marked crosswalk.

**Table 1** provides a breakdown of existing bus stop amenities across jurisdictions.



### Key Terms

**Bus stop location:** Bus stop location describes a stop's location relative to the travel lane. For bus stops located on-street, there are generally two configurations: “in-lane” or “pull-out” stops. In-lane stops allow for the bus to stop in the travel lane instead of pulling into the parking lane and back out into the travel lane (pull-out stops). In-lane stops minimize dwell times at bus stops and speed up service.

**Bus stop position:** Bus stop position describes a stop's position relative to the intersection. Bus stops are generally positioned at the near-side of the intersection, far-side of the intersection, or mid-block. Far-side stops are preferred as they allow for the bus to clear the intersection before stopping to load passengers, which is particularly beneficial on corridors with Transit Signal Priority. Near-side stops can lead to conflicts with right-turning vehicles and sight line obstructions for pedestrians crossing the street at the intersection. Far-side stops alleviate these concerns.

**Table 1. Existing Bus Stop Amenities and Rider Experience Features by Jurisdiction**

<b>Jurisdiction</b>	<b>Total Stops</b>	<b>Pole &amp; Sign</b>	<b>Shelter</b>	<b>Place to Sit</b>	<b>System Map or Schedule</b>	<b>Real-Time Information Sign</b>	<b>Sidewalk</b>	<b>Crosswalk</b>
Atherton	24	96%	4%	17%	4%	0%	21%	33%
Belmont	74	92%	8%	23%	3%	0%	84%	46%
Brisbane	17	100%	47%	59%	24%	0%	76%	82%
Burlingame	56	96%	27%	68%	13%	0%	98%	77%
Colma	11	100%	45%	73%	36%	0%	91%	73%
Daly City	241	98%	19%	27%	10%	0%	98%	65%
East Palo Alto	68	96%	19%	32%	3%	0%	94%	56%
Foster City	81	96%	10%	14%	5%	0%	99%	58%
Half Moon Bay	38	97%	16%	24%	3%	0%	58%	34%
Menlo Park	20	95%	10%	29%	8%	0%	94%	53%
Millbrae	16	100%	25%	94%	19%	0%	100%	88%
Pacifica	117	93%	10%	12%	9%	0%	94%	60%
Palo Alto	27	78%	33%	63%	0%	0%	100%	67%
Portola Valley	17	88%	12%	12%	0%	0%	35%	47%
Redwood City	180	93%	12%	33%	4%	0%	96%	64%
San Bruno	105	94%	9%	37%	9%	0%	99%	71%
San Carlos	64	95%	13%	30%	5%	0%	94%	53%
San Francisco	58	86%	38%	41%	2%	0%	95%	81%
San Mateo	190	95%	16%	34%	5%	0%	96%	73%
South San Francisco	180	88%	16%	34%	7%	0%	99%	76%
Unincorporated San Mateo County	171	92%	14%	20%	5%	0%	63%	27%
Woodside	11	91%	9%	9%	0%	0%	27%	27%

Source: SamTrans 2022.

## Typical Bus Stop Conditions

The following examples show a variety of current trends in amenities across the SamTrans system across a variety of stop types and common scenarios.



### El Camino Real Bus Stop

This stop at El Camino Real and Belmont Avenue in San Carlos shows typical conditions along El Camino Real. Route ECR is the busiest route in the system, and most stops have at minimum a sign, bench, and trash receptacle, with shelters present at some stops.



### Transit Hub Bus Stop

The Redwood City Transit Center shows typical conditions at transit hubs. Most transit centers include ample shelters, benches, trash receptacles, and wayfinding information.



### Residential Street Bus Stop

Typical of many routes across the network, this stop on Arroyo Drive in Daly City is located on a residential street. This is the most common type of stop across the system. Usually only a bus stop sign is provided, and there is limited space for passengers to wait for the bus.



### **Complete Bus Stop**

With signage, wayfinding, shelter, and seating, the bus stop at Hillsdale Blvd. and Edgewater Blvd. in Foster City represents a complete stop, with all baseline amenities present.



### **High-Ridership Low-Amenity Bus Stop**

Numerous stops in North San Mateo County serving standard routes have high ridership relative to the rest of the system, like this one on Southgate Avenue in Daly City, yet lack amenities beyond a bus stop sign.



### **Simme-Seat Bus Stop**

Adoption of Simme-Seats across the network remains limited, with only 11 stops total. Half of these, including the stop to the left at Grand Avenue and Willow Avenue, are in South San Francisco.

## Operational Factors

In addition to facilitating a comfortable rider experience, bus stop design can have a significant impact on bus operations, speed, and reliability. Given this, the existing conditions inventory also documented aspects that affect operations, including the bus stop's location, position, parking restrictions, and presence of bus pads.

Bus stop location dictates whether a bus can be serviced from the travel lane (via a sidewalk extension known as a bulb-out or bus bulb) or if it must pull over to the sidewalk. Almost **70%** of SamTrans stops require the driver to pull over.

Stops where the bus must pull over are a potential source of delay as the bus needs additional time to safely merge back into traffic.

Bus stop position describes where a stop is positioned relative to an intersection. Stops positioned on the far-side (or downstream) of an intersection are generally preferred, as they do not block visibility of the intersection, interfere with right-turning vehicle movements, or lead to delays associated with additional red time at the traffic signal. Far-side stops also help facilitate the implementation of Transit Signal Priority (TSP) by minimizing conflicts related to merging back into traffic and bus dwell time that can

add unpredictability to TSP systems. This is described further in the [El Camino Real Bus Speed and Reliability Study](#). Roughly **48%** of SamTrans stops are located on the far-side, with the balance located on the near-side of an intersection or mid-block.

The presence of on-street parking at the stop location poses challenges for individuals boarding and alighting, particularly if riders require the ramp and the bus cannot access the curb due to parked cars. **Sixty-seven percent** of stops have a parking restriction (either red-painted curb and/or signage) restricting vehicle parking. Stops serving school-oriented routes, which may see as few as one bus trip per day, represent much of the balance of stops without parking restrictions.

Bus pads can help reduce pavement damage from the weight and heat of idling buses. **Twelve percent** of stops have bus pads, with many concentrated along El Camino Real. Generally, like sidewalk and crosswalk amenities, the provision of bus pads is a responsibility of the roadway owner, such as a local jurisdiction or Caltrans. Although the primary focus of bus pads is to protect the pavement surface, it also prevents excessive wear and tear on buses' suspension, axles, wheels, and other drivetrain components caused by uneven/damaged pavement. **Table 2** provides a breakdown of existing operational factors at bus stops across jurisdictions.



**Table 2. Existing Bus Stop Operational Factors by Jurisdiction**

<b>Jurisdiction</b>	<b>Total Stops</b>	<b>Pull-Out Stop Location</b>	<b>Far-Side Stop Location</b>	<b>Parking-Restriction at Stop</b>	<b>Bus Pad</b>
Atherton	24	38%	54%	100%	8%
Belmont	74	54%	28%	69%	15%
Brisbane	17	82%	59%	94%	12%
Burlingame	56	43%	61%	95%	11%
Colma	11	91%	27%	91%	27%
Daly City	241	84%	49%	45%	9%
East Palo Alto	68	72%	50%	56%	4%
Foster City	81	63%	47%	75%	2%
Half Moon Bay	38	84%	45%	89%	3%
Menlo Park	20	47%	43%	86%	8%
Millbrae	16	88%	69%	100%	19%
Pacifica	117	62%	40%	60%	1%
Palo Alto	27	74%	44%	100%	15%
Portola Valley	17	65%	35%	82%	0%
Redwood City	180	72%	57%	77%	10%
San Bruno	105	68%	46%	56%	21%
San Carlos	64	81%	59%	53%	19%
San Francisco	58	48%	72%	84%	55%
San Mateo	190	69%	56%	74%	16%
South San Francisco	180	73%	42%	60%	15%
Unincorporated San Mateo County	171	73%	39%	54%	9%
Woodside	11	27%	36%	82%	9%

Source: SamTrans 2022.

## Typical Bus Operating Conditions

The following examples show a variety of current trends in operational characteristics across the SamTrans system across a variety of stop types and common scenarios.



### Pull-Out Bus Stop

Common along El Camino Real and other major arterials, this stop at El Camino and Hillcrest Boulevard in Millbrae illustrates a typical pull-out stop where buses often encounter delay merging back into traffic.



### Bus Bulbs

Bus bulbs, like this one at Mission and Goethe in Daly City, allow buses to stop in-lane. This treatment eliminates delays that buses encounter merging into traffic. Bus bulbs can also enable space for bus shelters and shorten pedestrian crossing distances.



### Near-Side Bus Stop

This stop at Magnolia and Trousdale in Burlingame is an example of a near-side stop. With this configuration, the stopped bus can block sight lines between pedestrians crossing the street and other vehicles, while also encountering conflicts with right-turning vehicles.



### **Far-Side Bus Stop**

More typical on larger volume streets such as El Camino Real and areas with many signalized intersections, far-side stops like the one seen here in South San Francisco allow the bus to clear the intersection before serving riders, limiting the signal delay and improving bus speeds.



### **Bus Stop with Parking Restrictions**

Many SamTrans stops across the network have on-street parking restrictions, clearly delineated by a red curb, such as this example on Whipple Avenue in Redwood City. This allows easy access to the stop for buses and passengers. However, not all stops are properly sized for buses, as illustrated in this example.



### **Bus Stop without Parking Restrictions**

Some SamTrans stops allow parking to overlap the bus stop. For instance, this example in South San Francisco only prohibits parking on certain days for street sweeping. Vehicles blocking the stop can make it difficult for mobility-impaired passengers to access the bus.

## Contextual Factors

Apart from physical elements of a stop, other community and built environment factors may influence the waiting environment at the stop. SamTrans looked at the population, demographics, heat vulnerability, and types of buildings surrounding each stop.

It is critical that SamTrans and their partners help prepare their riders and infrastructure for the current and future impacts of climate change. This Plan utilized the heat vulnerability index developed for the *SamTrans Adaptation and Resilience Plan*, which evaluated specific neighborhoods across the SamTrans service area on environmental, demographic, and socio-economic factors to assess the likely impacts of climate change. Overall, **11%** of SamTrans stops are in high-heat vulnerability areas, with another **12%** located in medium-high vulnerability areas. Communities with high concentrations of vulnerable stops include East Palo Alto, San Mateo, and San Carlos.

*Reimagine SamTrans* established Equity Priority Areas with the greatest potential transit needs and mobility inequities in San Mateo County. **Forty-four percent** of stops are in Equity Priority Areas. In addition, SamTrans transit riders across the whole of San Mateo County are more likely to lack vehicle access, have lower incomes, and be people of color than the overall

county population. Therefore, improving bus stops across the county will help to create more equitable transportation outcomes. Inclusion of Equity Priority Areas in this inventory builds upon the efforts of *Reimagine SamTrans* to improve the transit experience in equity priority communities.

SamTrans-defined heat vulnerability areas and Equity Priority Areas can be viewed on the online dashboard here and in the maps on the following pages.

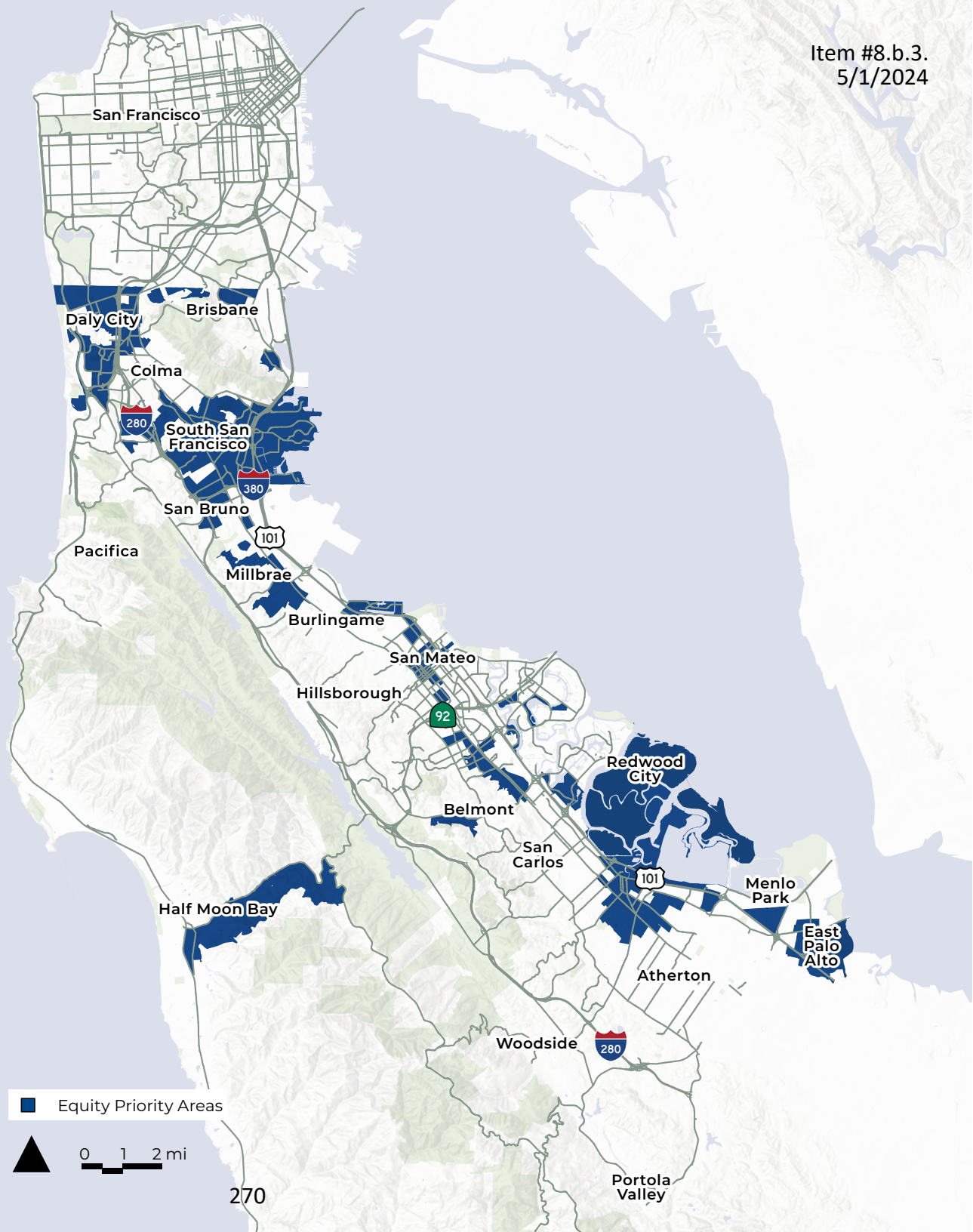
Activity density, calculated by analyzing areas of the network based on population and job densities, was evaluated to help understand the transit propensity of an area. Transit ridership generally correlates with areas of high activity, or places generating a lot of trips, such as schools, medical centers, and commercial cores. **Ten percent** of stops are in areas with medium-high to high levels of activity, particularly concentrated in San Francisco and Daly City. **Table 3** provides a breakdown of contextual factors across jurisdictions.

**Table 3. Existing Bus Stop Contextual Factors by Jurisdiction**

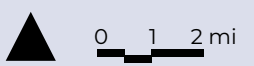
<b>Jurisdiction</b>	<b>Total Stops</b>	<b>High/Med-High Heat Vulnerability Areas</b>	<b>Equity Priority Areas</b>	<b>High/Med-High Activity Areas</b>
Atherton	24	0%	0%	0%
Belmont	74	30%	54%	0%
Brisbane	17	0%	53%	0%
Burlingame	56	2%	34%	9%
Colma	11	0%	9%	0%
Daly City	241	3%	87%	33%
East Palo Alto	68	60%	94%	19%
Foster City	81	0%	32%	2%
Half Moon Bay	38	0%	45%	0%
Menlo Park	20	0%	23%	0%
Millbrae	16	0%	81%	0%
Pacifica	117	0%	3%	0%
Palo Alto	27	0%	7%	0%
Portola Valley	17	0%	0%	0%
Redwood City	180	21%	42%	11%
San Bruno	105	35%	43%	5%
San Carlos	64	61%	0%	14%
San Francisco	58	64%	5%	34%
San Mateo	190	60%	42%	8%
South San Francisco	180	48%	74%	13%
Unincorporated San Mateo County	171	9%	31%	1%
Woodside	11	0%	0%	0%

Source: SamTrans 2022.

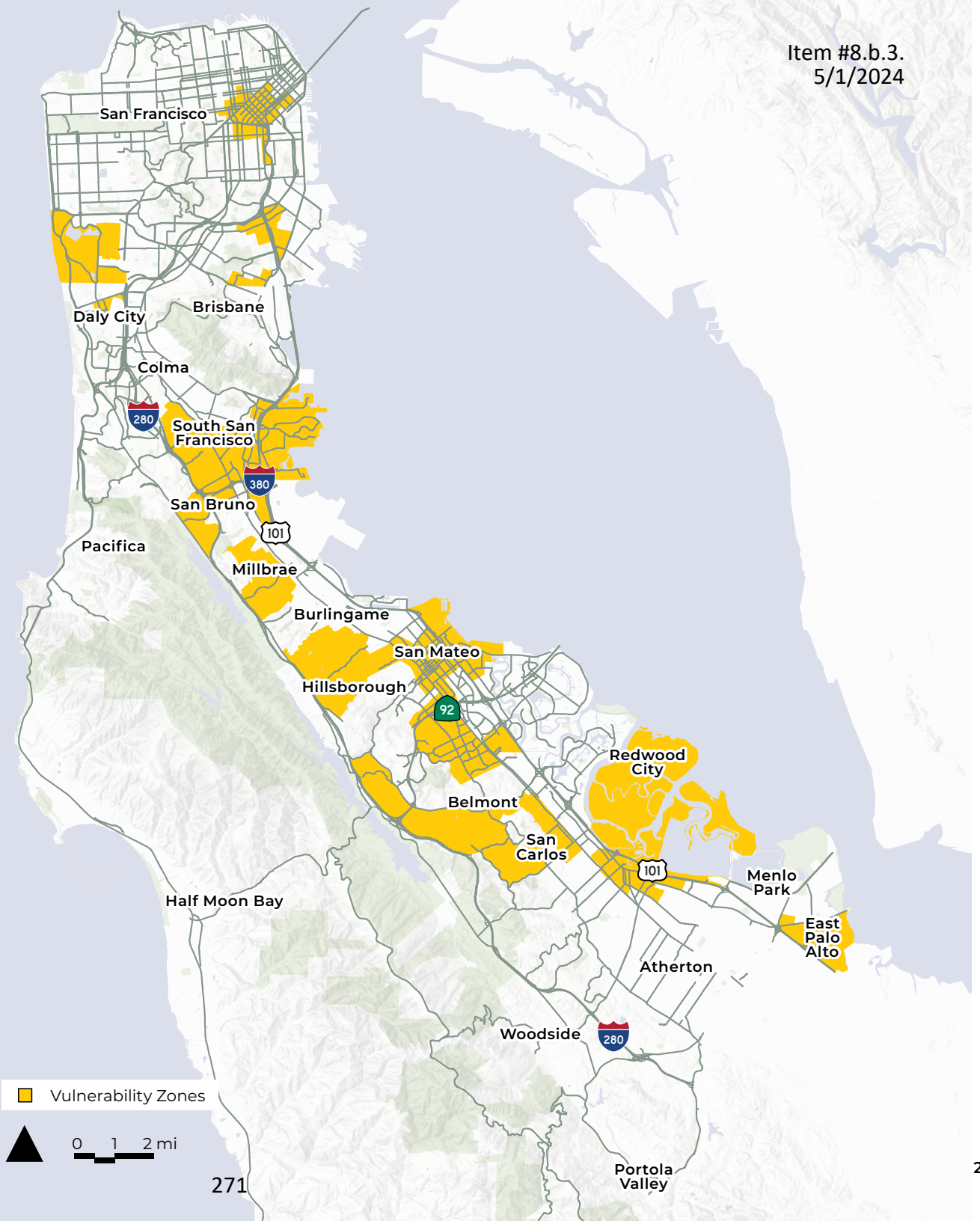
# Equity Priority Areas



■ Equity Priority Areas



# Medium-High and High Heat Vulnerability Zones



# 3

## Outreach & Engagement







## Engaging Riders, Stakeholders, and Staff

The Plan used a three-pronged engagement approach to incorporate perspectives from community stakeholders, SamTrans riders, and SamTrans staff. Stakeholders included local jurisdictions across the SamTrans service area and were convened through regular Public Agency Working Group sessions and a series of presentations to standing stakeholder meetings. SamTrans rider

engagement focused on reaching a large and diverse rider base that reflects the people who use SamTrans services. Finally, SamTrans staff engagement focused on establishing working groups and regular communication with the SamTrans Executive Team. The project's engagement timeline is shown below.

