

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

February 7, 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=UGhLRjNXb2xWeFM3alBrNUxVbGNmQT09> or by entering Webinar ID: **876 0982 4114**, Passcode: **519746** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

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

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

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

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

Wednesday, February 7, 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 January 10, 2024 Motion
 - 3.b. Acceptance of Statement of Revenues and Expenses for the Period Ending December 31, 2023 Motion
 - 3.c. Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2024 Motion
4. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
5. Report of the Chair
 - 5.a. Proclamation Declaring February as African American History Month Motion
 - 5.b. Resolution of Appreciation for Josh Powell Resolution
6. Report of the General Manager/CEO Informational
7. Board Member Requests/Comments
8. Recess to Committee Meetings

- 8.a. Community Relations Committee / Committee of the Whole
B. Esser (Chair), R. Mueller, P. Ratto
 - 8.a.1. Call to Order
 - 8.a.2. Approval of Minutes of the Community Relations Committee Meeting of January 10, 2024 Motion
 - 8.a.3. Accessible Services Update Informational
 - 8.a.4. Citizens Advisory Committee Update Informational
 - 8.a.5. Paratransit Coordinating Council Update Informational
 - 8.a.6. Monthly Performance Report | December 2023 Informational
 - 8.a.7. Adjourn

- 8.b. Finance Committee / Committee of the Whole
M. Chuang (Chair), D. Canepa, J. Powell
 - 8.b.1. Call to Order
 - 8.b.2. Approval of Minutes of the Finance Committee Meeting of January 10, 2024 Motion
 - 8.b.3. Authorize an Amendment to Include Drive Motor Retrofits for the 17 Buses Purchased Under Contract No. 21-S-M-050 with New Flyer of America, Inc., and Increase the Contract Value by \$1,570,802 for a Not-to-exceed Amount of \$23,405,148 Motion
 - 8.b.4. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook Motion
 - 8.b.5. Adjourn

- 8.c. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
D. Canepa (Chair), R. Medina, J. Powell
 - 8.c.1. Call to Order

- | | | |
|--------|---|---------------|
| 8.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of January 10, 2024 | Motion |
| 8.c.3. | SamTrans 2023 Sustainability Report | Informational |
| 8.c.4. | 1-Year Reimagine SamTrans and 6-Months Ride Plus Evaluation | Informational |
| 8.c.5. | Adjourn | |
| 8.d. | Legislative Committee / Committee of the Whole
<i>P. Ratto (Chair), J. Gee, R. Medina</i> | |
| 8.d.1. | Call to Order | |
| 8.d.2. | Approval of Minutes of the Legislative Committee Meeting of January 10, 2024 | Motion |
| 8.d.3. | State and Federal Legislative Update | Informational |
| 8.d.4. | Adjourn | |
| 9. | Reconvene Board of Directors Meeting | |
| 10. | Matters for Board Consideration: Community Relations Committee | |
| 10.a. | Accessible Services Update | Informational |
| 10.b. | Citizens Advisory Committee Update | Informational |
| 10.c. | Paratransit Coordinating Council Update | Informational |
| 10.d. | Monthly Performance Report December 2023 | Informational |
| 11. | Matters for Board Consideration: Finance Committee | |
| 11.a. | Authorizing an Amendment to Include Drive Motor Retrofits for the 17 Buses Purchased Under Contract No. 21-S-M-050 with New Flyer of America, Inc., and Increasing the Contract Value by \$1,570,802 for a Not-to-exceed Amount of \$23,405,148 | Resolution |
| 11.b. | Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook | Motion |

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

12.a. SamTrans 2023 Sustainability Report Informational

12.b. 1-Year Reimagine SamTrans and 6-Months Ride Plus Evaluation Informational

13. Matters for Board Consideration: Legislative Committee

13.a. State and Federal Legislative Update Informational

14. Communications to the Board of Directors

15. Date/Time of Next Regular Meeting – Wednesday, March 6, 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.

16. General Counsel Report

16.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

16.b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Giovanni Guadagnini v. San Mateo County Transit District, et al., United States District Court, Northern District of California, Case No.: 3:21-cv-02613-VC

16.c. Closed Session: Public Employee Performance Evaluation and Conference with Labor Negotiators under Government Code Sections 54957(e) and 54957.6.
Title/Unrepresented Employee: General Manager/CEO

16.d. Consideration of Amendments to the General Manager/CEO's Contract Resolution

17. Adjourn

Information for the Public

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

Minutes of Board of Directors Meeting

January 10, 2024

Members Present: D. Canepa (arrived at 2:11 pm), B. Esser, M. Fraser (Chair), R. Medina,
(In Person) R. Mueller (arrived at 2:15 pm), J. Powell, P. Ratto

Members Present: J. Gee (Vice Chair) (joined at 2:09 pm)
(Via Teleconference)

Members Absent: M. Chuang

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

1. Call to Order/Pledge of Allegiance

Outgoing Chair Josh Powell 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. Consent Calendar

- 3.a. Approval of Minutes of the Regular Board of Directors Meeting of December 6, 2023 and the Special Meeting of December 18, 2023**
- 3.b. Acceptance of Statement of Revenues and Expenses for the Period Ending November 30, 2023**
- 3.c. Authorize the Filing of an Application with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds for Fiscal Year 2023-24 – Approved by Resolution No. 2024-1**

Motion/Second: Medina/Fraser

Ayes: Esser, Fraser, Medina, Powell, Ratto

Noes: None

Absent: Canepa, Chuang, Gee, Mueller

4. Public Comment for Items Not on the Agenda

There were no comments.

5. Report of the Chair

5.a. Report of the Chair and Vice Chair Nominating Committee

Director Peter Ratto announced the Chair and Vice Chair Nominating Committee's nomination of Director Marina Fraser for Chair and Director Jeff Gee for Vice Chair.

5.b. Election of 2024 Officers

Motion/Second: Medina/Esser

Ayes: Esser, Fraser, Medina, Powell, Ratto

Noes: None

Absent: Canepa, Chuang, Gee, Mueller

Chair Marina Fraser thanked the Board for electing her, noted it was an honor to represent the Coastside and to move forward with policy decisions that reflect diversity and equity and serve the public.

5.c. Proclamation Recognizing January as National Slavery and Human Trafficking Prevention Month

Tasha Bartholomew, Manager, Communications, summarized the proclamation to raise awareness of in opposition to modern slavery and human trafficking.

Motion/Second: Medina/Esser

Ayes: Esser, Fraser, Medina, Powell, Ratto

Noes: None

Absent: Canepa, Chuang, Gee, Mueller

Director Jeff Gee joined the meeting at 2:09 pm.

6. Report of the General Manager/CEO

April Chan, General Manager/CEO, said the report was in the packet. She congratulated the new Chair and Vice Chair. She announced that service for the Martin Luther King Jr. holiday would be running on a non-school day schedule.

Director David Canepa arrived at 2:11 pm.

Regarding fare collection for the Ride Plus microtransit service, she said they are wrapping up testing of the Clipper 2.0 readers from MTC (Metropolitan Transportation Commission), which were experiencing configuration issues. She said they hope to receive the readers early next week and would inform the public that fare collection would commence two weeks following receipt of the readers. Ms. Chan said there has been much work at the regional level to have a regional funding measure for transit and local transportation. She said that MTC is taking the lead on having it go on the ballot sometime in the 2026 timeframe. She noted that the bill introduced by Senator Wahab to consolidate all regional transit agencies in the Bay Area was pulled prior to reaching the Senate floor. She said the Lunar New Year bus wrap would be rolled out and introduced before the February 7 Board meeting. She announced that Casey Fromson would be leaving her Chief Communications Officer position at the end of January and then

assuming the role of Chief of Staff for Caltrain; she thanked Ms. Fromson for all her contributions to Communications and Marketing.

Director Ray Mueller arrived at 2:15 pm.

7. Board Member Requests/Comments

Director Josh Powell thanked staff for their support during his tenure as Chair in 2023.

8. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:16 pm.

9. Reconvene Board of Directors Meeting

Chair Fraser reconvened the Board meeting at 3:28 pm.

10. Matters for Board Consideration: Legislative Committee

Director Ray Mueller reported on the following item:

10.a. State and Federal Legislative Update

Director Mueller led the Board in voting on the following item:

10.b. Adoption of 2024 Legislative Program

Motion/Second: Mueller/Ratto

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

Noes: None

Absent: Chuang

11. Matters for Board Consideration: Community Relations Committee

Chair Fraser reported on the following items:

11.a. Accessible Services Update

11.b. Paratransit Coordinating Council Update

11.c. Monthly Performance Report | November 2023

12. Matters for Board Consideration: Finance Committee

Vice Chair Gee led the Board on voting on the following item:

12.a. Acceptance of Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2023

Motion/Second: Gee/Ratto

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

Noes: None

Absent: Chuang

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

Chair Fraser reported on the following item:

13.a. *Reimagine SamTrans* Phase 3 Implementation

14. Communications to the Board of Directors

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

15. Date/Time of Next Regular Meeting

Chair Fraser announced the time and location of the next meeting as Wednesday, February 7, 2024 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

16. General Counsel Report

Ms. Cassman said there was no report. She said they would be providing regular written reports to the Board on open litigation matters.

17. Adjourn

The meeting adjourned at 3:32 pm.

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenses for the Period
Ending December 31, 2023**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenses for the period ending December 31, 2023 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through December 31, 2023. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide an easy comparison of current year-to-date actuals to information for the prior year-to-date actuals, including dollar and percentage variances.

Year to Date Revenues: As of December year-to-date actual, the Total Sources of Funds (page 1, line 15) are \$27.9 million higher than the prior year. This is primarily driven by the increases in Operating Grants (page 1, line 4), Investment Income (page 1, line 11), and Other Interest, Rent & Other Income (page 1, line 12). Operating Grants (page 1, line 4) significantly increased by \$7.0 million due to FTA funding for Vehicle preventive maintenance. Other Interest, Rent, & Other Income (page 1, line 12) significantly increased due to the \$15.2 million payment from CCSF and VTA related to the August 2022 PCJPB Governance MOU. The increases are partially offset by the decreases in Local TDA and STA Funds (page 1, line 2).

Year to Date Expenses: As of December year-to-date actual, the Total Uses of Funds (page 1, line 34) are \$26.7 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 19), A.D.A. Programs (page 1, line 20) and Sales Tax Allocation for Capital Programs (page 1, line 30).