Feedback received from riders and stakeholders was incorporated into the Guidelines and the prioritization approach for recommended improvements.

## Public Agency Working Group Engagement

SamTrans convened three meetings with the Public Agency Working Group (PAWG) to discuss elements of the Plan:

- **Session #1** focused on understanding existing processes, policies, and practices for getting bus stop improvements in the ground. The meeting attendees were organized

### Stakeholder Engagement Timeline

2022      2023

#### December

Public Agency Working Group Meeting 1

**51 attendees representing 22 jurisdictions**

#### March

Stakeholder Advisory Group (SAG) Meeting

#### March

**March/April: BSIP Rider Survey—distributed online and in-person at 17 outreach events—yields 684 responses.**

Presentation to Chamber San Mateo County Public Policy Committee

Presentation to SamTrans Accessibility Advisory Council

Presentation to Transportation Equity Allied Movement Coalition (TEAM C)

Presentation to San Mateo County Commission on Disabilities Accessible Transportation Committee

#### April

Presentation to San Mateo County Economic Development Association (SAMCEDA) Housing, Land Use, and Transportation Committee

#### April

**April/May: SamTrans holds 31 listening sessions with off-peak riders, limited to non-English speakers, older adults and people with disabilities, and parents/caretakers.**

by the four subregions that compose San Mateo County—Coastside, North County, South County, and Mid County.

- **Session #2** included an overview of the bus stop categories and the draft SamTrans Bus Stop Design Guidelines. Participants were also given an opportunity to comment on the Guidelines.
- **Session #3** focused on funding, phasing, and the implementation approach, including a discussion about potential partnership opportunities between SamTrans and local jurisdictions.

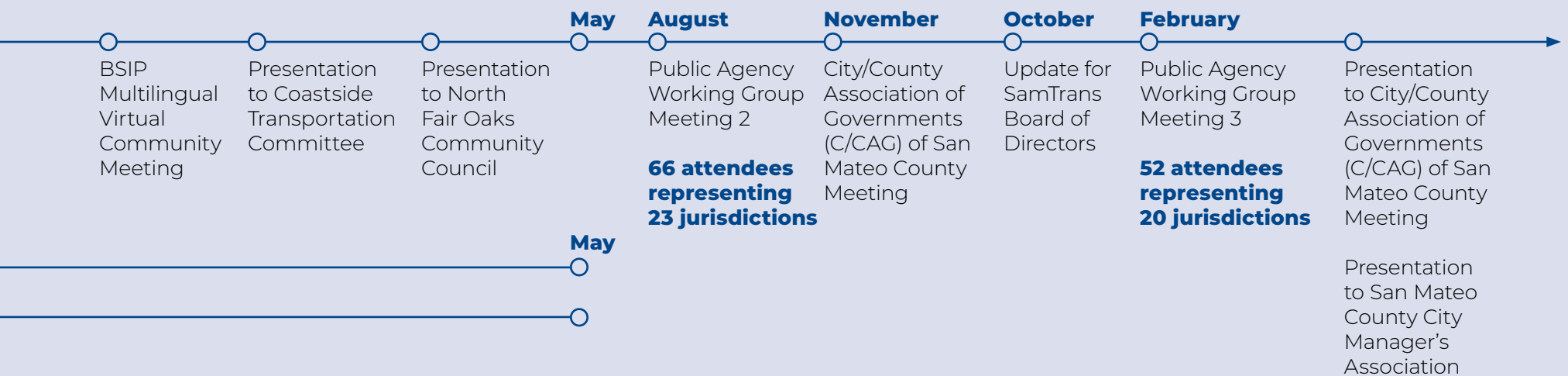
## Stakeholder Engagement

SamTrans staff engaged with several other external groups:

- SamTrans Stakeholder Advisory Group (SAG)
- SamTrans Citizens' Advisory Committee (CAC)
- City/County Association of Governments (C/CAG) of San Mateo Congestion Management Technical Advisory Committee

- San Mateo County City Manager's Association
- San Mateo County Chamber of Commerce
- SamTrans Accessibility Advisory Council
- San Mateo County Commission on Disabilities
- Coastside Transportation Committee
- North Fair Oaks Community Council
- East Palo Alto Transportation Commission
- San Mateo County Economic Development Association (SAMCEDA)
- Transportation Equity Allied Movement Coalition (TEAM C)

2024



## Multilingual engagement materials for the Bus Stop Improvement Plan



SamTrans is making a plan to improve our bus stops!

### The Bus Stop Improvement Plan will:



**ANALYZE EXISTING BUS STOPS**  
so we have data on what each bus stop looks and feels like.



**CREATE CLEAR DESIGN GUIDELINES**  
to help make bus stops more consistent and provide the amenities that are most important to our riders.

Fall 2022

Bus Stop Inventory

Spring 2023

Stop Guidelines

Summer 2023

Implementation Plan

Fall 2023

DEVELOP A PROCESS WITH



SamTrans正在针对我们的巴士站制定改善计划!

### 本「巴士车站改善计划」包括:



**分析现有的巴士车站**  
以了解每个车站的现状及使用体验



**制定清晰明确的巴士站设计指南**  
使各站有更加一致的设计,且能提供对乘客最重要的设施。

2022年 秋季

巴士站 盘点

2023年 春季

巴士站 设计指南

2023年 夏季

旅行计划

2023年 秋季

与地方政府合作制定流程



¡SamTrans está creando un plan para mejorar las paradas de autobús!

### El Plan de Mejora de las Paradas de Autobús hará lo siguiente



**ANALIZAR LAS PARADAS QUE YA EXISTEN**  
para obtener información actualizada sobre la condición de cada parada de autobús.



**CREAR PAUTAS CLARAS**  
para que las paradas tengan un diseño uniforme y que ofrezcan los elementos deseados por nuestros pasajeros.

Ototoño 2022

Inventario de las Paradas de Autobús

Primavera 2023

Pautas de Diseño

Verano 2023

Plan de Implementación

Ototoño 2023

DESARROLLAR UN PROCESO CON

(contd. from page 24) Members of these groups received updates and an opportunity to give feedback throughout the Plan. Feedback from stakeholders was incorporated into the 2023 SamTrans Bus Stop Design Guidelines, as well as into the implementation plan and investment strategy included in this Plan. Examples of themes that routinely came up in PAWG meetings included the following:

- Need for clarity on ownership and maintenance responsibilities for bus stop amenities.
- Preference for consolidating bus stop improvement guidance and resources to one standardized location.
- Desire for greater collaboration between SamTrans and local jurisdictions, including advancing project sharing, data sharing, and cost-sharing opportunities.

- Excitement about having clearly defined amenities by bus stop category.
- General interest in having clearer design guidance, particularly around bus boarding islands, bus bulbs, and bike lane interface with bus stops.
- Limited staff availability and funding to support implementation, but interest in continued collaboration with SamTrans in a leadership role.

## Rider Engagement

SamTrans regularly engages with its riders on a variety of topics and received insightful information from more than 8,000 riders as part of the *Reimagine SamTrans* public outreach efforts conducted in 2020-2021. It was important to the Plan's project

management team to respect riders' time and not to ask the same questions twice. Given this, outreach began with a thorough review of prior SamTrans engagement efforts to understand feedback already received regarding bus stops. The team reviewed the following engagement data:

- C/CAG Community Based Transportation Plans, including Daly City and North Fair Oaks
- SamTrans Customer Satisfaction Survey (2019)
- SamTrans Triennial Survey (2021)
- Reimagine SamTrans (2022) -Public Outreach, Market Research, and Operator Survey

In previous engagement efforts, riders requested additional shelters and benches,

improved lighting, improved cleanliness, and real-time information at stops throughout the service area. What was not able to be gleaned from prior engagement efforts is how riders would prioritize these improvements and rank them for relative importance. A rider survey was developed to address these two gaps in feedback.

The Plan survey received 684 responses over a six-week period in the spring of 2023. The survey was offered in several languages (including Spanish, Simplified Chinese, Traditional Chinese, English) and was promoted online, on buses, at bus stops, and through the SamTrans ambassador program. Key takeaways included the following:

- Riders had the lowest satisfaction with the lack of shelters, real-time information, and lighting at bus stops.
- The top two requested amenities were shelters and real-time arrival information.
- Survey respondents noted that shelters, seating, and real-time information are especially important at locations with less frequent SamTrans service. These stops are where riders may be waiting for a transit vehicle for a longer time.
- Lighting is most important to riders firstly at stops that do not have lighting from nearby buildings or businesses, and secondarily where long wait times are expected.
- Other amenities polled were considered less important to riders, including additional trash cans, places to charge devices, bike racks, and better system maps.

To supplement survey results, 31 in-depth, one-on-one in-language listening

sessions in English, Spanish, Chinese, and Tagalog were conducted in the spring of 2023 to hear directly from the following specific rider populations that are often missing from the conversation:

- Off-peak riders
- Limited to no-English speakers
- Older adults and people with disabilities
- Parents and caretakers

Interview process and detailed takeaways are included in **Appendix B**. Key themes from these listening sessions include the following:

- Participants in the study generally rely on SamTrans as their primary means of transportation, including for non-work trips.
- Respondents consistently prioritized the installation of more covered shelters at bus stops and nearly unanimously cited a pressing need for additional seating.
- Riders voiced personal safety concerns at SamTrans stops and want more lighting at bus stops to increase visibility for on-street traffic and to deter criminal activity.
- The interplay between infrequent schedules and the lack of real-time arrival information creates a situation that both worsens and increases the stakes for participants' fundamental personal safety concerns at bus stops.
- A common goal among riders is to spend as little time at bus stops as possible. Bus frequency and reliability is crucial for riders to make appointments and be on time for work.

## SamTrans Staff Engagement

Throughout the Plan, the team engaged with staff at all levels of the organization. This effort was instrumental to inform the development of an implementation plan that is ready to be delivered. Several updates were presented to the SamTrans Executive Team and Board of Directors. Key themes from SamTrans staff engagement include the following:

- SamTrans Executive leadership and Board of Directors expressed a desire to think boldly about the Plan's vision and to implement improvements quickly.
- Staff indicated that additional staffing support will be needed to support Plan implementation while maintaining state of good repair and implementing routine bus stop adjustments.
- Staff and leadership said the Plan should consider recent or parallel planning efforts, such as *Reimagine SamTrans*, *SamTrans Adaptation and Resilience Plan*, *SamTrans ADA Transition Plan*, and the *District Strategic Plan*.

A summary of key takeaways from all engagement efforts, including PAWG meeting summaries, listening session summaries, and survey summaries, is included in **Appendix B**.

# 4

## Recommended Improvements





**Cantor Arts Center**  
at Stanford University

Visit the Cantor  
Always fr

## SamTrans' Vision for Bus Stops

SamTrans is committed to providing a **comfortable, convenient, and dignified** experience for riders at bus stops. SamTrans has set the following goals for every rider's experience when waiting for the bus:



### Convenient

Provide a stop environment that is convenient to use, featuring appropriate curb access and a sidewalk free from obstructions.



### Informative

Provide service information to riders at bus stops, including schedules and the ability to access real-time arrival data.



### Comfortable

Provide shelter and a place to sit at all-day stops.

The vision shown above for SamTrans riders' experience reflects valuable input from riders and stakeholders

The team followed a four-step process to identify needed bus stop improvements across the network as shown in the diagram to the right. Steps one and two are included in detail in the *2023 SamTrans Bus Stop Design Guidelines* (see **Appendix C**).

### Bus Stop Improvements Process

#### Step 1

**Categorize bus stops by service frequency and type.**

#### Step 2

**Define minimum bus stop amenities for each bus stop category.**

#### Step 3

**Identify improvements necessary at each stop to meet minimum.**

#### Step 4

**Prioritize improvements by bus stop.**



## Transitioning from Outreach & Engagement to Recommended Improvements

Who	What We Heard	How We Responded
Public Agency Working Group	Need for clarity on ownership and maintenance responsibilities for bus stop amenities.	Clearly identified ownership and maintenance responsibilities for all amenities in the <i>2023 Bus Stop Design Guidelines</i>
Public Agency Working Group	Preference for consolidating bus stop improvement guidance and resources to one standardized location.	Created the <i>2023 Bus Stop Design Guidelines</i> as a single, consolidated resource on bus stop design
Public Agency Working Group	Desire for greater collaboration between SamTrans and local jurisdictions.	Reinforced communication channels between staff at partner agencies and SamTrans through one-on-one emails and follow-ups after Public Agency Working Group meetings. Hired a bus stop coordinator/planner. Established a go-to email address for bus stop questions: <a href="mailto:bus.stops@samtrans.com">bus.stops@samtrans.com</a>
Public Agency Working Group	Looking for clearer design guidance, particularly around bus boarding islands, bus bulbs, and bike lane interface with bus stops.	Provided clear guidance in the <i>2023 SamTrans Bus Stop Design Guidelines</i> on the bus/bike interface and design treatments available to agencies to manage conflicts.
Public Agency Working Group	Limited availability and interest to support SamTrans in bus stop improvement funding, design, and construction.	Established an implementation plan that puts SamTrans in a leadership role on funding, design, and construction to help minimize demands on staff time at partner agencies.
Riders	Requested shelters, seating, and real-time information at locations where riders may be waiting for a transit vehicle for a longer time.	Defined a place to sit, real-time information, and shelter (either through a shelter or shade structure) as minimum required amenities at the 65% of stops that receive service for at least twelve hours a day, even those serviced just once an hour.
Riders	Amenities like additional trash cans, places to charge devices, bike racks, and better system maps were ranked lower in importance.	Moving away from providing and maintaining trash cans at stops and, instead, provide trash cans on all buses. Local jurisdictions may still choose to add and maintain their own trash cans adjacent to bus stops as they see fit.
Riders	Request for more lighting at bus stops to increase visibility and deter criminal activity.	All new shelters will come equipped with built-in lighting. Unfortunately, SamTrans does not own or maintain streetlights outside of lighting built into shelters. SamTrans will continue to work with local jurisdictions to elevate street lighting as an important amenity to provide near stops, and will look for stand-alone, solar-powered options that can be installed in the interim.

## Step 1. Bus Stop Categories

The 2023 SamTrans Bus Stop Design Guidelines establish bus stop categories for all stops across the SamTrans system. Categorizing bus stops helps condense hundreds of different stops into a few standardized configurations that have easily quantifiable thresholds for minimum amenity provisions and implementation.

All SamTrans bus stops were placed into one of three categories based on transit service frequency: Frequent, Standard, or School-Oriented/Other. **Table 4** provides definitions and number of stops in each category. Using transit service frequency to categorize stops provides several key benefits:

- It is relatively easy for someone to identify a stop's category by looking at the schedules for the stop.
- It aligns with the priorities set forth

in *Reimagine SamTrans* to focus service investment on high ridership corridors and equity priority areas.

- It parallels transit service planning best practice, generally based on key contextual factors such as land use, transit propensity, and activity density. By categorizing based on transit service levels, these factors are indirectly considered.

The project's online dashboard includes the bus stop category for each stop.

**Table 4. Bus Stop Categories**

Category	Definition	Stops (Percent)	Stops (Number)
Frequent	Weekday SamTrans bus service at least four times per hour for at least 12 hours per day.	20%	374
Standard	Weekday SamTrans bus service every 20-60 minutes (at least once per hour) for at least 12 hours per day.	45%	877
School-Oriented/ Other	Stops served only a few times per day by school-oriented routes or express service.	35%	615

Source: SamTrans 2024.



### Key Takeaways

SamTrans stops are organized into **three categories** based on the **amount of transit service provided**.

**20% of stops are Frequent stops**, served by a SamTrans bus at least four times per hour for at least 12 hours per day.

**45% of stops are Standard stops**, served by a SamTrans bus at least once per hour for at least 12 hours per day.

**35% of stops are School-Oriented/Other stops**, served by only a few buses per day, generally during peak hours in the morning and/or evening.

## Step 2. Applying the SamTrans Bus Stop Design Guidelines

The *2023 SamTrans Bus Stops Design Guidelines* also establish the minimum required amenities for each stop category. It provides clear guidance for developers constructing new projects adjacent to existing SamTrans stops and to local jurisdictions implementing streetscape projects along corridors with SamTrans service. The Guidelines consolidate and update policies that previously governed bus stop amenity placement to standardize and streamline amenity policy. The required amenities in the Guidelines are also easy to understand for the public and are easy for internal and external stakeholders, such as developers and jurisdictional partners, to apply.

**Table 5** identifies the minimum required amenities by stop category. If a shelter or shade structure is identified for a stop, but there are space constraints at the sidewalk, SamTrans will work with the local jurisdiction to explore amenities that have smaller footprints, explore opportunities to widen the sidewalk, or relocate the bus stop to provide those amenities.

**Table 5. Minimum Required Amenities by Bus Stop Category<sup>1</sup>**

Amenity	Frequent	Standard	School-Oriented/Other
Standard Pole & Sign	•	•	•
Shelter <sup>2</sup>	•	• <sup>4</sup>	
Shade Structure		• <sup>4</sup>	
Bench or other seating		• <sup>4</sup>	
Map & Schedule	•	•	
Bus Bulb/Boarding Island <sup>3</sup>	•		
Real-Time Information <sup>5</sup>	•	•	•

Source: SamTrans 2024.

Notes:

1. Note that conditions at the stop, including available right-of-way and sidewalk width may impact amenities that can be implemented at the stop. Minimum amenities are subject to engineering feasibility.
2. Full shelter includes seating.
3. Subject to street geometry and conditions at stop.
4. Standard stops should provide shade and a place to sit. High-ridership stops should provide shelters. Low-ridership stops should provide, at minimum, a shade structure and bench or other seating.
5. Real-time information could include full-color displays, paper cast solar-powered displays, and/or QR codes.



### What About Trash Cans?

SamTrans is moving away from providing and maintaining trash cans at stops and, instead, provides trash cans on all buses. Local jurisdictions may still choose to add and maintain their own trash cans adjacent to bus stops as they see fit.



Expanding amenities at stops as described in the Guidelines represents a large and varied investment to bus stops across the network, with almost all stops recommended to receive improvements.

Refer to **Appendix C** for the *2023 SamTrans Bus Stop Design Guidelines* for additional guidance on accessibility requirements and bus stop layouts.

Certain amenities are subject to more flexibility in the style or type of amenity provisions at each stop. The following examples are outlined in the *2023 SamTrans Bus Stop Design Guidelines*:

- Shade and seating should be provided at all Standard stops, but whether it's provided by either a shelter or shade structure and bench is flexible.
- Frequent stops should see bus bulbs or boarding islands where feasible based on roadway and transit speeds, if a bicycle facility is present, and roadway geometry.
- Real-time information should be provided to all riders at Frequent and Standard stops, but the type of real-time information device is flexible.

A methodology was developed to determine when and how amenities should be distributed across stop category types, which was then used to develop quantities and cost estimates. The sections below outline the methodology.