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

Budget Impact

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

Prepared By:	Kyle Huie	Acting, Senior Accountant	650-551-6180
	Annie To	Director, Accounting	650-622-7890

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2024
DECEMBER 2023

% OF YEAR ELAPSED: 50.0%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	5,376,215	6,291,950	915,735	17.0%	11,506,000	11,506,000	-
2 Local TDA and STA Funds	40,943,228	34,433,898	(6,509,330)	(15.9%)	68,867,790	68,867,790	-
3 Pass through to Other Agencies	298,686	-	(298,686)	(100.0%)	-	-	-
4 Operating Grants	1,102,483	7,591,623	6,489,140	588.6%	4,300,863	9,805,749	5,504,886
5 SMCTA Measure A	2,524,409	2,495,160	(29,249)	(1.2%)	4,650,560	4,650,560	-
6 AB434 Funds, TA Funded Shuttle & Other	56,250	-	(56,250)	(100.0%)	-	-	-
7 Subtotal - Operating Revenues	50,301,271	50,812,631	511,360	1.0%	89,325,213	94,830,099	5,504,886
Other Revenue Sources							
8 District Sales Tax	59,361,411	60,154,618	793,207	1.3%	116,264,000	116,264,000	-
9 Measure W Sales Tax	29,639,533	30,061,626	422,093	1.4%	58,132,000	58,132,000	-
10 Investment Income	3,385,469	9,650,786	6,265,317	185.1%	8,098,649	8,098,649	-
11 Other Interest, Rent & Other Income	4,894,636	21,022,531	16,127,895	329.5%	10,206,685	25,613,041	15,406,356
12 Due from PCJPB, SMCTA & SAMTR Capital W&B	14,798,041	18,594,070	3,796,029	25.7%	55,308,187	55,308,187	-
13 Subtotal - Other Revenues	112,079,090	139,483,631	27,404,541	24.5%	248,009,521	263,415,877	15,406,356
14 Total Sources of Funds	162,380,361	190,296,262	27,915,901	17.2%	337,334,734	358,245,977	20,911,243
USES OF FUNDS							
15 PCJPB, SMCTA & SAMTR Capital W&B	14,798,041	18,594,070	3,796,029	25.7%	55,308,187	55,308,187	-
16 Motor Bus	75,252,498	84,714,109	9,461,611	12.6%	187,715,458	187,715,458	-
17 A. D. A. Programs	9,750,234	10,698,974	948,740	9.7%	20,673,892	20,673,892	-
18 Other Multi-Modal Programs	2,573,031	2,617,077	44,045	1.7%	6,489,357	6,489,357	-
19 Pass through to Other Agencies	298,686	-	(298,686)	(100.0%)	-	-	-
20 Total Operating Expense	102,672,491	116,624,230	13,951,739	13.6%	270,186,894	270,186,894	-
21 Total Operating Surplus / (Deficit)	59,707,870	73,672,032	13,964,162	23.4%	67,147,840	88,059,083	20,911,243
22 District Sales Tax Capital	2,763,700	6,848,538	4,084,838	147.8%	13,697,076	13,697,076	-
23 Measure W Sales Tax Capital	11,767,994	14,361,286	2,593,292	22.0%	28,722,572	28,722,572	-
24 Reserves for Future Measure W Capital Allocation	-	6,341,355	6,341,355	100.0%	12,682,709	12,682,709	-
25 Sales Tax Allocation - Capital Program	14,531,694	27,551,179	13,019,485	89.6%	55,102,357	55,102,357	-
26 Total Debt Service	3,949,541	3,682,516	(267,025)	(6.8%)	19,142,898	19,142,898	-
27 Total Uses of Funds	121,153,726	147,857,924	26,704,199	22.0%	344,432,149	344,432,149	-
28 SURPLUS/(DEFICIT)	41,226,636	42,438,338	1,211,702	2.9%	(7,097,415)	13,813,828	20,911,243
29 Draw from Prior Years' Surplus	-	-	-	-	7,097,415	-	(7,097,415)
30 ADJUSTED SURPLUS/(DEFICIT)	41,226,636	42,438,338	1,211,702	2.9%	-	13,813,828	13,813,828