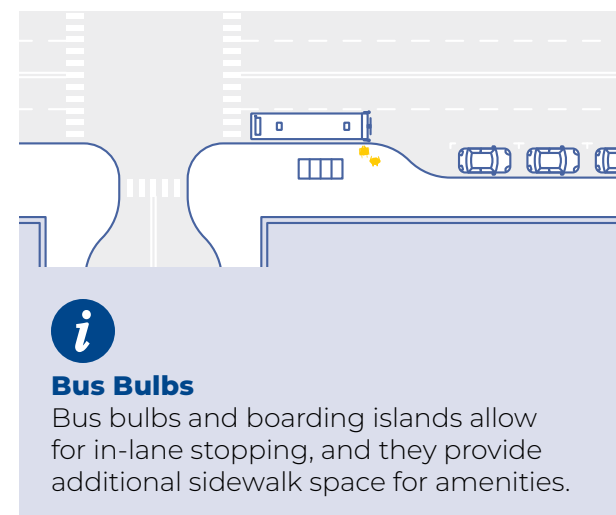
### Shade and Seating at Standard Stops

The Guidelines specify that Standard stops require shade and a place to sit, which could be achieved through a full shelter or a shade structure and bench. Many Standard stops lack the ridership that would be necessary to justify investment in a shelter. Therefore, ridership was used to determine which Standard stops would be candidates to receive shelters. Standard stops in the top 25<sup>th</sup> percentile of boardings are assumed to receive full shelters, while all others would receive shade structures and benches.

### Bus Bulbs and Boarding Islands

Bus bulbs and boarding islands serve two primary purposes for transit riders: they allow for in-lane stopping, which improves transit speeds and reliability, and they provide additional sidewalk space for amenities. They are also particularly costly investments. To maximize the return on investment, Frequent stops were analyzed through the following lenses to narrow the list of stops where bus bulbs/boarding islands may be recommended:

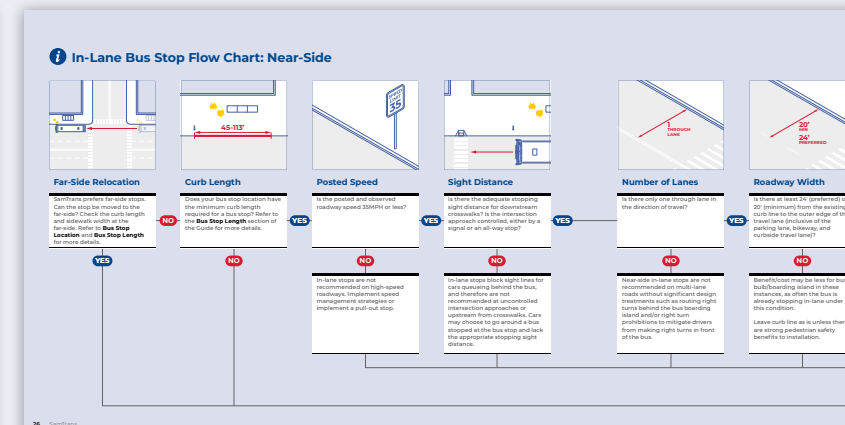
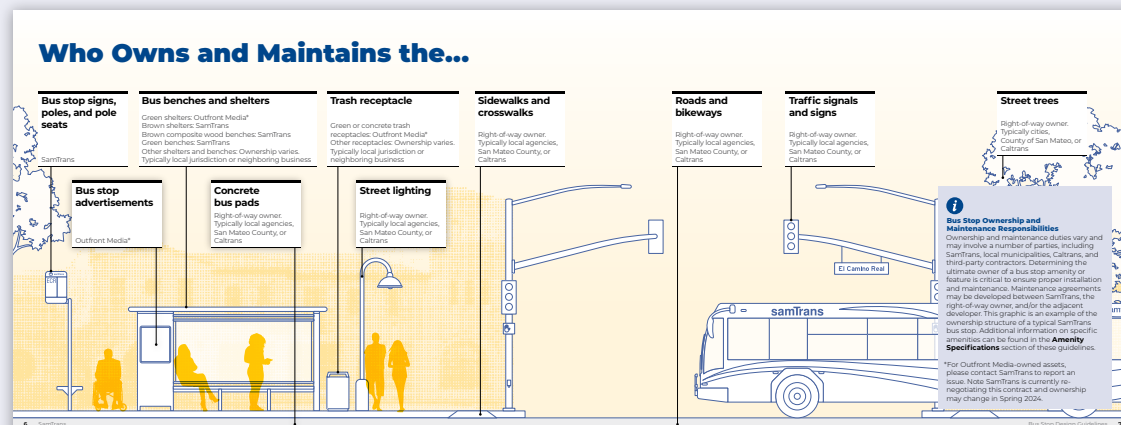
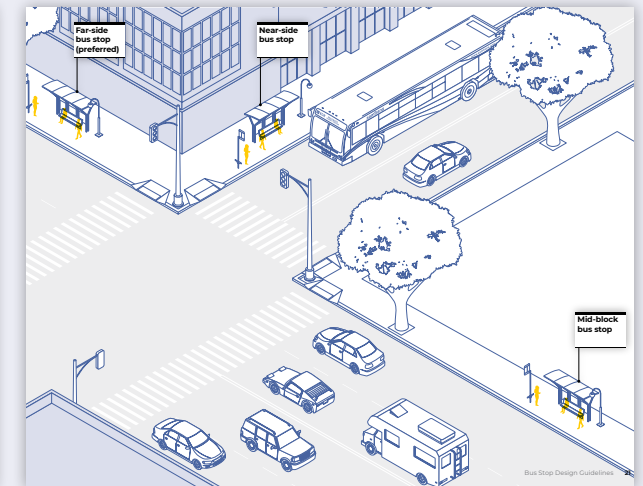
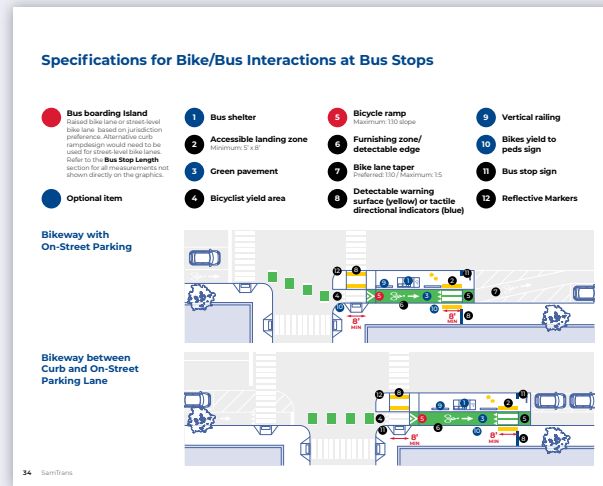
- **Pull-out stops:** Only existing pull-out stops are eligible for bus bulbs/boarding islands. In-lane stops either already have a bus bulb/boarding island or do not have the roadway geometry needed to implement them.
- **Low transit speeds:** Corridors with low average bus speeds today (<12.5 miles per hour during the PM peak period) were identified and considered for bus bulb/boarding islands, as they would benefit the most from the transit speed and reliability improvements.
- **Number of boardings:** Stops with high on-boardings better justify the investment of a bus bulb/boarding island, as more riders directly benefit. Frequent stops in the top quartile of on-boardings were considered.



# 2023 SamTrans Bus Stop Guidelines

SamTrans refreshed the agency's bus stop guidelines, which had last been updated in 2013. The *2023 SamTrans Bus Stop Design Guidelines* provide clear, concise guidance for bus stop amenities, location, position, and access. The Guidelines are designed for internal and external use, including by local jurisdiction staff, developers, and peer agencies. Internal stakeholders may use the Guidelines when identifying amenity upgrades at an existing stop or providing amenities at a new stop. External stakeholders may use the guidelines to understand how to properly design for SamTrans bus stops alongside new private development projects or streetscape improvements. The *2023 SamTrans Bus Stop Design Guidelines* are included as **Appendix C** and [online](#).

## Excerpts from 2023 SamTrans Bus Stop Design Guidelines





## Real-Time Information Displays



Full-Color Real-Time Arrival Display



Marquee Real-Time Arrival Display

- **Narrow sidewalks:** Investment in bus bulbs/boarding islands at stops with narrow sidewalks can provide the additional space needed for a shelter to be added. Stops with sidewalks less than eight feet wide were also considered.

Additionally, if a Frequent stop is served by Route ECR, a bus bulb/boarding island is recommended, as the *ECR Bus Speed and Reliability Study* recommended bus bulbs or boarding islands at all stops along the corridor.

If a Frequent bus stop meets all these requirements, a bus bulb/boarding island may be recommended. Bus bulbs and boarding islands are subject to other engineering feasibility checks, including vehicle speeds, volumes, and roadway geometry that would be part of engineering plans for each stop. More on the methodology and breakdown is included in **Appendix D**.

## Real-Time Information

Several real-time information strategies are proposed at as many stops as possible. The type of information to be provided (where feasible) includes the following:

- Full-color screens at Frequent stops in the top 10th percentile of boardings (139 stops).
- Marquee-type screens at all other Frequent stops (235 stops).
- Papercast “e-reader”-like solar displays at all Standard stops (877 stops).
- QR codes at all stops, including School-Oriented/Other, that, when scanned, direct the rider to a stop-specific webpage with real-time arrival information (1,866 stops).

## Step 3. Recommended Improvements

The defined minimum amenities from the *2023 SamTrans Bus Stop Design Guidelines (Table 5)* were compared with the existing amenities from the bus stop inventory at a stop-by-stop level. By understanding the current amenities at a stop and comparing them to the minimum recommended amenities by stop category, the project team was able to estimate the number of amenities across the network that would be needed to bring all stops into alignment with amenity recommendations in the Guidelines. This analysis resulted in the recommended improvements summarized in **Table 6**.

When fully implemented, the amenity recommendations represent a 375% increase in the number of shelters, a 150% increase in the amount of seating at bus stops, and the



**"Papercast" Real-Time Arrival Display**



**QR Code for Real-Time Information**

introduction of real-time information at all bus stops that see a SamTrans bus at least once per hour throughout the day, representing substantial progress in addressing the greatest needs identified by SamTrans riders. Recommended improvements by bus stop are included in **Appendix E. Table 7** identifies the recommended improvements, broken down by jurisdiction.

## Step 4. Prioritization Framework

Recommended improvements were prioritized into three buckets: high, medium, and lower priority. The prioritization methodology was developed in alignment with prior planning efforts, including *Reimagine SamTrans* and the *SamTrans Adaptation and Resilience Plan*. **Table 8** describes the different indicators that were a part of the prioritization framework. Based on its prioritization score, each stop was categorized as high priority, medium priority, or lower priority improvements. High priority stops are generally among the highest ridership in the system or have high ridership and are in an Equity Priority Area and/or a heat vulnerability zone. They represent around 190 stops across San Mateo County and have average daily ridership 2.5 times the systemwide average. Medium

priority stops have average ridership but may not be in an Equity Priority Area or a heat vulnerability zone. They represent around 430 stops. Lower priority stops have below-average ridership, already have shelters, lack sidewalks, or are generally outside of Equity Priority Areas and/or heat vulnerability zones. They represent about 1,250 stops. More information on the prioritization approach, including how each factor was weighted, is included in **Appendix E. Table 9** summarizes the stop prioritization by jurisdiction.

**Table 6. Recommended Improvements by Bus Stop Category**

<b>Needed Amenities</b>	<b>Frequent</b>	<b>Standard</b>	<b>School Oriented/ Other</b>	<b>Total Recommended Improvements</b>	<b>Existing Amenities</b>	<b>Total after Implementation</b>
Standard Pole & Sign	20	69	29	118	1,748	1,866
Shelter	246	87	N/A <sup>2</sup>	333	291	624
Shade Structure	N/A <sup>2</sup>	655	N/A <sup>2</sup>	655	0	655
Bench	N/A <sup>2</sup>	581	N/A <sup>2</sup>	581	297	878
System Map	323	829	N/A <sup>2</sup>	1,152	99	1,251
Route Schedule	364	872	N/A <sup>2</sup>	1,221	30	1,251
Bus Bulb or Boarding Island	160	N/A <sup>2</sup>	N/A <sup>2</sup>	160	0	160
Real-Time Information (Digital Display)	374	877	N/A <sup>2</sup>	1,237 <sup>1</sup>	14	1,251
Real-Time Information (QR Codes)	374	877	615	1,866	0	1,866
<b>Total Inventoried Stops</b>	<b>374</b>	<b>877</b>	<b>615</b>	<b>1,866<sup>1</sup></b>	<b>1,866<sup>1</sup></b>	<b>1,866<sup>1</sup></b>

Source: SamTrans 2024.

Notes:

1. The bus stop inventory was completed in fall 2022 and included 1,871 stops. Since the original inventory, five stops have been taken offline and are no longer serviced.
2. These numbers are subject to change based on SamTrans service changes and engineering feasibility.



**Table 7. Recommended Improvements by Jurisdiction**

<b>Jurisdiction</b>	<b>Standard Pole &amp; Sign</b>	<b>Shelter</b>	<b>Shade Structure</b>	<b>Bench</b>	<b>System Map</b>	<b>Route Schedule</b>	<b>Bus Bulb or Boarding Island</b>	<b>Real-Time (Digital)</b>	<b>Real-Time (QR)</b>
Atherton	1	7	4	4	11	12	0	12	24
Belmont	6	10	19	15	33	35	9	35	74
Brisbane	0	0	4	3	8	12	0	12	17
Burlingame	2	18	14	4	39	46	5	46	56
Colma	0	6	0	0	7	11	8	11	11
Daly City	6	76	83	78	180	203	26	203	241
East Palo Alto	3	16	33	30	58	60	5	60	68
Foster City	3	0	13	13	14	16	0	16	81
Half Moon Bay	1	3	27	25	35	36	0	36	38
Menlo Park	6	14	24	20	38	47	6	47	120
Millbrae	0	12	0	0	13	16	14	16	16
Pacifica	8	9	66	65	77	85	0	86	117
Palo Alto	6	5	13	7	27	27	4	27	27
Portola Valley	2	0	0	0	0	0	0	0	17
Redwood City	13	19	73	54	102	109	16	109	180
San Bruno	6	15	50	45	70	68	15	73	105
San Carlos	3	11	22	21	36	39	10	39	64
San Francisco	8	10	23	23	53	54	1	54	58
San Mateo	9	44	68	62	132	137	19	138	190
South San Francisco	21	46	48	47	111	123	20	123	180
Unincorporated San Mateo County	13	12	70	64	106	98	2	106	171
Woodside	1	0	1	1	2	2	0	2	11

Source: SamTrans 2024.

**Table 8. Prioritization Framework Criteria and Indicators**

<b>Criteria</b>	<b>Indicators</b>	<b>Description</b>	<b>Direction of Impact on Prioritization Score</b>
Impact	Boardings	Using boardings in prioritization allows SamTrans stops with high utilization to receive amenity upgrades sooner, spreading benefits to a greater number of riders.	Positive (up to five points depending on boarding)
Equity	Equity Priority Area	Stop presence within SamTrans-defined Equity Priority Areas was used as the primary equity indicator. 44% of SamTrans stops are in Equity Priority Areas. Equity Priority Areas are defined by <i>Reimagine SamTrans</i> .	Positive (up to one point if in Equity Priority Area)
Impact from high-heat events	Heat vulnerability index	SamTrans-defined heat vulnerability zones were used as the primary climate vulnerability indicator. 23% of stops are in medium-high or high heat vulnerability areas. Heat vulnerability indices are defined by the <i>SamTrans Adaptation and Resilience Plan and shown on Page 20</i> . Additionally, high temperatures are a serious threat to human health that can result in medical emergencies.	Positive (up to one point if in heat vulnerability zone)
Feasibility	Lack of sidewalk	The presence of a sidewalk was used as an indicator of the feasibility of installing amenities within the existing footprint of the stop. Note that 82% of stops with no sidewalks are located outside of Equity Priority Areas; therefore, this is expected to have limited to no impact on equitable distribution of prioritization.	Negative (excluded from high priority consideration if lacking sidewalk)
Lack of immediate need	Existing shelter	Roughly 16% of SamTrans stops already have a shelter installed. As these stops have an above-average level of amenities compared to the majority of stops, they are de-prioritized for any amenity improvements.	Negative (excluded from high priority consideration if there is an existing shelter).

Source: SamTrans 2024.

**Table 9. Prioritized Stops by Jurisdiction**

<b>Jurisdiction</b>	<b>High Priority</b>	<b>Medium Priority</b>	<b>Lower Priority</b>	<b>Total</b>
Atherton	0	2	22	24
Belmont	8	17	49	74
Brisbane	1	1	15	17
Burlingame	4	21	31	56
Colma	2	2	7	11
Daly City	38	77	126	241
East Palo Alto	8	33	27	68
Foster City	0	5	76	81
Half Moon Bay	1	7	30	38
Menlo Park	2	17	101	120
Millbrae	8	4	4	16
Pacifica	0	25	92	117
Palo Alto	1	4	22	27
Portola Valley	0	0	17	17
Redwood City	14	35	131	180
San Bruno	14	26	65	105
San Carlos	5	14	45	64
San Francisco	8	5	45	58
San Mateo	40	51	99	190
South San Francisco	27	64	89	180
Unincorporated San Mateo County	8	25	138	171
Woodside	0	0	11	11
<b>Total</b>	<b>189</b>	<b>435</b>	<b>1242</b>	<b>1866<sup>1</sup></b>

Source: SamTrans 2024.

1. The bus stop inventory was completed in fall 2022 and included 1,871 stops. Since the original inventory, five stops have been decommissioned and are no longer serviced.

# 5

# Implementation





## Implementing the Bus Stop Improvement Plan

SamTrans is taking a phased approach to implementing the set of recommended improvements identified throughout the system. Following prioritization, recommended improvements were split into near- and longer-term investment buckets to help establish a funding strategy and implementation plan. Near-term investments will be the focus for SamTrans over the next three to five years.

- 75% of near-term investments will fund **all high priority stops** identified through the prioritization process outlined in the previous chapter.
- 10% of near-term investments will fund stop improvements that may have scored lower in overall priority but will help **increase geographic distribution** of funds (referred to as “coverage stops”).
- 15% of near-term investments will be reserved in a **discretionary fund** for pressing needs as they arise.

This approach focuses on aggressive roll-out of amenities to stops deemed to be the most in need of amenity improvements, while also spreading out near-term investments across the system.

Most medium and lower priority stops were classified as longer-term investments. Longer-term investments could still be implemented sooner if opportunities such as

development, streetscape projects, funding opportunities, or other city-led efforts arise. After the implementation of the near-term investments, SamTrans will develop the next funding strategy to continue implementation of the recommended improvements.

## Near-Term Investments

SamTrans has identified 225 bus stops to receive improvements as part of the near-term investment strategy, including 189 high priority stops and 36 coverage stops. The coverage stops were identified by elevating medium priority stops in jurisdictions that did not have any high priority stops (and therefore no near-term investments). Including these stops in the investment strategy helps to provide more geographic balance across the network.

The split of near-term stops by jurisdiction, including high priority stops and coverage stops, is presented in **Table 10**. Note that a column is also provided for stops within the Caltrans right-of-way, which may be subject to a more in-depth design, permitting, and construction process. **Table 11** shows the distribution of recommended amenities across near-term stops by jurisdiction.

SamTrans will strive to deliver the near-term investments within a three- to five-year timeframe. The near-term investments require a capital outlay of approximately \$17.7 million annually in 2023 dollars. **Table 12** outlines the recommended investments by fiscal year

and jurisdiction. There are several efficiencies within design, permitting, and construction that can be leveraged by packaging stop improvements by jurisdiction. For this reason, the recommended capital outlay lumps each jurisdiction's near-term investments into a single fiscal year. More information on cost assumptions is included in **Appendix F**.

## Implementation Approach

SamTrans is committed to the implementation of the Plan and making quick progress on identified near-term investments. SamTrans plans to take the lead on each step of implementation (including funding, design, permitting, and construction) to have more control over the timeline set forward in this Plan, despite not having full control over the right-of-way that SamTrans bus stops operate within. Delivering on this timeline will require additional staffing resources, which are further discussed in this chapter.

Several options were considered regarding SamTrans's role in the implementation of bus stop improvements. The Plan assumes SamTrans takes the lead on every phase of implementation, though this will require close coordination with local jurisdictions. (All other options considered are included in **Appendix F**).