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2024 DECEMBER 2023							
						% OF YEAR ELAPSED: 50.0%	
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	5,128,740	6,001,972	873,233	17.0%	11,000,000	11,000,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	26,514,000	26,796,876	282,876	1.1%	53,593,748	53,593,748	-
4							
5 STATE TRANSIT ASSISTANCE	12,547,598	5,693,292	(6,854,306)	(54.6%)	11,386,584	11,386,584	-
6							
7 OPERATING GRANTS	219,930	7,138,455	6,918,525	3,145.8%	1,587,507	7,092,393	5,504,886
8							
9 DISTRICT SALES TAX REVENUE	25,720,383	9,654,294	(16,066,090)	(62.5%)	85,947,063	65,035,820	(20,911,243)
10							
11 MEASURE W SALES TAX	-	2,147,293	2,147,293	100.0%	13,201,881	13,201,881	-
12							
13 INVESTMENT INTEREST INCOME	3,163,045	9,297,082	6,134,037	193.9%	7,431,808	7,431,808	-
14							
OTHER REVENUE SOURCES:							
16 Rental Income	1,067,288	1,595,776	528,488	49.5%	2,195,931	2,195,931	-
17 Advertising Income	723,017	599,754	(123,263)	(17.0%)	1,009,299	1,009,299	-
18 Other Income	168,497	15,789,316	15,620,819	9,270.7%	361,637	15,767,993	15,406,356
19 TOTAL OTHER REVENUES	1,958,802	17,984,846	16,026,044	818.2%	3,566,867	18,973,223	15,406,356
20							
21 TOTAL MOTOR BUS	75,252,498	84,714,109	9,461,611	12.6%	187,715,458	187,715,458	-
22							
AMERICAN DISABILITIES ACT:							
24 Passenger Fares Redi-Wheels	247,475	289,978	42,502	17.2%	506,000	506,000	-
25 Local TDA 4.5 Redi-Wheels	1,395,474	1,410,360	14,886	1.1%	2,820,723	2,820,723	-
26 Local STA - Paratransit	486,156	533,370	47,214	9.7%	1,066,735	1,066,735	-
27 Operating Grants	882,553	453,168	(429,385)	(48.7%)	2,713,356	2,713,356	-
28 Sales Tax Revenue - ADA	3,571,176	2,455,743	(1,115,433)	(31.2%)	3,524,839	3,524,839	-
29 Measure W Sales Tax - ADA	-	2,455,743	2,455,743	100.0%	3,524,838	3,524,838	-
30 Interest Income - Paratransit Fund	222,424	353,704	131,280	59.0%	666,841	666,841	-
31 SMCTA Measure A Redi-Wheels	2,524,409	2,495,160	(29,249)	(1.2%)	4,650,560	4,650,560	-
32 Measure M Paratransit	420,567	251,749	(168,818)	(40.1%)	1,200,000	1,200,000	-
33 TOTAL ADA PROGRAMS	9,750,234	10,698,974	948,741	9.7%	20,673,892	20,673,892	-
34							
MULTI-MODAL TRANSIT PROGRAMS:							
35							
36							
37 AB434 Funds-SamTrans Shuttle	56,250	-	(56,250)	(100.0%)	-	-	-
38 Employer SamTrans Shuttle Funds	2,232,435	2,251,938	19,503	0.9%	5,257,400	5,257,400	-
39 Dumbarton Rental Income	282,832	533,998	251,166	88.8%	182,418	182,418	-
40 Sales Tax Revenue - Gen. Operating Asst.	1,515	(168,859)	(170,373)	(11,249.5%)	1,049,539	1,049,539	-
41							
42 TOTAL MULTIMODAL	2,573,031	2,617,077	44,046	1.7%	6,489,357	6,489,357	-
43							
44 TOTAL REVENUES	87,575,764	98,030,160	10,454,396	11.9%	214,878,707	214,878,707	-

Statement of Revenues and Expenses

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

% OF YEAR ELAPSED: 50.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
CISTRIC OPERATEE BUSES							
1 Motor Bus Wages & Benefits	42,103,101	45,563,612	3,460,511	8.2%	98,612,673	98,612,673	-
2							
3 Services:							
4 Board of Directors	137,608	69,849	(67,759)	(49.2%)	142,484	142,484	-
5 Contracted Vehicle Maintenance	545,210	235,541	(309,669)	(56.8%)	1,197,256	1,197,256	-
6 Property Maintenance	819,959	848,872	28,913	3.5%	2,732,602	2,732,602	-
7 Professional Services	2,230,355	1,949,762	(280,592)	(12.6%)	6,107,989	6,107,989	-
8 Technical Services	4,158,537	4,500,567	342,030	8.2%	12,955,689	12,955,689	-
9 Other Services	1,655,026	2,109,826	454,800	27.5%	5,001,819	5,001,819	-
10 Materials & Supply:							
11 Fuel and Electricity*	2,357,182	2,523,871	166,688	7.1%	4,897,400	4,897,400	-
12 Bus Parts and Materials	1,335,266	1,639,871	304,605	22.8%	3,500,510	3,500,510	-
13 Uniforms and Driver Expense	176,921	212,082	35,160	19.9%	960,134	960,134	-
14 Timetables and Tickets	28,173	36,716	8,543	30.3%	175,633	175,633	-
15 Office Supplies / Printing	308,125	326,428	18,303	5.9%	830,799	830,799	-
16 Other Materials and Supply	102,914	99,237	(3,677)	(3.6%)	183,800	183,800	-
17							
18 Utilities:							
19 Telephone	337,928	324,540	(13,388)	(4.0%)	745,200	745,200	-
20 Other Utilities	763,383	952,907	189,523	24.8%	1,842,600	1,842,600	-
21 Insurance	2,863,740	1,585,628	(1,278,111)	(44.6%)	3,309,439	3,309,439	-
22 Claims Reserves and Payments	414,659	1,004,728	590,069	142.3%	800,000	800,000	-
23 Workers Compensation	1,854,422	1,648,662	(205,760)	(11.1%)	3,835,476	3,835,476	-
24 Taxes and License Fees	387,610	348,917	(38,693)	(10.0%)	448,804	448,804	-
25 Leases and Rentals	19,261	58,629	39,368	204.4%	241,894	241,894	-
26 Promotional and Legal Advertising	299,097	390,618	91,521	30.6%	1,407,106	1,407,106	-
27 Training and Business Travel	150,798	155,807	5,009	3.3%	963,040	963,040	-
28 Dues and Membership	52,100	111,962	59,861	114.9%	262,707	262,707	-
29 Postage and Other	78,926	44,543	(34,383)	(43.6%)	218,244	218,244	-
30							
31 Total District Operated Buses	63,180,301	66,743,175	3,562,874	5.6%	151,373,298	151,373,298	-
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	8,772,516	11,302,151	2,529,635	28.8%	27,321,300	27,321,300	-
35 Coastside Services	849,648	1,032,290	182,642	21.5%	2,070,800	2,070,800	-
36 Redi Coast Non-ADA	104,208	210,350	106,142	101.9%	246,380	246,380	-
37 La Honda - Pescadero	18,375	18,375	-	0.0%	52,600	52,600	-
38 SamCoast - Pescadero	79,750	182,092	102,343	128.3%	210,327	210,327	-
39 Microtransit	-	1,480,593	1,480,593	100.0%	3,319,877	3,319,877	-
40 CUB Related Wages & Benefits	264,619	368,720	104,102	39.3%	702,566	702,566	-
41 CUB Related Other Support	131,169	83,778	(47,391)	(36.1%)	160,360	160,360	-
42 CUB Insurance	1,397,472	787,209	(610,263)	(43.7%)	1,657,950	1,657,950	-
43 CUB Claims Reserves & Payments	454,440	2,505,373	2,050,933	451.3%	600,000	600,000	-
44 Total Contracted Bus Service	12,072,197	17,970,933	5,898,737	48.9%	36,342,160	36,342,160	-
45							
46 TOTAL MOTOR BUS	75,252,498	84,714,109	9,461,611	12.6%	187,715,458	187,715,458	-