**Table 10. Stops Identified for Near-Term Investments by Jurisdiction**

Jurisdiction	High Priority Stops	Coverage Stops	Stops in Caltrans ROW
Atherton	-	2	0
Belmont	8	-	2
Brisbane	1	-	0
Burlingame	4	-	1
Colma	2	-	1
Daly City	38	-	7
East Palo Alto	8	-	1
Foster City	-	5	0
Half Moon Bay	1	4	0
Menlo Park	2	-	1
Millbrae	8	-	8
Pacifica	-	25	1
Palo Alto	1	-	0
Redwood City	14	-	8
San Bruno	14	-	7
San Carlos	5	-	4
San Francisco	8	-	0
San Mateo	40	-	16
South San Francisco	27	-	8
Unincorporated San Mateo County	8	-	2
<b>Total</b>	<b>189</b>	<b>36</b>	<b>67</b>



**Key Takeaways**

SamTrans should **lead the coordination of funding, design, permitting, and construction for near-term stop improvements.** This allows SamTrans to maintain control of delivery timelines and stop phasing.

Allocation **between four and ten FTEs, either in-house or through contractor support,** are necessary to support the BSIP program.

SamTrans aims to implement the near-term investments within three to five years, including improvements at 189 high priority stops, 36 coverage stops, and other discretionary investments totaling an approximate cost of **\$53 million** inclusive of soft costs, materials, and labor.

Source: SamTrans 2024.

Note: Portola Valley and Woodside have no stops identified for near-term improvements and therefore are not included in the table.

**Table 11. Near-Term Recommended Improvements by Jurisdiction**

<b>Jurisdiction</b>	<b>Standard Pole &amp; Sign</b>	<b>Shelter</b>	<b>Shade Structure</b>	<b>Bench</b>	<b>System Map</b>	<b>Route Schedule</b>	<b>Bus Bulb or Boarding Island</b>	<b>Real-Time (Digital)</b>	<b>Real-Time (QR)</b>
Atherton	0	0	0	0	0	0	0	0	2
Belmont	3	6	0	0	6	6	2	6	8
Brisbane	0	0	0	0	0	0	0	0	1
Burlingame	0	2	0	0	2	2	0	2	4
Colma	0	2	0	0	2	2	2	2	2
Daly City	1	38	0	0	38	38	15	38	38
East Palo Alto	0	7	1	1	8	8	4	8	8
Foster City	0	0	2	2	2	2	0	2	5
Half Moon Bay	0	2	3	3	5	4	0	5	5
Menlo Park	0	1	0	0	1	1	1	1	2
Millbrae	0	8	0	0	8	8	7	8	8
Pacifica	0	8	14	13	22	22	0	22	25
Palo Alto	0	1	0	0	1	1	0	1	1
Portola Valley	0	0	0	0	0	0	0	0	0
Redwood City	0	13	1	0	14	14	7	14	14
San Bruno	0	13	1	0	14	10	8	14	14
San Carlos	0	5	0	0	5	5	3	5	5
San Francisco	0	8	0	0	8	8	1	8	8
San Mateo	0	32	4	2	36	34	11	36	40
South San Francisco	2	22	1	1	23	23	13	23	27
Unincorporated San Mateo County	0	7	0	0	7	7	2	7	8
Woodside	0	0	0	0	0	0	0	0	0

Source: SamTrans 2024.



Table 12. Near-Term Investments (Thousands of Dollars)

Jurisdiction	Total Near-Term Costs	FY 2025	FY 2026	FY 2027
Atherton	\$10	\$0	\$0	\$10
Belmont	\$1,120	\$0	\$1,120	\$0
Brisbane	\$10	\$0	\$0	\$10
Burlingame	\$230	\$230	\$0	\$0
Colma	\$690	\$690	\$0	\$0
Daly City	\$7,750	\$0	\$7,750	\$0
East Palo Alto	\$1,770	\$1,770	\$0	\$0
Foster City	\$120	\$0	\$0	\$120
Half Moon Bay	\$390	\$390	\$0	\$0
Menlo Park	\$350	\$0	\$0	\$350
Millbrae	\$2,530	\$0	\$0	\$2,530
Pacifica	\$1,660	\$0	\$0	\$1,660
Palo Alto <sup>1</sup>	\$110	\$110	\$0	\$0
Redwood City	\$3,110	\$3,110	\$0	\$0
San Bruno	\$3,370	\$0	\$3,370	\$0
San Carlos	\$110	\$0	\$0	\$110
San Francisco <sup>1</sup>	\$1,100	\$0	\$0	\$1,100
San Mateo	\$6,300	\$6,300	\$0	\$0
South San Francisco	\$5,500	\$0	\$0	\$5,500
Unincorporated SM County	\$1,230	\$0	\$0	\$1,230
Discretionary Funds	\$6,480	\$2,000	\$2,550	\$1,930
<b>Estimated Total Construction Costs</b>	<b>\$43,940</b>	<b>\$14,600</b>	<b>\$14,790</b>	<b>\$14,550</b>
Design/Permitting Soft Costs	\$9,130	\$3,030	\$3,090	\$3,010
<b>Estimated Total Costs</b>	<b>\$53,070</b>	<b>\$17,630</b>	<b>\$17,880</b>	<b>\$17,560</b>

Source: SamTrans 2024.

Note: Portola Valley and Woodside have no stops identified for near-term improvements and therefore are not included in the table.

1. Improvements to stops in Palo Alto and San Francisco may be subject to further coordination with VTA and Muni.



### Implementing Near-Term Investments

The BSIP recommendations are based on a high-level planning analysis that identifies needed amenities based on bus stop category. Although a high level feasibility check was performed in the prioritization stage based on the presence of a sidewalk, a number of more detailed site-specific checks will take place as part of the implementation process. For instance, SamTrans will need to check details such as the availability of power for real-time signage, sidewalk widths for shelters, and available red curb length. This may result in changes to the recommended improvements.

If the existing site conditions can't accommodate the full suite of recommendations based on the bus stop category, there are a few different options that will be considered. SamTrans may work with the local jurisdiction to make further improvements to the site, such as widening a sidewalk or constructing a concrete pad for the shelter. An alternative amenity with a smaller footprint, such as a shade structure instead of a shelter, could also be considered. A stop could also be relocated to a more feasible location which can receive the recommended improvement. Or finally, SamTrans may be able to improve a different stop within the jurisdiction instead. All of these options would be considered in consultation with the local jurisdiction.

### Bus Stop Improvements Implementation Timeline

#### Design

9-12 months

#### Permitting

1-3 months

#### Construction

4-12 months

*Stops within Caltrans right-of-way are subject to differing review requirements. Review cycles take place every six weeks, and one round of review can take about three months.*

### Grant Funding Timeline

#### Grant Application Preparation & Submittal

6-12 months

#### Grant Review and Notification of Award

6 months

#### Transmittal of Funds/ Finalize Grant Contract

12 months

## Design, Permitting, and Construction

The Plan recommends that SamTrans implement stop improvements in batches, by jurisdiction, to maximize efficiencies in the design, permitting, and construction phases. Each batch of stops would likely take between one and two-and-a-half years from initial design to construction completion. The **Bus Stop Improvements Implementation Timeline** diagram on the next page outlines the anticipated timeline for implementation once funding has been secured.

SamTrans will lead the engineering and design for each site. SamTrans will lead the permitting process in partnership with local jurisdictions. SamTrans will also

lead project delivery, including putting the projects out to bid and selecting a contractor. It is expected that both SamTrans and City staff will be involved in overseeing construction activities once they begin.

## Staffing Resources

Implementing a large-scale program such as the Bus Stop Improvement Plan requires staffing beyond those required for day-to-day state of good repair projects and minor capital upgrade projects. These increased responsibilities for the agency will require that SamTrans procure dedicated staffing beyond current staffing levels, either through in-house personnel or an increase in external consultant and contractor support.

Based on information from peer agencies with bus stop improvement programs, it is recommended that SamTrans would need to dedicate 1) four full-time employees (FTEs) and an engineering on-call or 2) seven to ten FTEs if engineering were to be done in-house. Key roles required with either option include a dedicated grant and funding coordinator, one to two bus stop planners, and anywhere from two to eight engineering staff members. Increases in maintenance FTEs may be necessary as well, including up to two Intelligent Transportation Systems (ITS) technicians for real-time signage support.

## Funding Opportunities

The Plan will be funded by a combination of SamTrans funds, grants, and leveraging planned projects led by partner agencies and the private sector. Of these sources, SamTrans funds provide the greatest flexibility and are the fastest to deploy; consequently, this source will need to be utilized for the initial years of the Plan to fund much of the near-term investments.

Grants will provide an opportunity to augment SamTrans funding. There are several grants available at the local, state, and federal level that have been utilized to fund bus stop improvement projects in the past and are actively seeking applications during their grant cycle period.

Local jurisdictional partners periodically implement capital improvement projects that may include enhancements to bus stops. Partner agencies also administer development permits for land use projects, which often overlap with bus stops. Both project types can help advance the Plan with limited to no use of SamTrans funds.

**Table 13** identified potential funding sources for the improvements outlined in this Plan.

## Funding Timeline

As seen in the **Grant Funding Timeline**, the time from identifying a suitable grant to receiving the funding award generally takes up to two years. After the award, SamTrans can proceed to the timeline described in the **Bus Stop Improvements Implementation Timeline**. This timeline shows how imperative it is for SamTrans staff to begin tracking grants immediately to support funding of the near-term investments and advance stop improvement efforts for longer-term investments.

## Implementing Longer-Term Investments

Upon completion of implementing the near-term investments, SamTrans staff will develop an updated investment strategy for the remaining recommended stop improvements. The longer-term investment stops are estimated to be undertaken in the 5-to-15-year timeframe. This new investment strategy will consider lessons learned from the implementation of the near-term improvements. It will also acknowledge that lower priority stops may have additional feasibility challenges, such as a lack of sidewalk for amenities, that will require further coordination with local partners and/or additional expense to implement.

In the interim, SamTrans may accelerate improvements at medium and lower priority stops through a combination of strategies.

### Interim Improvements

Interim improvements can be added at significantly reduced cost compared to all upgrades at a stop. These are generally focused on executing amenity upgrades that don't involve "pouring concrete" such as would be required for shelters, shade structures, and bus bulbs. These upgrades still do require some engineering, design, and permitting, but a far less intensive version of that process that is more time and cost effective. Improvements may include the following:

- Adding QR codes that link to online real-time information at stops in alignment with an overall bus stop sign/blade redesign effort.
- Ensuring all stops have a pole & sign and pole mounted route map and schedule.
- Providing quick-build treatments such as pole-mounted Simme-Seats or temporary bus boarding platforms.

### Partner Agency Involvement

Partner agency involvement can help accelerate completion of improvements via capital improvement plans.

### Development Projects

Development projects present an opportunity to upgrade stops as land use patterns change.

**Table 13. Potential Funding Sources**

<b>Funding Type</b>	<b>Funding Source</b>	<b>Frequency and Cycle</b>
Local	Partnership with local jurisdictions to combine stop improvements with streetscape and development projects.	Ongoing
Local	SMCTA Measure W Call for Projects, including: <ul style="list-style-type: none"> <li>• Highway Call for Projects Grants</li> <li>• Pedestrian and Bicycle Call for Projects Grants</li> <li>• Alternative Congestion Relief and Transportation Demand Management Call for Projects Grants</li> <li>• Regional Transit Connections Call for Projects Grants</li> </ul>	Annual
Local	C/CAG Transportation Development Act (TDA) Call for Projects Lifeline Transportation Program Transportation Development Act 3 (TDA 3)	Bi-Annual, February and November
Local	City funding programs, including: <ul style="list-style-type: none"> <li>• Transportation Impact Fees</li> <li>• Development Conditions of Approval</li> <li>• General Funds</li> </ul>	Ongoing
Regional	MTC Grant Programs and Funding Measures	Varies
State	Transit & Intercity Rail Capital Program (TIRCP)	Semi-Annual, Varies
State	Clean California Local Grant Program	Annual, May
State	Clean California Direct Transit Program	Annual, August
Federal	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program	Annual, February
Federal	FTA Discretionary Grant Program	Varies
Federal	Community Block Grants	Annual, through MTC

Source: SamTrans 2024.

## Next Steps

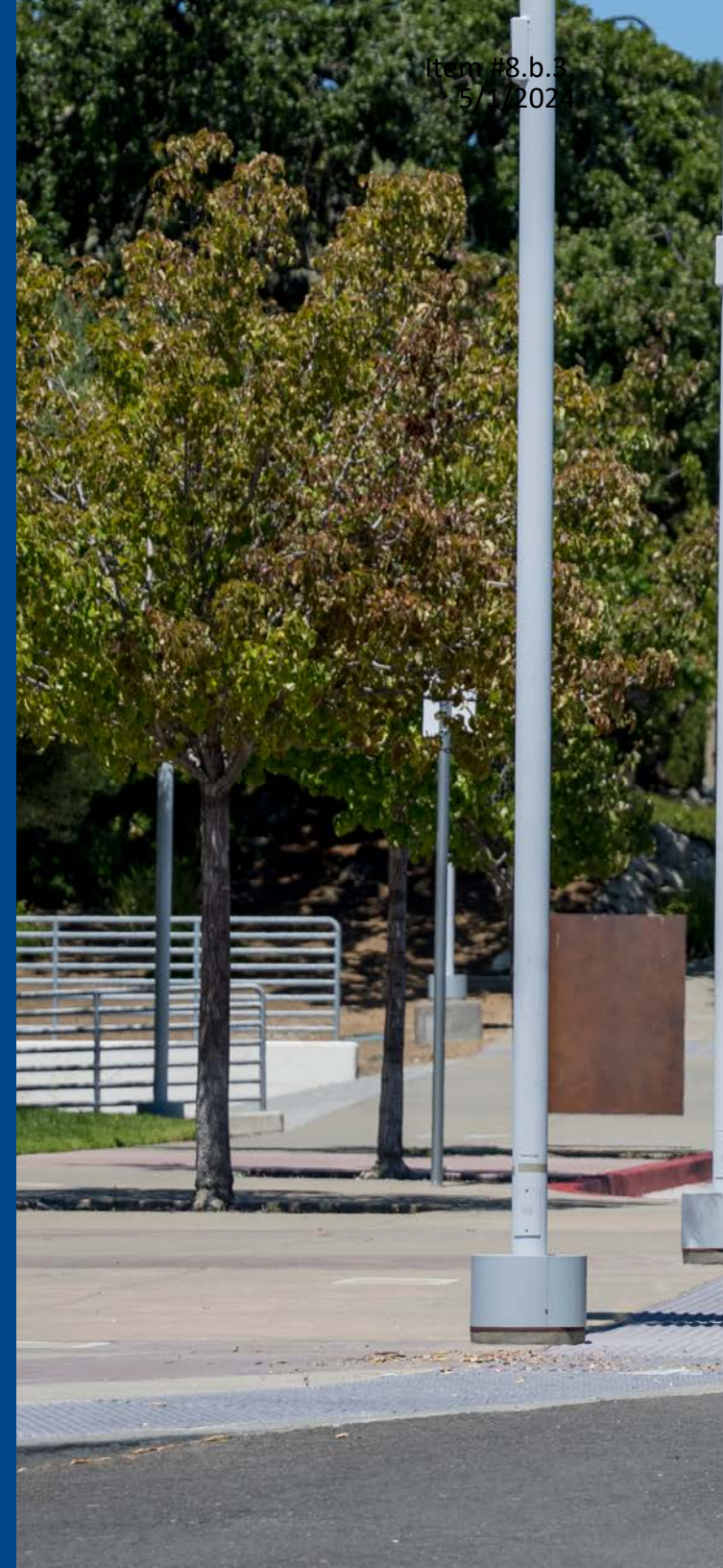
In the coming years, SamTrans staff and leadership will need to exercise several key steps to implement the recommended bus stop improvements:

- Provide regular monitoring on BSIP progress through biennial progress reports to the SamTrans Board of Directors and Executive Team.
- Allocate necessary funding (and/or secure grants) for design, permitting, and construction of near-term investments beginning in Fiscal Year 2025.
- Determine desired staffing approach (predominately in-house or relying on contractor support) and begin hiring.
- Procure new shelter and amenity designs.
- Secure permitting and construct near-term investments within the next three to five years.
- Work with city partners and champions to identify potential overlapping projects and combined funding streams.
- Within three to four years, develop an updated investment strategy for longer-term investments to provide a seamless transition to the next batch of improvements once near-term investments are complete.
- Conduct regular check-ins with SamTrans facilities and implementation staff to update bus stop inventory and dashboard



# Appendices

- Appendix A – Existing Conditions Memo
- Appendix B – Engagement Summaries
- Appendix C – 2023 SamTrans Bus Stop Design Guidelines
- Appendix D – Amenity Recommendations Memo
- Appendix E – Prioritization Methodology Memo
- Appendix F – Implementation Plan Memo











# Bus Stop Improvement Plan (BSIP)

Item #8.b.3.  
5/1/2024



Board of Directors – May 1, 2024  
Daniel Shockley, Principal Planner

# BSIP: A Landmark Project

A historic, milestone customer experience project for SamTrans riders.

- Study conducted 2022-2024
- Systemwide needs analysis of over 1,800 stops
- Updated Bus Stop Design Guidelines
- Recommends near-term bus stop improvements valued at **\$53 million** to be funded with local funds along with competitive grants over the next 3-5 years.



# Public/Stakeholder Feedback

- Welcomed public & stakeholder input on the draft final Bus Stop Improvement Plan late March to mid-April
- Twelve comments received in total
- Mostly specific inquiries about report content
- Highlights:
  - *“I support upgrades to all stops. Every stop should have a bench, a shelter, a light, and a bus line map”*
  - *“The overall plans look good - the priorities to me for bus stops are: sheltered stop, seating at stop, real time bus arrival information”*
  - *“As a stakeholder in the BSIP process, Stanford Transportation is pleased to see that SamTrans Bus Stop Design Guidelines are aligned with Stanford Transportation’s Bus Stop Guidelines.”*

# Overview of Systemwide Amenity Needs

*Based on the minimum recommended amenities for each stop category, SamTrans bus stops systemwide should receive about:*



**330**

New shelters across the system, **double** compared to existing

**650**

New shade structures

**580**

New benches or simme-seats

**1,200**

New service maps And schedules

**1,200**

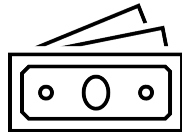
New real-time Information signs

# Near-Term Capital Investment

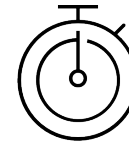
*The recommendation of BSIP is to move a near-term package of amenities into the site-specific engineering review phase, including:*



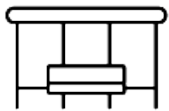
**220+**  
Stops



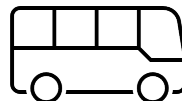
**\$50M+**  
Value



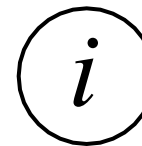
**3-5 Years**  
Plan Delivery Goal



Approx.  
**170**  
New shelters



Approx. **75**  
New bus bulbs/  
boarding islands



Approx. **195**  
New digital real-time  
information signage

*The near-term plan includes mostly high-priority stops, with a smaller amount of locally-important stops.*

# Near-Term Implementation Approach

- Goal to deliver the near-term improvements within 3-5 years
- Near-term improvements are spread throughout San Mateo County, with an emphasis on high ridership/high impact stops
- Next, SamTrans will lead engineering-level site review, checking for:
  - Availability of utilities (e.g., power for large real-time signage)
  - Precise measurement of sidewalk width
  - Presence/absence of obstructions (e.g., poles, trees, driveways)
  - Others
- Site review may require changes to some recommendations
  - SamTrans will work with the cities to identify preferred path forward

# Wrapping Up BSIP





Item #8.b.3.  
5/1/2024

# Thank You



Please email [shockleyd@SamTrans.com](mailto:shockleyd@SamTrans.com) with any questions.



**San Mateo County Transit District  
Staff Report**

To: Strategic Planning, Development, and Sustainability Committee  
Through: April Chan, General Manager/CEO  
From: Josh Mello, Executive Officer, Planning and Development  
Subject: ***Reimagine SamTrans* Implementation Update**

**Action**

There is no action associated with this informational update.

**Significance**

Staff will present an update on the scope of service changes planned to take effect on August 4, 2024. These changes constitute the fourth, and final, planned phase of *Reimagine SamTrans* implementation. The presentation will cover two sets of upcoming service changes: 1) service enhancements already approved by the San Mateo County Transit District (District) Board of Directors (Board) in March 2022 as part of the *Reimagine SamTrans* final network, and 2) a new set of proposed changes that deviate from the approved plan but are responsive to more recent travel patterns and trends. The proposed changes are budget neutral compared to the network approved.