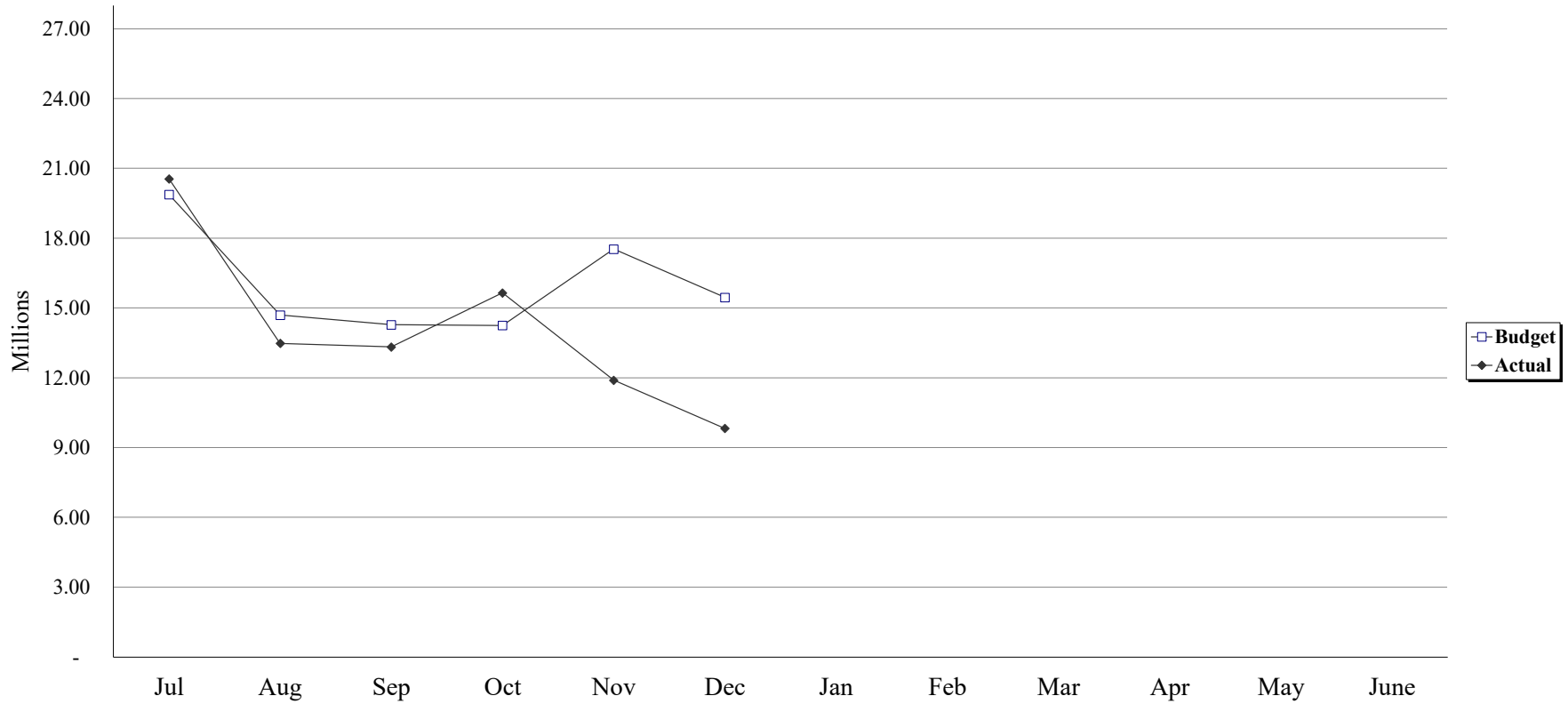
* Fuel and Electricity costs were reduced by a realized gain of \$222,550 from the fuel hedge program.