The previously approved *Reimagine SamTrans* service enhancements to be implemented in August include:

- Improved frequency on seven routes on weekdays (routes FCX, 250, 260, 276, 278, 295, 296)
- Improved frequency on eight routes on weekends (routes 110, 141, 250, 251, 260, 276, 295, 296)
- Return of one route (route 118) and launch of two new routes (route names under development)
- Minor frequency or service span adjustments on three routes (routes 120, 130, 294)

The new service changes proposed to be implemented in August include:

- Routing and bus stop changes affecting the following routes: 118, 120, 121, 249, 292, 397, FCX, EPX
- Modified service hours on the following routes: 85, 278, 296/296 Owl

### *Public Input Period*

Staff are seeking rider and public input on the new proposed service changes during the period from April 19 through May 10. Detailed information on the proposed service changes can be found on [www.samtrans.com/reimagine](http://www.samtrans.com/reimagine) or by calling the SamTrans Customer Service team.

The public may provide input using the following methods, which are available in multiple languages to accommodate multilingual riders:

- Take a survey available on [www.samtrans.com/reimagine](http://www.samtrans.com/reimagine)
- Call SamTrans Customer Service at 1-800-660-4287
- Email comments to [reimagine@samtrans.com](mailto:reimagine@samtrans.com)

Public input was also invited at the Citizens Advisory Committee meeting held on April 24, 2024, and at this May 1, 2024 Board meeting.

Staff will review and consider all comments received before finalizing the proposed set of service changes by June 2024. An initial Title VI screening was undertaken to evaluate the impact of the proposed service changes; the screening showed no anticipated disproportionate burden/disparate impact. A formal Title VI evaluation will occur in Fall 2024 and be brought to the Board for review and approval.

### **Budget Impact**

There is no budget impact associated with this information update.

### **Background**

In June 2019, District launched a Comprehensive Operational Analysis known as *Reimagine SamTrans*. *Reimagine SamTrans* culminated in Board adoption of a recommended bus network redesign based on analysis of existing conditions/data analysis, travel markets, market research, stakeholder input, operator feedback, and three rounds of rider/community outreach.

The *Reimagine SamTrans* process solicited three rounds of public input. During the final round of outreach, conducted from October 7 to November 8, 2021, extensive efforts were made to collect feedback from riders and stakeholders on the draft Recommended Network's proposed route changes, and more than 1,100 written pieces of input were received. A public hearing was held at the November 2021 Board meeting, during which 16 members of the public provided comments on the proposed changes.

Anchoring the final Recommended Network is a Service Policy Framework that is used by staff as the guidebook for how SamTrans bus service is designed, allocated, and measured. The District Board took action to adopt the *Reimagine SamTrans* plan, the redesigned bus network and the Service Policy Framework at its March 2022 meeting.

Three phases of implementation of the new *Reimagine SamTrans* plan have occurred since the plan's adoption (in August 2022, June 2023, and February 2024).



Item #8.b.4.  
5/1/2024

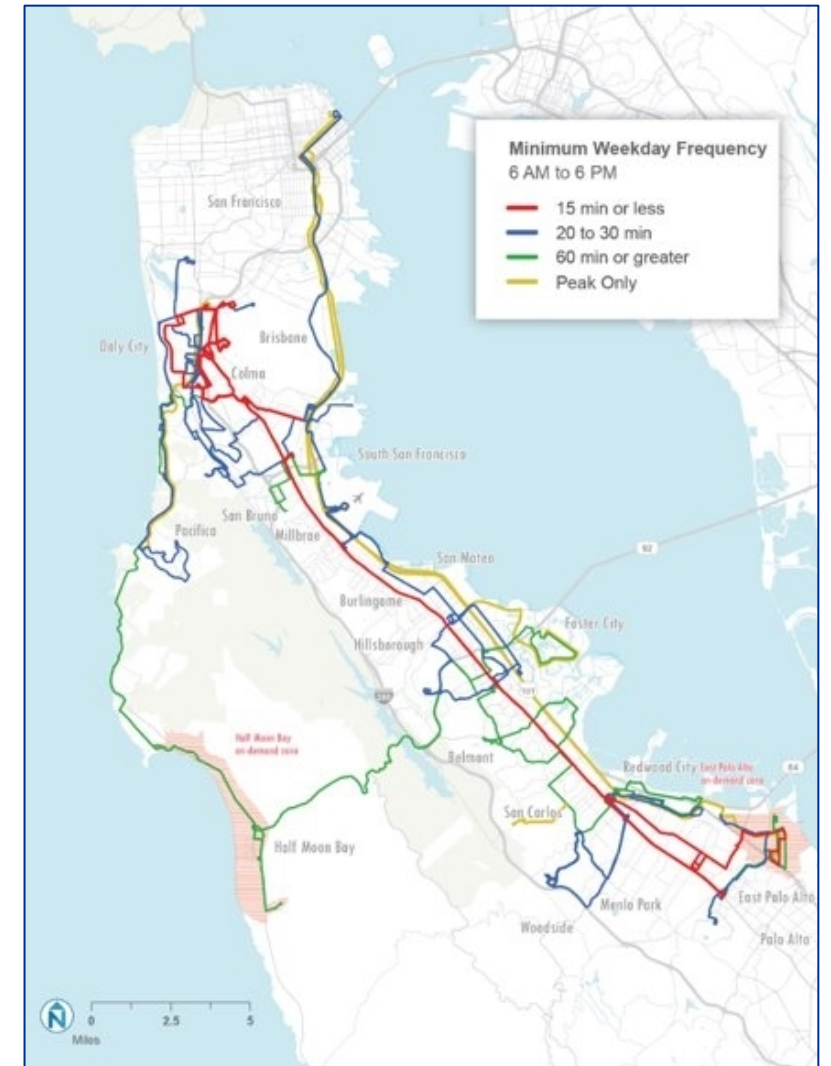
# Reimagine SamTrans Phase 4 Implementation



SamTrans Board of Directors – May 1, 2024

# Completing *Reimagine SamTrans*

- Fourth and final phase of *Reimagine SamTrans* implementation takes effect August 4, 2024
- Most exciting and impactful set of service changes - delivering the bulk of the frequency and access improvements to customers!
- After implementation, SamTrans' network will have:
  - Approximately 12% increase in in-service hours compared to *pre-Reimagine SamTrans* (Jan 2019)
  - Approximately 15% increase in District operator workforce
  - More frequent service on 15 routes – bringing 185,000 more residents and 125,000 more jobs within a 5-min walk of frequent service
  - Two new on-demand service areas
  - Service to new destinations, at more times, on more days of the week



# Phase 4: Summary of Changes




Phase 4 service changes will take effect August 4, 2024

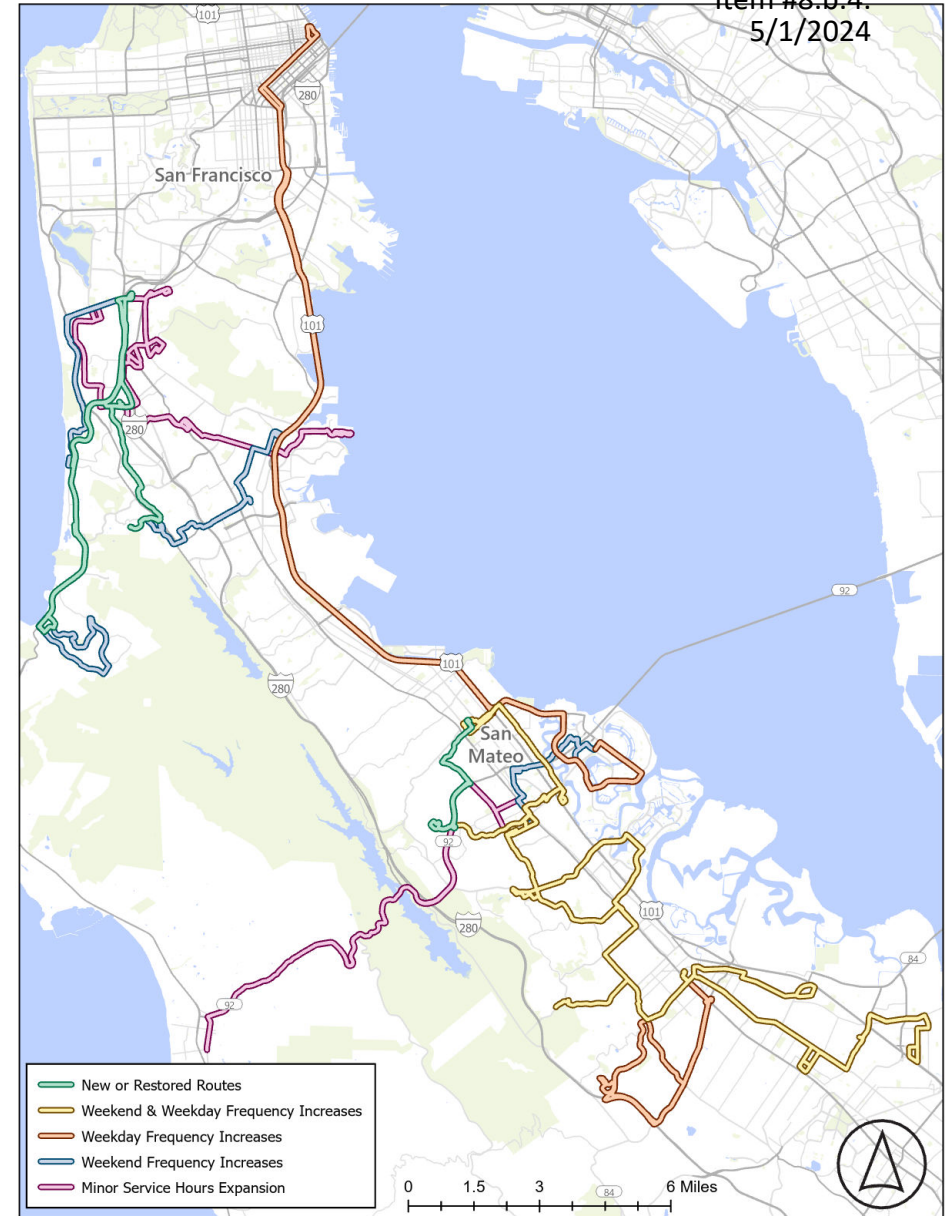
Approved in 2022	New Proposals	Typical for August
<ul style="list-style-type: none"> <li>• Improved frequency on 7 routes on <b>weekdays</b> <ul style="list-style-type: none"> <li>○FCX, 250, 260, 276, 278, 295, 296</li> </ul> </li> <li>• Improved frequency on 8 routes on <b>weekends</b> <ul style="list-style-type: none"> <li>○110, 141, 250, 251, 260, 276, 295, 296</li> </ul> </li> <li>• Return one route and launch two new routes                             <ul style="list-style-type: none"> <li>○118 (return), new routes with names under development</li> </ul> </li> <li>• Minor frequency or service span on three routes                             <ul style="list-style-type: none"> <li>○120, 130, 294</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Routing changes                             <ul style="list-style-type: none"> <li>○118, 120, 121, 249</li> <li>○Downtown SF: FCX, EPX, 292, 397</li> </ul> </li> <li>• Modified service allocation                             <ul style="list-style-type: none"> <li>○85, 278</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Return school-oriented service                             <ul style="list-style-type: none"> <li>○Bell time surveys due April 15</li> </ul> </li> <li>• Schedule adjustments to improve OTP</li> </ul>



# Approved Changes




## What does this mean for customers?

-  Launch two new routes and restore one route
-  Service more often on weekdays and weekends on 11 routes
-  Longer span on three routes



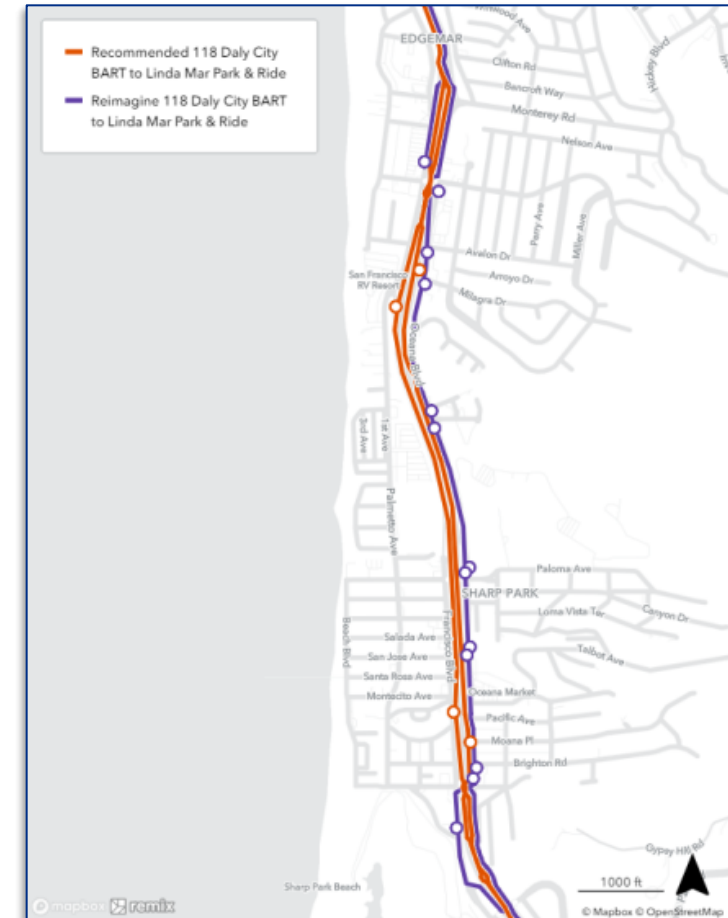
# New Service Change Proposals

## What does this mean for customers?

-  Proposed routing changes on eight routes  
Routes 118, 120, 121, 249 (new), 292, 397, FCX, EPX
-  Modified allocation of service hours on three routes  
Routes 120, 130, 294
-  Cost Neutral compared to service approved with Reimagine SamTrans

# New Proposal – Route 118

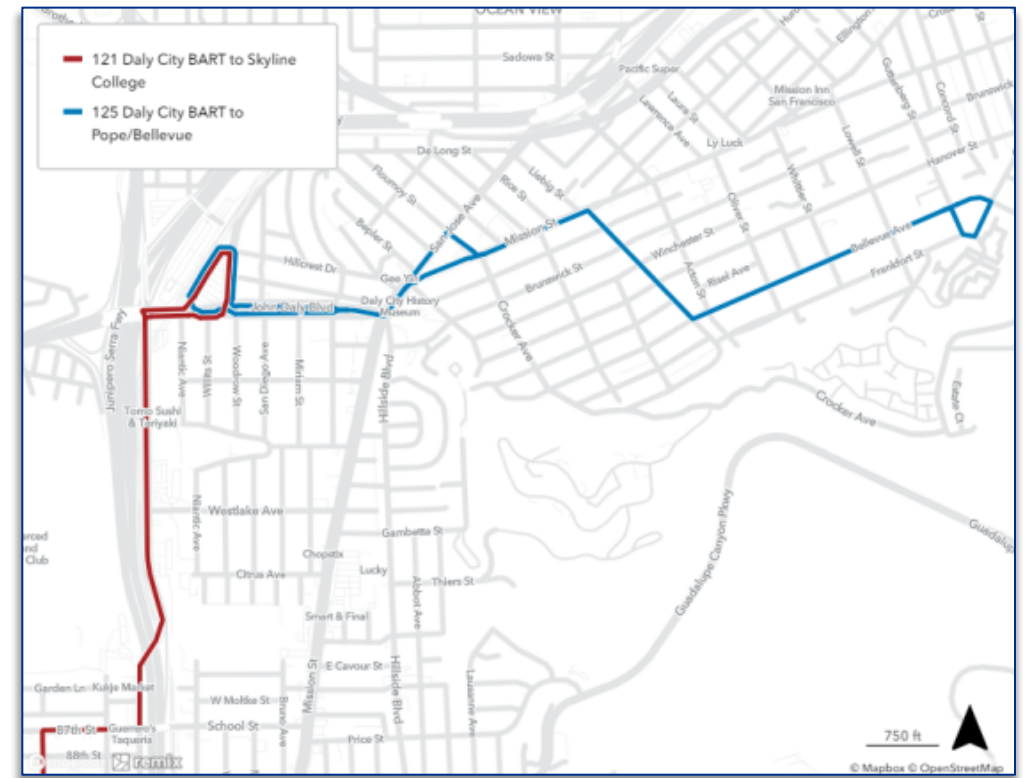
- Route 118 designed to provide faster, limited stop service between Pacifica/Linda Mar and BART in Daly City
- Route 118 as last operated duplicated Route 110 on Oceana Blvd.
- **Proposal:** Realign Route 118 to use Highway 1 and Highway 1 bus stops to speed up service compared to Route 110





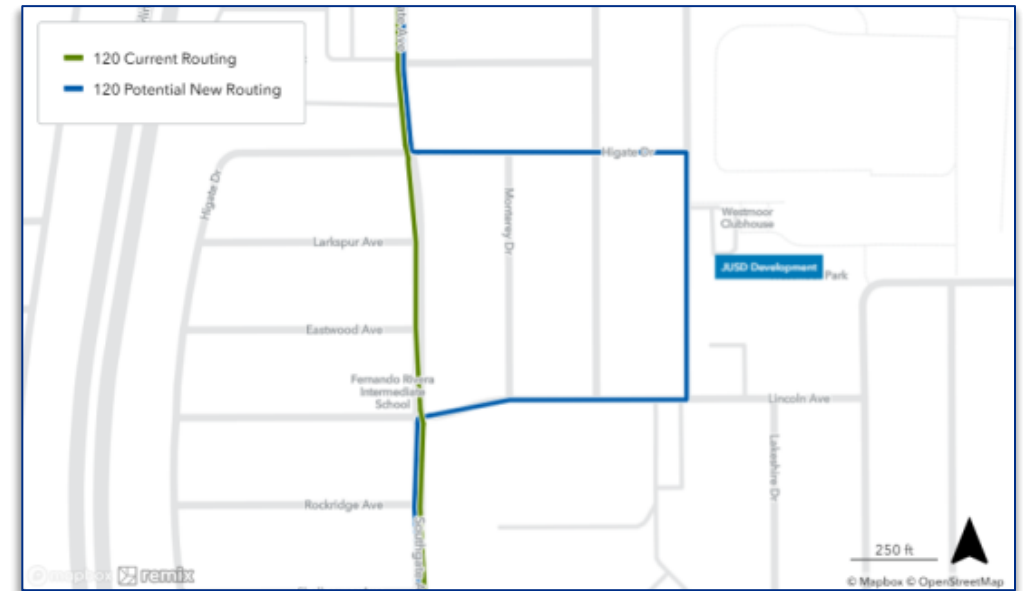
# New Proposal – Route 121

- Bus operators lack restroom access at Route 121's terminal at Mission Hills Park in Daly City
- Efforts to install temporary or permanent restrooms have been unsuccessful
- **Proposal:** Uncouple segment of Route 121 east of Daly City BART to create a new route that starts/ends at Daly City BART
  - Separate route, same access
  - No change to stops, frequency, service span
  - Transfer required; scheduled to meet 121 at Daly City BART
  - Customer impact: 50 riders on weekend days, 90 on weekdays