<i>Statement of Revenues and Expenses</i>							
OPERATING EXPENSES FISCAL YEAR 2024 DECEMBER 2023							
% OF YEAR ELAPSED:						50.0%	
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
47 Elderly & Disabled/Redi-Wheels	4,133,184	4,604,101	470,917	11.4%	8,465,551	8,465,551	-
48 ADA Sedans / Taxi Service	1,237,096	1,710,418	473,321	38.3%	2,390,907	2,390,907	-
49 Coastside ADA	853,375	1,346,858	493,483	57.8%	2,281,914	2,281,914	-
50 ADA Related Wages & Benefits	1,418,727	1,429,274	10,547	0.7%	3,328,660	3,328,660	-
51 ADA Related Other Support	933,338	946,432	13,094	1.4%	2,701,942	2,701,942	-
52 ADA Insurance	1,174,414	661,892	(512,522)	(43.6%)	1,304,918	1,304,918	-
53 ADA Claims Reserves & Payments	100	-	(100)	(100.0%)	200,000	200,000	-
54 TOTAL ADA PROGRAMS	9,750,234	10,698,974	948,740	9.7%	20,673,892	20,673,892	-
MULTI-MODAL TRANSIT PROGRAMS							
56 SamTrans Shuttle Service	2,327,818	2,277,063	(50,755)	(2.2%)	5,782,900	5,782,900	-
57 Shuttle Related Wages & Benefits	126,121	128,333	2,212	1.8%	285,439	285,439	-
58 Dumbarton M.O.W.	20,274	23,859	3,585	17.7%	182,418	182,418	-
59 Maintenance Multimodal Facilities	98,818	187,821	89,003	90.1%	238,600	238,600	-
60 TOTAL MULTI-MODAL PROGRAMS	2,573,031	2,617,077	44,045	107.3%	6,489,357	6,489,357	-
61 TOTAL OPERATING EXPENSES	87,575,764	98,030,160	10,454,396	11.9%	214,878,707	214,878,707	-

SAN MATEO COUNTY TRANSIT DISTRICT

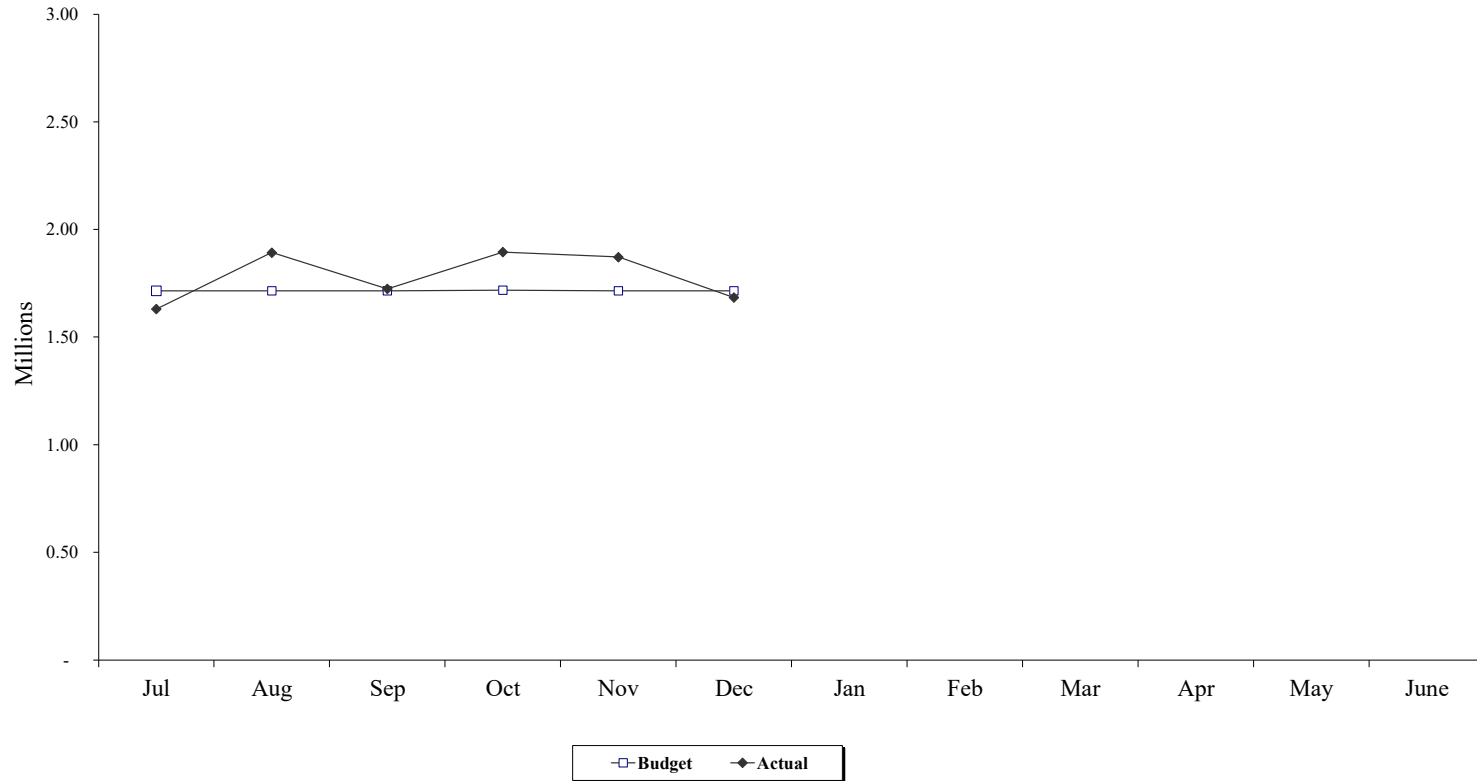
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2024