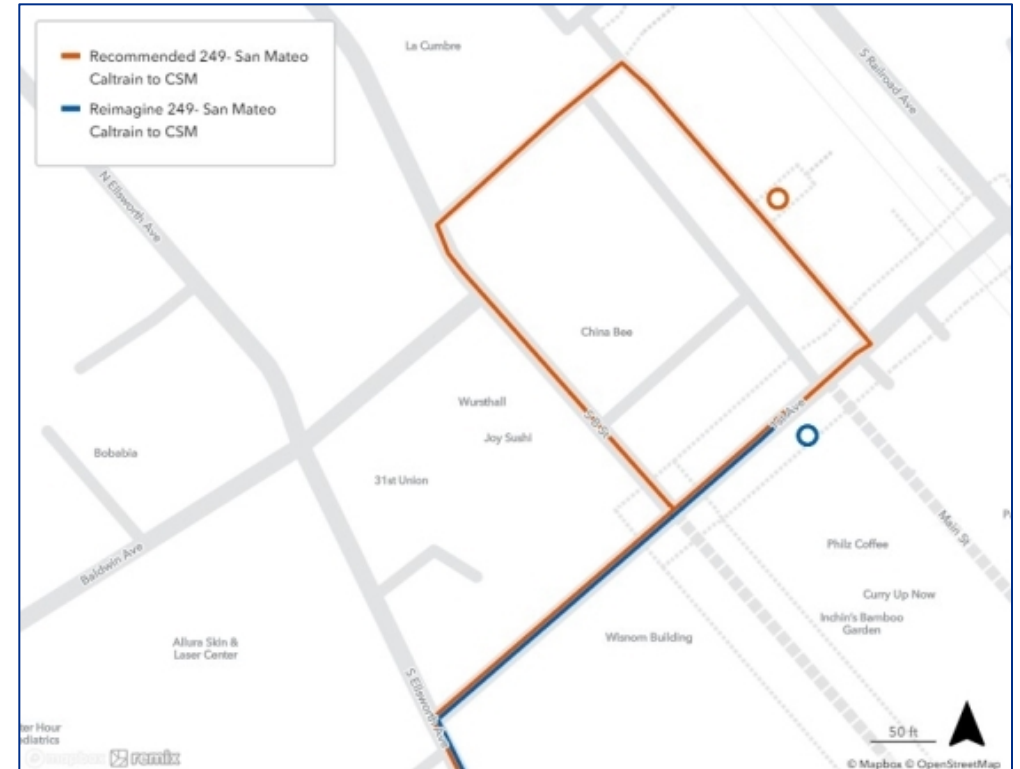
# New Proposal – Route 120

- **Proposal:** Realign Route 120 to better serve new JUHSD facility with offices, special education services, employee housing
- No change to route access for existing riders
- Adds 0.4 miles and about three minutes travel time



# New Proposal – Route 249 (new)

- New route to launch in August 2024
  - Route name under development
- Proposed minor routing change to what was approved in *Reimagine SamTrans* network
- Change allows for better access to & customer transfers at San Mateo Caltrain station



# New Proposal – Downtown SF

- Opportunity to consolidate all routes at Salesforce Transit Center in downtown SF
  - Two options under consideration:
    - Passenger loading & bus layover (approx. cost \$254,000 per year)
    - Bus layover only (approx. cost \$54,000 per year)
  - Would affect routes 292, 397, FCX and EPX
- Benefits include:
  - Consolidated layover location with restroom and break space for bus operators
  - Enhanced waiting facilities for riders, including security, lighting, shelter, Clipper card vending machines, food and retail
  - Improved access to regional transit services



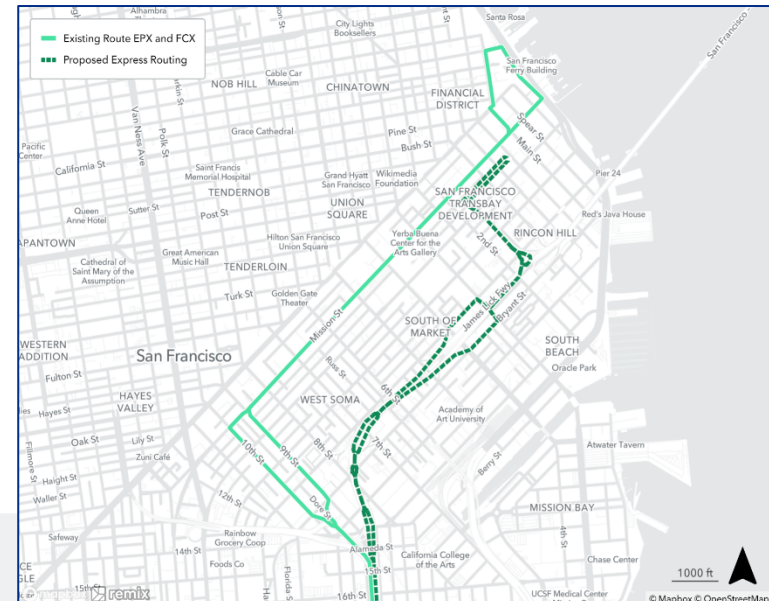
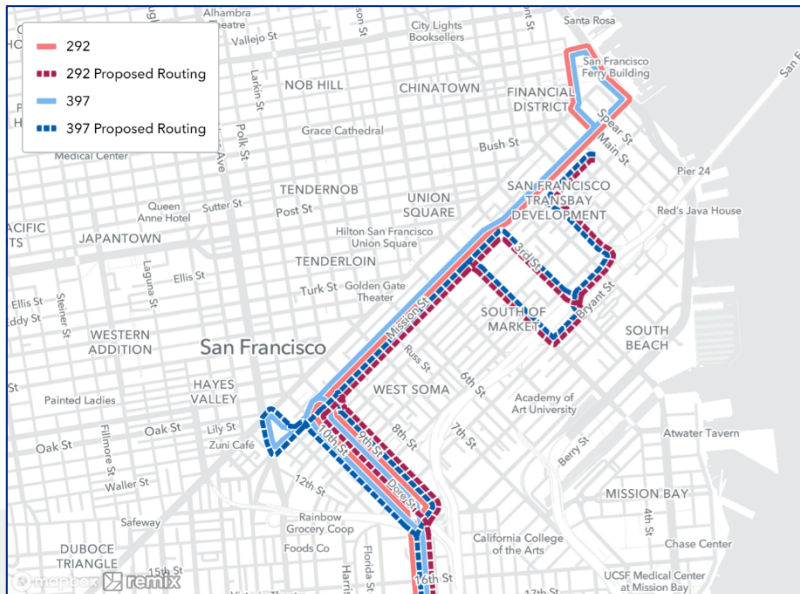
# New Proposal – Downtown SF

## Routes 292 and 397

- No stops east of 2<sup>nd</sup> Street
- All existing stops within 10-minute walk/roll of Salesforce Transit Center
- Use of bus-only lanes on 3<sup>rd</sup> and 4<sup>th</sup> Streets

## Routes FCX and EPX

- No stops on Mission Street, only stop in downtown SF is SF Transit Center
- Routes more directly access Transit Center from US-101



# Other New Proposals

- **Route 278**
  - Approved: Increase frequency in AM peak only
  - Recommended: Increase frequency in peak hour in peak direction for both peaks
- **Route 85**
  - Approved: Operate only PM trip
  - Seeking public input and clarification on stakeholder desire for an AM trip or PM trip
- **Routes 296 & 296 Owl**
  - Recommended: Transfer morning trips after 6 AM and early evening trips before 8:30 PM currently operated as 296 Owl trips to regular 296 trips/alignment
  - Customers would need to transfer to Route 281 to reach Palo Alto Caltrain station; this aligns with expanded morning & evening frequency on route 281 already in effect



# Seeking Public Input

- Seeking public input on the proposed service changes not approved in 2022
- Open public comment period April 19-May 10
- Ways to learn more and tell us what you think:
  - Visit [www.samtrans.com/reimagine](http://www.samtrans.com/reimagine) to read about the proposals and take survey
  - Call SamTrans customer service at 1-800-660-4287
  - Email [reimagine@samtrans.com](mailto:reimagine@samtrans.com)



# Next Steps

## May 2024

- Review and consider all public input
- Finalize service change package for August implementation



## June-July 2024

- Execute runbook implementation process
- Customer marketing, communications



## August 2024

- Launch service changes August 4, 2024
- Monitor implementation for revisions needed



## Sept-Dec 2024

- Conduct formal Title VI service and fare equity analysis, including Board adoption
- Develop Key Performance Indicators for ongoing service evaluation





# Thank You

Item #8.b.4.  
5/1/2024





**BOARD OF DIRECTORS 2024**

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

APRIL CHAN  
GENERAL MANAGER/CEO

## Agenda

### Legislative Committee Committee of the Whole

### San Mateo County Transit District

**Wednesday, May 1, 2024 – 3:00 pm**

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

- |        |   |               |
|--------|---|---------------|
| 8.c.1. | Call to Order   |               |
| 8.c.2. | Approval of Minutes of the Legislative Committee Meeting of April 3, 2024 | Motion        |
| 8.c.3. | State and Federal Legislative Update                                      | Informational |
| 8.c.4. | Adjourn   |               |

**Committee Members: Peter Ratto (Chair), Jeff Gee, 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**

**April 3, 2024**

Committee Members Present: J. Gee, R. Medina (left at 4:51 pm)

Committee Members Absent: P. Ratto (Chair)

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

Other Board Members Absent: None

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

**9.d.1. Call to Order**

Committee Member Jeff Gee called the meeting to order at 4:27 pm.

**9.d.2. Approval of Minutes of the Legislative Committee Meeting of March 6, 2024**

Motion/Second: Medina/Mueller

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

Noes: None

Absent: Ratto

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

Jessica Epstein, Director, Government and Community Affairs, discussed Senate Bill (SB) 1031, a consolidation bill that seeks to control all the transit agencies in the nine-county Bay Area.

Director Ray Mueller asked what in the bill is salvageable. Ms. Epstein said they are working with MTC (Metropolitan Transportation Commission) regarding consolidation that should be acceptable. She said the amendment would save transit agencies from a fiscal cliff. Director Mueller said he felt they would oppose the bill unless certain amendments are made.

Public Comment:

Adina Levin said it is important to have funding to keep regional services running. She said having an “oppose unless” position may make it more difficult to work with legislators in a good-faith position.

Gina Papan said that transit operators need to have funding for the next several years. She said with the bill, there is no guarantee that distribution to all the jurisdictions would be equitable.

Director Josh Powell said 90 percent of SamTrans riders are local riders and are unlikely to receive support from non-local legislators. He said he opposed the bill.

Director Rico Medina said he favored oppose unless amended.

Director David Canepa said that since this is a nine-county bill, his greatest concern was return to source. He said he supported the bill with appropriate amendments. He said other agencies are not run very well and that all operators should be held accountable.

*Director Rico Medina left the meeting at 4:51 pm.*

Chair Marina Fraser said she was opposed to the bill since it was not fair to San Mateo County.

Director Marie Chuang said there would be little money coming to SamTrans with the bill. She supported amending the bill.

Director Brooks Esser proposed a different type of consolidation – perhaps from an IT function as opposed to operational functions.

Director Josh Powell said he favored exploring how to work better with the other transit agencies in the region.

Ms. Chan said SB 125 is being led by the state’s transportation secretary.

Public Comment:

Geoff S. said he did not believe anyone’s current service would get worse as a result of a consolidation.

Director Mueller said the Board’s position on the bill should be oppose unless amended.

Committee Member Gee said that it is important to work with the bill authors on the amendment. He said SamTrans should provide a strongly worded statement to MTC. He said it was not fair to hold up funding for well-run agencies

The Board voted to have staff prepare a strongly worded letter going to MTC and/or legislators to oppose SB 1031 unless amended.

Motion/Second: Fraser/Mueller

Ayes: Chuang, Esser, Fraser, Gee, Mueller, Powell

Noes: None

Abstentions: Canepa

Absent: Medina, Ratto

Michaela Wright Petrik, Government and Community Affairs Officer, provided a summary of federal and state legislation.

On the federal side, she said Congress had wrapped up the 2024 appropriation process. She said President Biden released his proposed budget on March 11. At the state level, she said the House is hearing bills under the April 26 deadline. She said the state released a “shrink the shortfall” budget in early March.

**9.d.4. Adjourn**

The meeting adjourned at 5:09 pm.

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

DRAFT

**San Mateo County Transit District  
Staff Report**

To: Legislative Committee  
Through: April Chan, General Manager/CEO  
From: Jessica Epstein, Director, Government and Community Affairs  
Subject: **State and Federal Legislative Update**

**Action**

Staff proposes the Committee recommend the Board receive the attached federal and state Legislative Updates.

**Significance**

The 2024 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: Michaela Wright Petrik    Government and Community    650-730-4951  
   Affairs Officer

## **SamTrans Federal Report April 2024**

### SamTrans D.C. Visit Recap

- SamTrans leadership visited Washington, D.C., during the month of April to visit with federal decision-makers and participate in the American Public Transportation Association's annual D.C. conference.
- During a visit with the Federal Transit Administration (FTA), SamTrans connected with senior leadership, including Executive Director Matt Welbes. The meeting provided SamTrans with an opportunity to brief the officials on their work, in addition to providing an overview of their recent federal grant applications.
- On Capitol Hill, the team met with Eric Lukoff, a senior staffer in the Office of Rep. Kevin Mullin (D-CA). This allowed SamTrans to brief the office on community project funding, their work, and deepen their relationship with Rep. Mullin's team.
- SamTrans also visited the Offices of Senators Alex Padilla and Laphonza Butler to discuss relevant federal opportunities.

### *Congressional Update*

#### Change in Appropriations Committee Leadership

- House Appropriations Committee Chair Kay Granger (R-TX) officially stepped down from her position as House Appropriations Committee Chair, urging Republicans to swiftly elect her successor. Granger, who will not seek reelection next year, aims to complete her term in the House and transition into a "Chair Emeritus" role.
- Granger's decision follows the House's passage of a significant \$1.2 trillion funding package, addressing funding needs for the fiscal year that began five months ago. This likely marks her final major spending agreement as Congress heads toward a presidential election. Anticipating the ongoing work on spending bills for the next fiscal year, Granger emphasized the importance of a smooth transition.
- Out of a handful of candidates, Rep. Tom Cole (R-OK) was elected as Chair of the Committee, officially replacing Rep. Granger. Before serving as Chair of the full Committee, Rep. Cole was Chair of the Transportation-HUD Appropriations Subcommittee. The new Chairman has vowed to prioritize fiscal responsibility while

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addressing critical national needs. Replacing Cole as Chair of the Transportation-HUD Subcommittee is Rep. Steve Womack (R-AR).

## Senate Votes Down Bill to Block Biden EPA Tailpipe Rule

- Last week, the Senate failed to advance a bill ([S. 4072](#)) that would undo the Environmental Protection Agency's new light-duty vehicle emissions rule. The bill failed 52-46, with Senator Kyrsten Sinema (I-AZ) voting with Republicans and a group of vulnerable Senate Democrats.
- Proponents of the bill argue that the rule stifles consumer choice. Those who voted against it cited the environmental benefits of stricter tailpipe rules.
- Despite bipartisan support for the bill in Congress, President Biden announced he would veto any legislation aimed at reversing the rule released by EPA.

## *Administration Update*

### DOT Announces Nearly \$45 Million in New Funding to Improve Bicycling/Pedestrian Safety

- On March 19, DOT announced \$44.5 million in available funding through their new Active Transportation Infrastructure Investment Program (ATIIP), created through the Bipartisan Infrastructure Law (BIL). The ATIIP program was created to strengthen and improve bicycling/pedestrian networks (including trail networks), and access to public transit nationwide.
- This grant program is available to state, local, and tribal governments, as well as metropolitan planning organizations (MPOs). Applicants can apply for more than one grant. All applications are due by June 17, 2024. Additional information about ATIIP is available [here](#).

### DOT Announces Over \$5 Billion in Available for Significant Infrastructure Projects

- On March 28, DOT announced \$5.1 billion in funding through their Mega, Rural, and INFRA programs. These programs are some of the largest competitive grant opportunities funded by the Infrastructure Investment and Jobs Act (IIJA).
- The Mega program includes \$1.7 billion in available funding to invest in large, complex projects difficult to fund through other federal grant programs. An example of a Mega project includes a highway or bridge project on the National Multimodal Freight Network. The INFRA program includes \$2.7 billion in available funding to support multimodal freight/highway projects of regional significance to improve safety/accessibility. Examples of INFRA projects include a freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure



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project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility.

- All applications are due by May 6, 2024. For more information, please refer to the [Mega](#) and [Infra](#) announcements via Grants.gov.

## FTA Finalizes Updated Public Transportation Agency Safety Regulations

- On April 9, FTA announced a final rule updating the agency's [Public Transportation Agency Safety Plans \(PTASP\) regulation](#), as well as the [National Public Transportation Safety Plan](#). This is the first major update to the PTASP regulation.
- The updated PTASP regulation increases the role of frontline transit workers in safety, specifies requirements for safety committees transit agencies are required to establish under the Bipartisan Infrastructure Law (BIL), and requires transit agencies to include de-escalation training for frontline transit workers and minimize exposure to infectious diseases.
- The updated National Public Transportation Safety Plan includes best practices for transit agencies to improve safety performance in response to major transit accidents/injuries and incorporates BIL provisions for risk-based approaches to reducing said injuries or fatalities on public transit.

## DHS Releases FY24 Transit Security Grant Program

- The Department of Homeland Security (DHS) released the notice of funding opportunity (NOFO) for the FY24 Transit Security Grant Program (TSGP). This program provides funding to transit agencies to protect critical surface transportation infrastructure and the traveling public from acts of terrorism.
- Examples of recent TSGP accomplishments include jurisdictions increasing their mass notifications and critical incident management systems, enabling organizations and communities to send emergency alerts and share critical information through multiple channels (e.g., text message, email, voice, desktop, social media) quickly and effectively. Examples of TSGP accomplishments include organizations providing surge support (law enforcement personnel) for special events and tunnel hardening.
- All applications are due June 24, 2024, with approximately \$83 million in available funding.

## DOT Announces PROTECT Awards

- On April 11, DOT [announced](#) \$829.6 million in competitive grants in the first round of funding under the new PROTECT grant program. This new program funds projects to improve infrastructure's resiliency against natural disasters and extreme weather.

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- Under PROTECT, four types of projects are eligible for funding: Planning Grants, Resilience Improvement Grants, Community Resilience and Evacuation Routes, and At-risk Coastal Infrastructure. As of the recent award announcement, the majority of the awards distributed were for Resilience Improvement Projects.
- Examples of PROTECT-eligible projects are investments in public transportation infrastructure that increase resiliency against extreme weather.

### *Round-Up of Open Grant Opportunities*

- [Buses and Bus Facilities Program](#). \$390 million available. All applications due April 25, 2024
- [Low- or No-Emission Program](#). \$1.1 billion available. All applications due April 25, 2024.
- [Mega Grants](#). \$1.7 billion available. All applications due May 6, 2024.
- [INFRA Grants](#). \$2.7 billion available. All applications due May 6, 2024.
- [Safe Streets and Roads for All](#). \$1.2 billion available. All implementation applications due May 16, 2024.
- [Consolidated Rail Infrastructure and Safety Improvements Grant Program](#). \$2.3 billion available. All applications due May 28, 2024.
- [Active Transportation Infrastructure Investment Program](#). \$44 million available. All applications due June 17, 2024.
- [Fiscal Year 2024 Transit Security Grant Program](#). \$83 million available. All applications due June 24, 2024.



April 17, 2024

TO: Board of Directors, San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – May 2024**

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### ***General Update***

At the start of every legislative year, California legislators introduce hundreds of "spot bills" that indicate the Legislature's intent to amend statute or that would make non-substantive changes to state law. These spot bills are introduced to serve as vehicles for substantive language that is still being developed or reviewed by legislators, their staff, and/or bill sponsors.

This year, the deadlines for spot bills to be amended in the Senate and Assembly to include substantive language so they may be referred to policy committees were March 20 and March 11, respectively. Following these deadlines, substantive amendments to these spot bills began to come into print and these amended spot bills, some of which impact public transit agencies, add to the already hundreds of bills introduced in February. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

### ***Governor and Legislature Reach Agreement on Early Action Budget Plan***

On April 4, Governor Newsom, Senate President pro Tempore Mike McGuire, and Assembly Speaker Robert Rivas announced an agreement on roughly \$17 billion in early actions to *"significantly reduce the existing [budget] shortfall and best position California to responsibly address the budget in June."*

The agreement includes:

- \$3.6 billion in reductions (largely to one-time spending);
- \$5.2 billion in revenue and borrowing;
- \$5.2 billion in delays and deferrals; and
- \$3.4 billion in expenditure shifts from the General Fund to other state funds, including the Greenhouse Gas Reduction Fund.

Importantly, the agreement preserves the state's commitment to provide the full balance of the \$4 billion for the population-based Transit and Intercity Rail Capital Program (commonly referred to as AB 102 / SB 125 funding). However, like the Governor's proposed budget released in January, it delays the appropriation of \$1 billion of the \$4 billion program by one fiscal year.