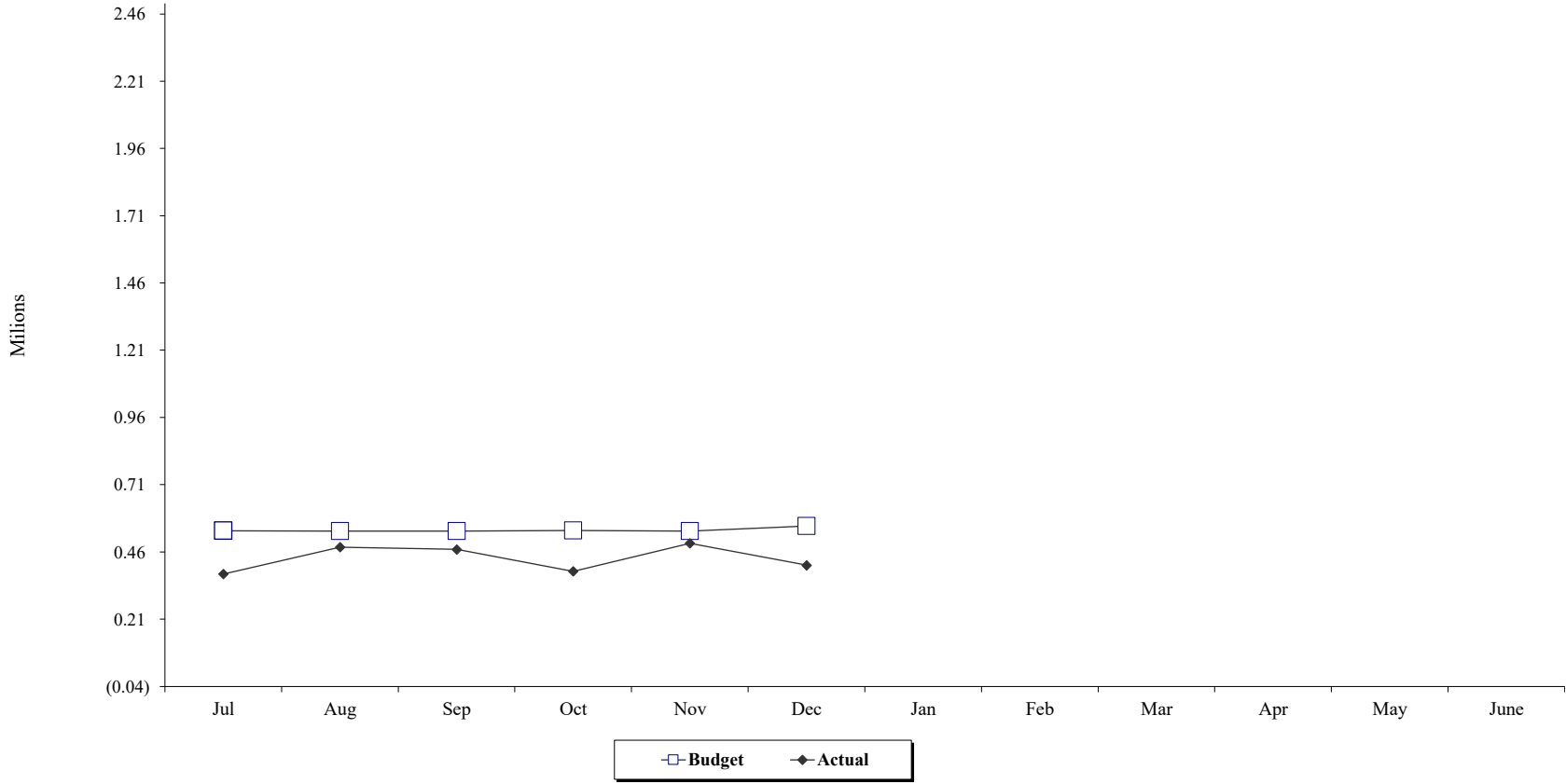
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	19,866,045	14,694,052	14,274,168	14,243,543	17,529,886	15,447,905						
Actual	20,546,859	13,474,273	13,323,863	15,647,397	11,895,188	9,826,528						
CUMULATIVE EXPENSES												
Budget	19,866,045	34,560,097	48,834,265	63,077,808	80,607,694	96,055,599						
Actual	20,546,859	34,021,132	47,344,995	62,992,392	74,887,580	84,714,109						
Variance - F(U)	(680,814)	538,965	1,489,270	85,416	5,720,114	11,341,490						
Variance %	-3.4%	1.6%	3.0%	0.1%	7.1%	11.8%						

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
MONTHLY EXPENSES												
Budget	1,715,532	1,715,532	1,715,532	1,718,032	1,715,532	1,715,532						
Actual	1,631,213	1,892,860	1,724,407	1,894,946	1,871,801	1,683,747						
CUMULATIVE EXPENSES												
Budget	1,715,532	3,431,064	5,146,596	6,864,628	8,580,160	10,295,692						
Actual	1,631,213	3,524,073	5,248,481	7,143,426	9,015,227	10,698,974						
Variance - F(U)	84,319	(93,009)	(101,885)	(278,798)	(435,067)	(403,282)						
Variance %	4.9%	-2.7%	-2.0%	-4.1%	-5.1%	-3.9%						

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	538,655	538,155	538,155	539,755	538,155	556,605						
Actual	378,152	478,023	469,596	387,866	492,831	410,608						
CUMULATIVE EXPENSES												
Budget	538,655	1,076,810	1,614,965	2,154,720	2,692,875	3,249,480						
Actual	378,152	856,175	1,325,771	1,713,637	2,206,468	2,617,077						
Variance - F(U)	160,503	598,787	1,145,369	1,766,854	2,200,044	2,838,872						
Variance %	29.8%	55.6%	70.9%	82.0%	81.7%	87.4%						