The agreement does not impact the \$1.1 billion approved in the FY 2023-24 budget for the Zero-Emission Transit Capital Program.

The above analysis notwithstanding, it is worth noting that the agreement provides the Department of Finance with the ability to suspend the authority to expend any one-time funding provided in the Budget Acts of 2021, 2022, or 2023. No additional details on this authority are available at this time.

The main elements of the agreement went into print over the weekend as [SB 106 \(Wiener\)](#) and [AB 106 \(Gabriel\)](#) and were passed by the Legislature on April 11 as AB 106.

AB 106 was signed by Governor Newsom on April 15.

As AB 106 makes adjustments to the Budget Acts of 2022-23 and 2023-24, but does not advance funding for the Fiscal Year 2024-25, it does not include the \$1 billion appropriation for the formula based TIRCP.

### ***CalSTA Holds Third Transit Transformation Task Force Meeting***

On Monday, April 15, the third Transit Transformation Task Force meeting was held in San Diego, CA. On Friday, April 5, CalSTA distributed the agenda to be referenced during the meeting, which included the following substantive discussion topics among others:

- Discussion of transit availability by geography and trip purpose; and
- Discussion of customer goals, metrics, and changes required to enable transformational increase in ridership.

The objective of this meeting was to discuss customer experiences and expectations and translate them into actionable goals. That said, the Task Force reviewed aspirational goals for transforming transit and began a discussion on policy and funding “enablers” necessary to establish a foundation for transit’s success. The next meeting is scheduled to take place on June 17 in San Francisco.

### ***CalSTA Releases Draft Guidelines for TIRCP Cycle 7***

On March 12, the California State Transportation Agency released the [draft guidelines for Cycle 7 of the Transit and Intercity Rail Capital Program \(TIRCP\)](#) for public and legislative review.

Comments on the draft guidelines are due no later than April 18. CalSTA expects to release final program guidelines and a call for projects on April 23.

### ***Bills with Positions***

#### **SB 1031 (Wiener and Wahab) Bay Area Transportation Regional Measure/Transit Consolidation – OPPOSE UNLESS AMENDED**

A combination of what was previously SB 925 (Wiener) and SB 926 (Wahab), this bill is the vehicle of the authorization legislation for the Bay Area regional transportation funding measure and includes requirements for a transit consolidation study. SB 1031 includes various revenue mechanisms (sales tax, employer tax, vehicle fees, property related fees) and identifies the funding priorities for the revenue generated from the measure, focusing on transit operations and transformation, safe streets and pothole repair, connectivity/mobility improvements, and climate resilience. The bill was recently amended to include some return to source provisions, with minimum funding guarantees for transit operators based on the size of the system.

SB 1031 also includes provisions for transit governance and targets for transit operations (common fare payments/structures, acceptance of a regional transit pass, a common fare transfer policy, etc.), many of which stem from recent Seamless Bay Area efforts. The bill would establish clear control for MTC over both historical transit formula funding (STA and LTF), as well new measure money, and condition access to those funds on adherence to the abovementioned governance structure and operational targets. The bill also includes a maintenance of effort provision to access regional measure funds.

On April 16, substantive SB 1031 amendments went into print, including updated provisions regarding the revenues generated from special taxes. The revenues are only to be used to fund transportation improvements in the Bay Area, and they are required to be equitably allocated throughout the Bay Area, while guaranteeing a minimum 70% return to source for each county, for the following purposes:

1. 45% of revenues allocated for transit transformation investments
  - a. Of the 45%,  $\geq 40\%$  of revenues allocated to public transit agencies for transit transformation investments [these revenues will be allocated based on the revenue generated in each county (“return to source”)]
  - b. For the return to source investments:
    - i.  $\geq \$25,000,000$  shall be apportioned to each public transit agency that provides more than 5,000,000 unlinked passenger trips per year or carries more than 25,000,000 passenger miles per year
    - ii.  $\geq \$10,000,000$  shall be apportioned to small public transit agencies in each county where those small public transit agencies provide a combined 3,000,000 unlinked passenger trips per year or greater
    - iii.  $\geq \$5,000,000$  shall be apportioned to small public transit agencies in each county where those small public transit agencies provide less than 3,000,000 unlinked passenger trips
2.  $\geq 25\%$  of revenues for investments that support safe streets
3.  $\geq 15\%$  of revenues allocated for investments supporting connectivity
4.  $\leq 15\%$  of revenues allocated to agencies for transit transformation investments, and investments in safe streets and connectivity, for the purpose of maintaining the minimum county benefit threshold, preventing service cuts and increasing ridership, or investing in other regional priorities.

### ***Bills of Interest***

#### **SB 960 (Wiener) Complete Streets/Transit Priority Projects on the State Highway System - WATCH**

On complete streets, this bill would require all transportation projects funded or overseen by Caltrans to provide complete streets facilities unless exempt pursuant to the bill. It would also require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan objective targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans’ performance report to include a description of complete streets facilities on each project. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities consistent with SHOPP asset management plan and Caltrans' most recent policy.

**SB 1325 (Durazo) Best Value Procurement – WATCH**

This bill would authorize a public entity to award contracts through a best value procurement method for the purchase of goods with a base value of \$250,000 or more as well as municipal fleets. The public entity would be required to adopt, publish, and conduct a series of procedures and guidelines for evaluating bidders. The public entity's bidder solicitation document would be required to include specific information and would direct the public entity to utilize specific scoring methods.

**AB 2892 (Low) Self-Insurance – WATCH**

This bill would establish certain requirements for drivers and all owners of a motor vehicle to qualify as a self-insurer. It would also allow transportation companies to post cash or surety bond to fulfill self-insurance requirements.

**Grants for Zero-Emission Buses and Infrastructure**

**Vehicles:**

***Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$76 million –***

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

**Current Guidelines:** Found [here](#).

**Status:** [Funding cycle remains 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 (EnergIIZE): Transit ZEV Charging/Fueling Infrastructure Funding Lane (Up to \$15 million total)*** – The EnergIIZE Transit Set-Aside Funding Lane will provide up to \$15 million available in incentives for medium- and heavy-duty electric and hydrogen fuel cell transit zero-emission vehicle infrastructure projects. It covers 75-90% of eligible infrastructure equipment and software costs up to \$2 million (standard) or \$2.8 million (equity criteria). The Transit Set-Aside pairs transit ZEV charging/fueling infrastructure funding from the California Energy Commission (CEC), with transit ZEV funding from the California Air Resources Board (CARB).

**Current Guidelines:** Fact sheet found [here](#).

**Status:** [Funding cycle opens on April 30](#)

**San Mateo County Transit District  
State Legislative Matrix 4/17/2024**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 6</a> <a href="#">Friedman D</a></p> <p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 7</a> <a href="#">Friedman D</a></p> <p>Transportation: planning: 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 4/17/2024**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 761</a> <a href="#">Friedman</a> D</p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is in Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Existing law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Existing law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 4/17/2024**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 817 Pacheco D</a></p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This bill is in Senate Rules Committee, pending referral to policy committee.</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 authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, 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 (nonemergency provisions). Existing law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to specific means by which the public may remotely hear and visually observe the meeting. This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. 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 related provisions and other existing laws.</p>	<p>Support</p>

**San Mateo County Transit District  
State Legislative Matrix 4/17/2024**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 914</a> <a href="#">Friedman</a> D</p> <p>Electrical infrastructure: California Environmental Quality Act: 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>
<p><a href="#">AB 1516</a> <a href="#">Kalra</a> D</p> <p>Labor and Workforce Development Agency: working group: minimum wage.</p>	<p>This bill is in Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment. Existing law establishes the Division of Labor Standards Enforcement under the direction of the Labor Commissioner within the Department of Industrial Relations, and requires the division to ascertain the wages paid to all employees in this state, to ascertain the hours and conditions of labor and employment in the various occupations, trades, and industries in which employees are employed in this state, and to investigate the health, safety, and welfare of those employees. This bill would require the Labor and Workforce Development Agency to convene a working group to study and evaluate topics related to the minimum wage in California. The bill would require the working group to submit to the Legislature, on or before July 1, 2025, a report that outlines recommendations for raising the minimum wage for all workers in California.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 4/17/2024**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1837</a> <a href="#">Papan D</a></p> <p>San Francisco Bay area: public transit: Regional Network Management Council.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Existing law requires the commission to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction, as specified. This bill would create the Regional Network Management Council as an 11-member council to represent the interests of its stakeholders, to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. The bill would require the commission to facilitate the creation of the council. By requiring the commission to facilitate the creation of the council, and requiring certain employees of specified local agencies to serve on the council, the bill would impose a state-mandated local program.</p>	<p>Watch</p>
<p><a href="#">AB 1870</a> <a href="#">Ortega D</a></p> <p>Notice to employees: legal services.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Existing law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee's ability to consult a licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 4/17/2024**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1879</a> <a href="#">Gipson D</a></p> <p>Electronic signatures.</p>	<p>This bill has been ordered to the Consent Calendar.</p>	<p>Existing law authorizes, in any written communication with a public entity, the use of a digital signature, which is defined, in part, as a type of electronic signature, as defined. Under existing law, a digital signature has the same force and effect as the use of a manual signature if it complies with specified requirements and the public entity elects to use a digital signature. Existing law requires, at the option of the parties, the use or acceptance of a digital signature. This bill would require, at the option of the parties, the use or acceptance of an electronic signature, including a digital signature, unless otherwise provided. Under the bill, a digital signature would also have the same force and effect as the use of a manual signature if it complies with the above-referenced requirements and the public entity's use of a digital signature is mandated. The bill would also make nonsubstantive changes to these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1890</a> <a href="#">Patterson, Joe R</a></p> <p>Public works: prevailing wage.</p>	<p>This bill has been ordered to the Consent Calendar.</p>	<p>Existing law defines the term "public works" for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Existing law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000. By creating new notification requirements for public agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1904</a> <a href="#">Ward D</a></p> <p>Transit buses: yield right-of-way sign.</p>	<p>This bill is in Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Existing law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. The bill would also authorize the yield right-of-way sign to be a static decal, and would only impose the above-described design and illumination requirements on a sign that is a flashing light-emitting diode (LED) sign.</p>	<p>Watch</p>
<p><a href="#">AB 1953</a> <a href="#">Villapudua D</a></p> <p>Vehicles: weight limits.</p>	<p>This bill is in Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing state and federal laws set specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Existing federal law prohibits the maximum gross vehicle weight of a vehicle operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power from exceeding 82,000 pounds. Existing state law, to the extent expressly authorized by federal law, authorizes a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This bill would clarify that the maximum gross vehicle weight for a near-zero-emission vehicle or a zero-emission vehicle is 82,000 pounds.</p>	<p>Watch</p>
<p><a href="#">AB 1958</a> <a href="#">Berman D</a></p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>This bill is in Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Existing law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation or project management issues.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2090</a> <a href="#">Irwin D</a></p> <p>Office of Farm to Fork: food deserts: transportation.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law creates the Office of Farm to Fork within the Department of Food and Agriculture, and requires the office, to the extent that resources are available, to work with various entities to increase the amount of agricultural products available to underserved communities and schools in the state. Existing law requires the office, among other things, to identify distribution barriers that affect limited food access and work to overcome those barriers through various actions and to coordinate with school districts and representatives to, among other things, increase the nutritional profile of foods provided in schools. This bill would require the office to also work with transportation agencies to increase the amount of agricultural products available to underserved communities and schools in the state, and to prioritize the department’s efforts in food deserts, as defined, throughout the state, especially cities and counties that are most impacted by food insecurity, as defined. The bill would require the office to work to overcome those identified distribution barriers by also facilitating partnerships between statewide, regional, and local transportation agencies to address inadequate public transportation lines in urban and rural communities, with the aim of connecting all communities to adequate and nutritional food access, as provided. The bill would require the office to coordinate with school districts and representatives to assess access to school breakfast and lunch programs during scheduled academic calendar breaks and school closures.</p>	<p>Watch</p>
<p><a href="#">AB 2192</a> <a href="#">Carrillo, Juan D</a></p> <p>Public agencies: cost accounting standards.</p>	<p>This bill is in the Assembly Committee on Local Government.</p>	<p>Existing law, the Uniform Public Construction Cost Accounting Act, authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. The act defines “public project” to include, among other things, construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility. This bill would define “public project” to additionally include installations involving any publicly owned, leased, or operated facility. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2204</a> <a href="#">Bennett D</a></p> <p>Green hydrogen.</p>	<p>This bill is in the Assembly Committee on Utilities &amp; Energy.</p>	<p>Existing law establishes various programs relating to energy efficiency and conservation and clean energy, including a hydrogen program to provide financial incentives to eligible in-state hydrogen projects, as provided. This bill would require, on and after an unspecified date, all hydrogen produced or used in California to be green hydrogen that excludes the use of any fossil fuel as a feedstock or as an energy source in the production process and that complies with any applicable requirements to show the use of new and incremental renewable generation resources, temporal matching of renewable generation resources, and geographic deliverability of renewable energy resources.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2233</a> <a href="#">Schiavo</a> D</p> <p>Building standards: toilet compartments.</p>	<p>This bill is in the Assembly Committee on Business &amp; Professions.</p>	<p>Existing law, the California Building Standards Law, establishes the California Building Standards Commission within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code. Existing law also establishes that in the Department of General Services, there is a State Architect, appointed by the Governor, as specified, who is required to report directly to the Director of General Services. This bill would require the Division of the State Architect, as part of the next intervening edition of the California Building Standards Code adopted after January 1, 2025, to propose for adoption building standards that increase the total minimum number of ambulatory accessible toilet compartments to 5% of the total number of toilet compartments, with at least one ambulatory accessible toilet compartment. The bill would require that these standards be in addition to wheelchair accessible toilet compartment standards. The bill would also require the Division of the State Architect to consider additional changes to ambulatory accessible toilet compartment standards to improve accessibility.</p>	<p>Watch</p>
<p><a href="#">AB 2266</a> <a href="#">Petrie-Norris</a> D</p> <p>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements.</p>	<p>Watch</p>



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2286</a> <a href="#">Aguiar-Curry D</a>  Vehicles: autonomous vehicles.</p>	<p>This bill is in the Assembly Committee on Communications &amp; Conveyance.</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 or deployment permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. The bill would require a manufacturer of an autonomous vehicle to annually submit to the department specified information regarding the deactivation of the autonomous mode for its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that were operating under a testing or deployment permit that authorized the vehicle to operate on public roads. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2302</a> <a href="#">Addis D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. The bill, for the purpose of counting meetings attended by teleconference, would define a “meeting” as any number of meetings of the legislative body of a local agency that begin on the same calendar day. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2334</a> <a href="#">Grayson D</a></p> <p>Surplus land.</p>	<p>This bill may be heard in committee March 14.</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 written notice of availability for open-space purposes to specified entities. This bill would make a nonsubstantive change to the provisions regarding written notice of availability for open-space purposes.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2421</a> <a href="#">Low D</a></p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the San Francisco Bay Area Rapid Transit District, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would also prohibit a local public agency employer, a state employer, a public school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization’s representation.</p>	<p>Watch</p>
<p><a href="#">AB 2431</a> <a href="#">Mathis R</a></p> <p>Taxation: Transactions and Use Tax Law: limit increase.</p>	<p>This bill is in the Assembly Committee on Local Government.</p>	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize a city, county, or city and county to impose a transactions and use tax at a rate of no more than an unspecified percentage that, in combination with other transactions and use taxes, would exceed the above-described combined rate limit of 2%, if certain conditions are met, including that the city, county, or city and county has reached the 2% rate limitation. The bill would specify that a transactions and use tax established pursuant to its provisions would not be considered for purposes of the 2% combined rate limitation.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2455</a> <a href="#">Gabriel</a> D</p> <p>Whistleblower protection: state and local government procedures.</p>	<p>This bill is in the Assembly Committee on Public Employment, and Retirement.</p>	<p>Existing law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Existing law authorizes the county auditor to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper activity, as defined, existing law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. This bill would expand the above-described duties and authorizations to the auditor’s or controller’s designee, as specified. The bill would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity, as defined, and expand its scope to include activity by a local agency, employee, or contractor or subcontractor. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2553</a> <a href="#">Friedman</a> D</p> <p>Housing development: major transit stops: vehicular traffic impact fees.</p>	<p>This bill is in the Assembly Committee on Housing &amp; Community Development.</p>	<p>Existing law, 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 exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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<p><a href="#">AB 2561</a> <a href="#">McKinnor</a> D</p> <p>Local public employees: vacant positions.</p>	<p>This bill is in the Assembly Committee on Public Employment &amp; Retirement.</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. The act prohibits a public agency from, among other things, imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with specified employee rights guaranteed by the act. This bill would require each public agency with bargaining unit vacancy rates exceeding 10% for more than 90 days within the past 180 days to meet and confer with a representative of the recognized employee organization to produce, publish, and implement a plan consisting of specified components to fill all vacant positions within the subsequent 180 days. The bill would require the public agency to present this plan during a public hearing to the governing legislative body and to publish the plan on its internet website for public review for at least one year. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include findings that changes proposed by this bill address a matter of statewide concern.</p>	<p>Watch</p>
<p><a href="#">AB 2626</a> <a href="#">Dixon</a> R</p> <p>Advanced Clean Fleets regulations: local governments.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would extend the compliance dates for local government set forth in the Advanced Clean Fleets Regulation by 10 years. The bill would prohibit the state board from taking enforcement action against a local government for violating the Advanced Clean Fleets Regulation if the alleged violation occurs before January 1, 2025. This bill contains other existing laws.</p>	<p>Watch</p>

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<p><a href="#">AB 2661</a> <a href="#">Soria D</a></p> <p>Electricity: transmission facility planning: water districts.</p>	<p>This bill is in the Assembly Committee on Utilities &amp; Energy.</p>	<p>Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities. Existing law requires the PUC to adopt a process for each load-serving entity, as defined, to file an integrated resource plan and a schedule for periodic updates to the plan to ensure that it meets, among other things, the state’s targets for reducing emissions of greenhouse gases and the requirement to procure at least 60% of its electricity from eligible renewable energy resources by December 31, 2030. Under existing law, after the load-serving entities have updated the integrated resource plans pursuant to the schedule adopted by the PUC, the PUC adopted an aggregated resource portfolio known as the preferred system plan. Existing law establishes an Independent System Operator (ISO) as a nonprofit public benefit corporation, and requires the ISO to ensure the efficient use and reliable operation of the electrical transmission grid consistent with the achievement of planning and operating reserve criteria, as specified. Existing law requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission, to provide, not later than March 31, 2024, transmission-focused guidance to the ISO about resource portfolios of expected future renewable energy resources and zero-carbon resources. Existing law requires the guidance to include the allocation of those resources by region based on technical feasibility and commercial interest in each region. This bill would require the PUC to evaluate the potential for 10,000 to 30,000 megawatts of solar electrical generation located in the Central Valley beyond the amount of solar electrical generation described in the most recently adopted preferred system plan as of January 1, 2025. If the PUC determines that solar electrical generation to be cost effective, the bill would require the PUC to provide, no later than the March 31 immediately following that determination, transmission-focused guidance to the ISO that includes the solar electrical generation in the resource portfolios of expected future renewable energy resources and zero-carbon resources.</p>	<p>Watch</p>
<p><a href="#">AB 2669</a> <a href="#">Ting D</a></p> <p>Toll bridges: tolls.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.</p>	<p>Watch</p>

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<p><a href="#">AB 2712</a> <a href="#">Friedman</a> D</p> <p>Preferential parking privileges: transit-oriented development.</p>	<p>This bill is in the Assembly Committee on Local Government.</p>	<p>Existing law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways during all or certain hours of the day. Existing law authorizes the ordinance or resolution to include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued permits that exempt them from the prohibition or restriction of the ordinance or resolution. Existing law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the cities, counties, or city and county's ability to meet its share of the regional housing need for low- and very low income households. This bill, for a residential, commercial, or other development project that is exempt from minimum automobile parking requirements and located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents, vendors, or visitors of the development project that grants preferential parking privileges. The bill would also authorize a local authority to issue permits to residents, vendors, and visitors of the development project that is within the boundaries of a preferential parking area if the local authority makes written findings that including the development project would not have a substantially negative impact on the preferential parking area, as specified. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p>	<p>Watch</p>
<p><a href="#">AB 2715</a> <a href="#">Boerner</a> D</p> <p>Ralph M. Brown Act: closed sessions.</p>	<p>This bill is in the Assembly Committee on Local Government.</p>	<p>Existing law, the Ralph M. Brown Act, generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Existing law authorizes a legislative body to hold a closed session on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a closed session to consider or evaluate matters related to cybersecurity, as specified, provided that any action taken on those matters is done in open session. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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<p><a href="#">AB 2751</a> <a href="#">Haney D</a></p> <p>Employer communications during nonworking hours.</p>	<p>This bill is in the Assembly Committee on Labor &amp; Employment.</p>	<p>Existing law, including statutory provisions and orders of the Industrial Welfare Commission, as enforced by the Division of Labor Standards Enforcement, regulates the wages, hours, and working conditions of employees. Existing law makes it a crime for an employer to require or cause any employee to work for longer hours than those fixed or under conditions of labor prohibited by an order of the commission or to violate or refuse or neglect to comply with specified statutes on wages, hours, and working conditions or any order or ruling of the commission. This bill would require a public or private employer to establish a workplace policy that provides employees the right to disconnect from communications from the employer during nonworking hours, except as specified. The bill would define the “right to disconnect” to mean that, except for an emergency or for scheduling, as defined, an employee has the right to ignore communications from the employer during nonworking hours. The bill would require nonworking hours to be established by written agreement between an employer and employee. The bill would authorize an employee to file a complaint of a pattern of violation of the bill’s provisions with the Labor Commissioner, punishable by a specified civil penalty.</p>	<p>Watch</p>
<p><a href="#">AB 2781</a> <a href="#">Irwin D</a></p> <p>Public contracting: state grants: prohibition.</p>	<p>This bill is in the Assembly Governmental Organization Committee.</p>	<p>Existing law governs the bidding and awarding of public contracts by public entities, as defined, and imposes additional requirements on state agencies when awarding contracts. This bill would require a state agency, as defined, to include, when awarding a contract for grant administration services, as defined, in the terms of the contract a provision that sets forth standards for resolving actual or perceived conflicts of interest for the contractor.</p>	<p>Watch</p>



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<p><a href="#">AB 2813</a> <a href="#">Aguiar-Curry</a> D  Government Investment Act.</p>	<p>This bill is in the Assembly Committee on Local Government.</p>	<p>Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. The Legislature adopted ACA 1 at the 2023–24 Regular Session of the Legislature, which, if approved by the voters, would amend and add provisions of the California Constitution to (1) create an additional exception to the 1% limit on the ad valorem tax rate on real property by authorizing a local jurisdiction 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, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction; and (2) authorize a local jurisdiction to impose, extend, or increase a sales and use tax to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction. Pursuant to the existing law described above, ACA 1 is scheduled to appear on the ballot at the November 5, 2024, statewide general election. This bill would authorize a local government that imposes a tax under ACA 1 to commit revenues to affordable housing programs, including downpayment assistance, first-time home buyer programs, and owner-occupied affordable housing rehabilitation programs. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness or ACA 1 special taxes to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety buildings, facilities, and equipment. The bill would specify that a local government may commit revenues derived from ACA 1 bonded indebtedness or an ACA 1 special tax to projects or programs administered by a nonprofit organization for affordable housing or permanent supportive housing purposes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2824</a> <a href="#">McCarty</a> D  Battery: public transportation provider.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. By expanding the scope of an existing crime, this bill would impose a state-mandated local program.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2854</a> <a href="#">Irwin D</a></p> <p>Bradley-Burns Uniform Local Sales and Use Tax Law.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law. Existing law, on or after January 1, 2016, prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to any person, as defined, for any purpose, if the agreement results in a reduction in the amount of Bradley-Burns local tax revenues that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency, with specified exceptions. This bill would require a local agency, as defined, to annually provide specified information relating to each agreement resulting in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to the California Department of Tax and Fee Administration. The bill would additionally require the local agency to publish that information on its internet website. The bill would impose monetary penalties on any local agency that fails to provide information to the department or fails to publish information to its internet website. website, as prescribed. By expanding the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2892</a> <a href="#">Low D</a></p> <p>Vehicles: financial responsibility: self-insurance.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law requires all drivers and all owners of a motor vehicle to be able to establish financial responsibility, including, among other methods, as a self-insurer, as specified. Existing law authorizes the Department of Motor Vehicles, upon application, to issue a certificate of self-insurance to an applicant who has, among other requirements, more than 25 motor vehicles registered in their name. Existing law authorizes the director of the department to adopt and enforce rules and regulations as may be necessary to carry out the provisions of the Vehicle Code relating to the department. Existing regulations provide for the requirements to qualify as a self-insurer, including that the applicant provide an audited financial statement of the applicant's net worth, as specified, that the audited financial statements cover a 3-year period immediately preceding the date of application, and that the audited financial statements include an opinion of the applicant's net worth and reflect a net worth of not less than \$2,200,000 on the date of application. This bill would place in the Vehicle Code specified requirements to qualify as a self-insurer, including an option for an applicant to provide a cash deposit or surety bond in specified amounts. The bill would require the applicant to maintain an insurance policy with certain entities, including a company licensed to provide insurance in California and nonadmitted insurers, as specified.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3177</a> <a href="#">Carrillo, Wendy D</a></p> <p>Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.</p>	<p>This bill is in the Assembly Committee on Housing &amp; Community Development.</p>	<p>Existing law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Existing law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within a 1/2 mile of a transit station. Existing law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within a 1/2 mile of a transit priority area for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define “transit priority area” as an area within 1/2 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3186</a> <a href="#">Petrie-Norris D</a></p> <p>Public works: prevailing wages: access to records.</p>	<p>This bill is in the Assembly Committee on Labor &amp; Employment.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a willful violation of this requirement. Existing law defines “public works,” for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Existing law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual’s name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual’s full social security number, as specified. This bill would require each contractor and subcontractor performing work on any public works project and any covered entity, as defined for these purposes as a corporation, limited liability company, partnership, joint venture, or other legal entity, that develops or undertakes such project, to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to contractors, subcontractors, and covered entities that are developing, undertaking, or performing work on a development project for which contractors are required to maintain and verify payroll records, as specified. The bill would subject a contractor, subcontractor, or covered entity, for failing to comply with the provisions of this act, to a penalty by the commissioner, as specified, and would deposit the penalties into a specified fund. This bill would require the Director of Industrial Relations to adopt rules to govern the release of those records, as specified. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 532</a> <a href="#">Wiener</a> D</p> <p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified. This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 904</a> <a href="#">Dodd</a> D</p> <p>Sonoma-Marín Area Rail Transit District.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under existing law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Existing law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district's board of directors or a qualified voter initiative in their respective counties, as specified. To the extent that the bill would impose additional duties on a county elections official, 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><a href="#">SB 915</a> <a href="#">Cortese D</a></p> <p>Local government: autonomous vehicles.</p>	<p>This bill is in the Senate Committee on Local Government.</p>	<p>Existing law authorizes an autonomous vehicle, as defined, to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if certain requirements are met, including that the vehicle is being operated solely by employees, contractors, or other persons designated by the manufacturer. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles containing certain certifications regarding safety and other technological requirements and the department approves that application pursuant to adopted regulations. Existing law, commencing January 1, 2030, and to the extent authorized by federal law, prohibits the operation of certain new autonomous vehicles that are not zero-emission vehicles, as defined. Existing law provides for the local regulation of certain types of transportation services, including taxicab companies. Existing law requires each city or county in which a taxicab company is substantially located to adopt an ordinance or resolution in regards to taxicab transportation service, that includes provisions for a permitting program for taxicab drivers. Under existing law, it is unlawful to operate a taxicab company without a valid permit to operate issued by each city or county in which the taxicab company is substantially located. This bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization by the Department of Motor Vehicles, the Public Utilities Commission, or any other applicable state agency to operate, to protect the public health, safety, and welfare by enacting an ordinance in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that enacts an ordinance to include certain provisions within that ordinance. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program that includes, among other things, the establishment of reasonable vehicle caps and hours of service restrictions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 955</a> <a href="#">Seyarto</a> R</p> <p>Office of Planning and Research: Infrastructure Gap-Fund Program.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law establishes the Office of Planning and Research in the Governor’s office for the purpose of serving the Governor and the Governor’s cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Existing law authorizes a local agency to finance infrastructure projects through various means, including by establishing an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project’s total cost, subject to specified requirements, including, among other things, that the office is prohibited from awarding a grant to a local agency unless the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project’s total cost. The bill would require the office to develop guidelines to implement the program that establish the criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative January 1, 2027.</p>	
<p><a href="#">SB 960</a> <a href="#">Wiener</a> D</p> <p>Transportation: planning: complete streets facilities: transit priority projects.</p>	<p>This bill is in the Senate Committee on Transportation.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would require all transportation projects funded or overseen by the department to provide complete streets facilities, except as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 993</a> <a href="#">Becker</a> D</p> <p>Clean energy development incentive rate tariff.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would require the commission, on or before July 1, 2026, in a new or existing proceeding, to evaluate and, if just and reasonable, establish a clean energy development incentive rate time-of-use tariff to encourage the development of new commercial or industrial electrical loads that contribute to the state’s efforts to reduce the emissions of greenhouse gases. The bill would require the tariff to offer lower rates for customers and to meet specified requirements, including, among other things, that the program only be open to new electrical customers that did not establish service before January 1, 2025, or to existing electrical customers that are expected to increase their total annual electrical demand by more than 50% after beginning service under the tariff. The bill would require that the tariff only be open to customers with certain uses, including producing hydrogen using an electrolysis of water and using electricity to provide industrial process heat. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1011</a> <a href="#">Jones</a> R</p> <p>Encampments: penalties.</p>	<p>This bill is in the Senate Committee on Public Safety.</p>	<p>Under existing law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Existing law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor. Under existing law, a nuisance is anything that is injurious to health or indecent or offensive to the senses, or an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property. Existing law also provides that a nuisance is anything that obstructs the free passage or use of any public park, square, street, or highway, among other things. Under existing law, a public nuisance is a nuisance that affects the entire community, neighborhood, or a considerable number of persons. Existing law provides various remedies against a public nuisance, including abatement by any public body or officer authorized by law. This bill would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property upon a street or sidewalk if a homeless shelter, as defined, is available to the person. The bill would also prohibit sitting, lying, sleeping, or storing, using, maintaining, or placing personal property within 500 feet of a public or private school, open space, or major transit stop, as specified. The bill would specify that a violation of this prohibition is a public nuisance that can be abated and prevented, as specified. The bill would also provide that a violation of the prohibition may be charged as a misdemeanor or an infraction, at the discretion of the prosecutor. The bill would prohibit a person from being found in violation of the bill’s provisions unless provided notice, at least 72 hours before commencement of any enforcement action, as specified. By imposing criminal penalties for a violation of these provisions, this 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><a href="#">SB 1031</a> <a href="#">Wiener</a> D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is in the Senate Committee on Transportation.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would authorize the commission to raise and allocate new revenue and incur and issue bonds and other indebtedness, as specified. In this regard, the bill would authorize the commission to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area, in accordance with applicable constitutional requirements. The bill would require the parcel tax to be collected by counties and the other 3 taxes to be collected by specified state agencies, and would require the net revenues from those taxes to be remitted to the commission, as prescribed. The bill would require the revenue generated pursuant to these provisions to be used for transportation improvements in the San Francisco Bay area, including for various transit purposes, and would require the commission to distribute those revenues in accordance with specified requirements. This bill contains other related provisions and other existing laws.</p>	<p>Oppose Unless Amended</p>
<p><a href="#">SB 1134</a> <a href="#">Caballero</a> D</p> <p>Surplus land.</p>	<p>This bill is in the Senate Committee on Local Government.</p>	<p>Existing law provides for the disposal of land owned by a local agency that is surplus and is not necessary for the agency’s use. The local agency is required to declare the land either “surplus land” or “exempt surplus land,” as prescribed. Existing law sets forth procedures for the disposal of surplus land and provides that these procedures do not apply to exempt surplus land. Existing law, for prescribed surplus land parcels developed with residential units, requires minimum percentages of residential units developed on the parcel to be sold or rented at affordable housing cost or affordable rent. This bill, with regard to surplus land, would require each parcel of land to be considered a distinct unit of surplus land, with the exception of contiguous parcels that are disposed of simultaneously to the same receiving entity or any entity working in concert with another receiving entity, which parcels the bill would require to be treated as a single unit of land.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1206</a> <a href="#">Becker</a> D</p> <p>GO-Biz: next generation batteries.</p>	<p>This bill is in the Senate Committee on Energy, Utilities, and Communications.</p>	<p>Existing law establishes the Governor’s Office of Business and Economic Development (GO-Biz), which serves the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law authorizes GO-Biz, until July 1, 2025, to undertake measures that are necessary or useful to prepare and submit an application to receive funding from the regional clean hydrogen hubs program established by the Secretary of the United States Department of Energy or to otherwise participate in the regional clean hydrogen hubs program. Existing law requires grants made from any funding received from the regional clean hydrogen hubs program to be used as specified. The California Renewables Portfolio Standard Program requires the Public Utilities Commission to establish a renewables portfolio standard, as defined, requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. The California Global Warming Solutions Act of 2006 designates 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 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, until January 1, 2030, authorize GO-Biz to undertake measures that are necessary or useful to prepare and submit an application to receive funding from next generation battery hub programs, as defined. The bill would require that grants made from any funding received from next generation battery hub programs under its provisions support projects in California, including, but not limited to, in the San Francisco Bay area and the Sacramento Valley, that advance progress toward resource adequacy goals and the targets of the scoping plan and the California Renewables Portfolio Standard Program. The bill would also require that grants made from any funding received from next generation battery hub programs under its provisions prioritize projects that meet any of the specified conditions, including that the project help reduce costs and increase access to batteries. Prior to the submission of any applications to receive funding from next generation battery hub programs, the bill would require a partnership entered into pursuant to the above-described provisions to adopt a community benefits plan that includes specified elements. The bill would require GO-Biz to submit a report to the relevant budget and policy committees of the Legislature on or before March 1, 2030, and annually thereafter, regarding the</p>	<p>Watch</p>

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		status of any partnership entered into pursuant to the above-described provisions. This bill contains other related provisions.	
<p><a href="#">SB 1321</a> <a href="#">Wahab D</a></p> <p>Employment Training Panel: employment training program: projects and proposals.</p>	<p>This bill is in the Senate Committee on Labor, Public Employment and Retirement.</p>	<p>Existing law establishes the Employment Training Panel within the Employment Development Department and sets forth its powers and duties with respect to certain employment training programs. Existing law declares the intent of the Legislature that the purpose of provisions relating to the panel is to establish an employment training program to promote a healthy labor market in a growing, competitive economy and to fund only projects that meet specified criteria, including promoting the retention and expansion of the state’s manufacturing workforce. Existing law requires the panel, in funding projects that meet the above-described criteria, to give funding priority to projects that meet specified goals, including promoting the retention and expansion of the state’s manufacturing workforce. This bill would also include in the above-described project criteria, among other things, assisting existing apprentice, certification, or other training programs in updating training to reflect new technologies or methods, or to address gaps in existing training. The bill would also include in the above-described goals, among other things, meeting the standards established by the Division of Apprenticeship Standards for high-quality training programs. The bill would authorize projects developed pursuant to the above-described provisions to use program funding, upon appropriation by the Legislature, to provide training through apprenticeship programs approved by the Division of Apprenticeship Standards and training at joint-labor management training centers.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1325</a> <a href="#">Durazo</a> D</p> <p>Public contracts: best value procurement: goods.</p>	<p>This bill is in the Senate Committee on Local Government.</p>	<p>Existing law imposes requirements on, and authorizes procedures for, public contracting for equipment and services, among other things, by local and state agencies. Existing law authorizes certain procurements to be facilitated through a lowest responsible bidder requirement. This bill would authorize a public entity, as defined, to award contracts through a best value procurement method, as described, for the purchase of goods with a base value of \$250,000 or more. The bill would require the public entity to adopt and publish procedures and guidelines for evaluating the qualifications of the bidders to ensure the best value selections are conducted in a fair and impartial manner, as described. The bill would authorize the procedures and guidelines to include the adoption of a high road jobs plan policy that evaluates bidders' high road jobs plan commitments as part of the overall score for the public contract, as specified. This bill would require the solicitation document to include certain information and would direct the public entity to use a scoring method based on price and the factors described in the solicitation document, as specified. The bill would require the public entity to let any contract for these projects to the selected bidder that represents the best value or reject all bids. The bill would also authorize a public entity to award all contracts for the purchase of municipal fleets by using a best value procurement method, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">SB 1387</a> <a href="#">Newman</a> D</p> <p>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.</p>	<p>This bill is the Senate Committee on Environmental Quality.</p>	<p>Existing law establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements, including that the vehicle has a gross vehicle weight rating that exceeds 8,500 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual. If the voucher is provided to an individual to acquire a vehicle for personal and commercial use, the bill would require that individual to attest under penalty of perjury that the vehicle will be substantially used in furtherance of a valid commercial or business purpose. The bill would authorize the state board to adopt regulations to implement these requirements. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1393 Niello R</a> Advanced Clean Fleets Regulation Appeals Advisory Committee.</p>	<p>This bill is in the Senate Committee on Environmental Quality.</p>	<p>Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified state agencies, other state and local government representatives, and representatives of private fleet owners, the electric vehicle manufacturing industry, and electrical corporations, as provided. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board’s internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee’s consideration of an appeal to be made publicly available on the state board’s internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made. This bill contains other existing laws.</p>	<p>Watch</p>

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<a href="#">SB 1420</a> <a href="#">Caballero</a> D  Hydrogen.	This bill is in the Senate Committee on Energy, Utilities and Communications.	Existing law requires the State Air Resources Board to adopt hydrogen fuel regulations that ensure state funding for the production and use of hydrogen fuel contributes to the reduction of the emissions of greenhouse gases, criteria air pollutants, and toxic air contaminants, and ensure the production and direct use of hydrogen fuel in motor vehicles also contributes to a reduced dependence on petroleum, as provided. This bill would require the state board to adopt regulations requiring that no less than 33.3% of the retail hydrogen produced for, or dispensed by, fueling stations that receive state funds is made from renewable hydrogen, as provided. The bill would also require that no less than 60% of the retail hydrogen produced or dispensed in California for use in transportation is made from renewable hydrogen by December 31, 2030, and that the remainder of the retail hydrogen produced or dispensed in California for use in transportation is made from a mix of renewable hydrogen and clean hydrogen by December 31, 2045, as provided. This bill contains other related provisions and other existing laws.	Watch
<a href="#">SB 1434</a> <a href="#">Durazo</a> D  Unemployment insurance: benefit and contribution changes.	This bill is in the Committee on Senate Labor, Public Employment, and Retirement.	Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law excludes from the definition of “wages,” for purposes of the unemployment insurance law, remuneration in excess of \$7,000 paid to an individual by an employer during any calendar year, with respect to employment. This bill would change the amount of remuneration that is excluded from the definition of “wages,” to \$____ on and after January 1, 2025, but before January 1, 2027, and to \$____ on and after January 1, 2027. The bill would require an annual cost of living increase to the \$____ amount on and after January 1, 2028, and each January 1 thereafter. This bill contains other related provisions and other existing laws.	Watch
<a href="#">SB 1509</a> <a href="#">Stern</a> D  Negligent Operator Treatment (NOT) in California Act.	This bill is in the Senate Appropriations Committee.	Existing law prescribes various speed limits for the operation of vehicles, and generally prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed that endangers the safety of persons or property. Existing law requires that specified convictions, violations, and traffic-related incidents count as points against a driver’s record for purposes of suspension or revocation of the privilege to drive, and generally provides that traffic convictions involving the safe operation of a motor vehicle result in one violation point. This bill, the Negligent Operator Treatment (NOT) in California Act, would specify that a conviction of driving a vehicle at a speed that exceeds the posted speed limit by 26 miles per hour or more results in 2 violation points.	Watch