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF DECEMBER 31, 2023**

	12/31/2023
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u>	
Bank of America (unrestricted: includes Checking)	\$ 93,682,565
Bank of America (Restricted: includes grant/endowment funds)	19,998,086
CAMP	182,100,078
LAIF	5,530,784
ICD Investment (Market values)**	1,044,387
 <u>INVESTMENT FUNDS</u>	
Investment Portfolio (Market Values+ Accrued interest)*	206,928,462
MMF - US Bank Custodian Account	15,023,138
 TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT	 7,580,109
 TOTAL	 <u><u>\$ 531,887,607</u></u>

* Fund Managed by PFM Investment Advisor

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

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	218,104.52
MMFund	21,598,308.11
Fixed Income	206,710,357.68
Duration	1.951
Convexity	0.054
WAL	2.095
Years to Final Maturity	2.854
Years to Effective Maturity	2.684
Yield	4.676
Book Yield	2.750
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	35.144%
United States	27.850%
Federal Home Loan Mortgage Corporation	14.853%
Federal National Mortgage Association	8.372%
U.S. Bancorp	7.356%
Mitsubishi UFJ Financial Group, Inc.	2.614%
(SM - LAIF) State of California	2.420%
Citigroup Inc.	1.390%
---	100.000%

Footnotes: 1,2

Footnotes:

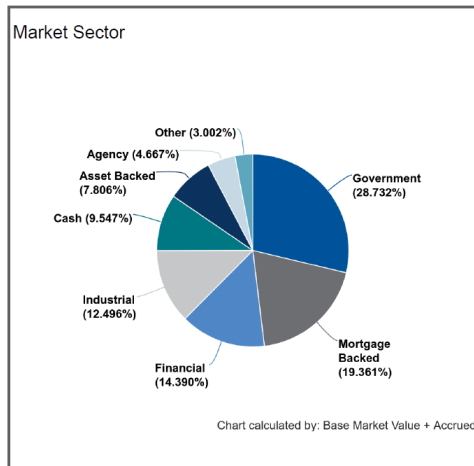
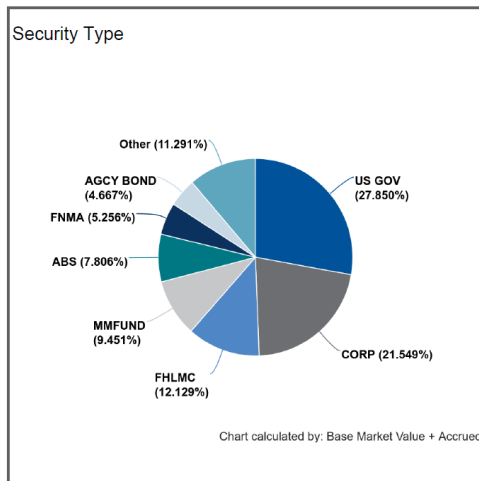
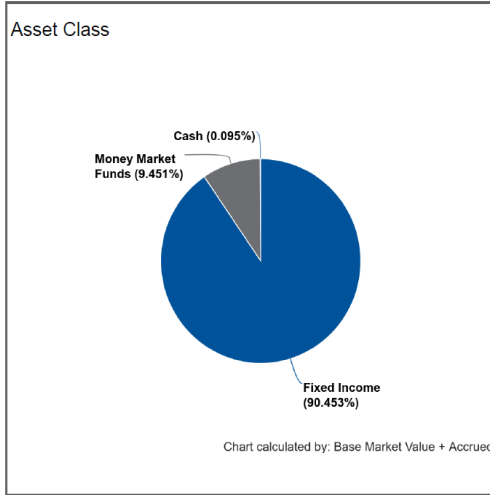
- 1) Grouped by Issuer Concentration
- 2) Groups sorted by: % of Base Market Value+Accrued

Risk Summary

SAM Transit District Agg (136232)

12/01/2023 - 12/31/2023

Dated: 01/10/2024

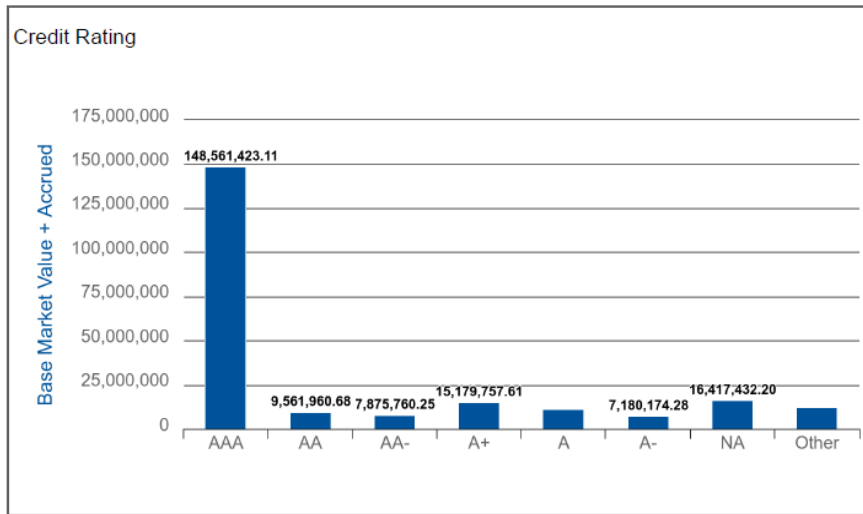


Risk Summary

12/01/2023 - 12/31/2023

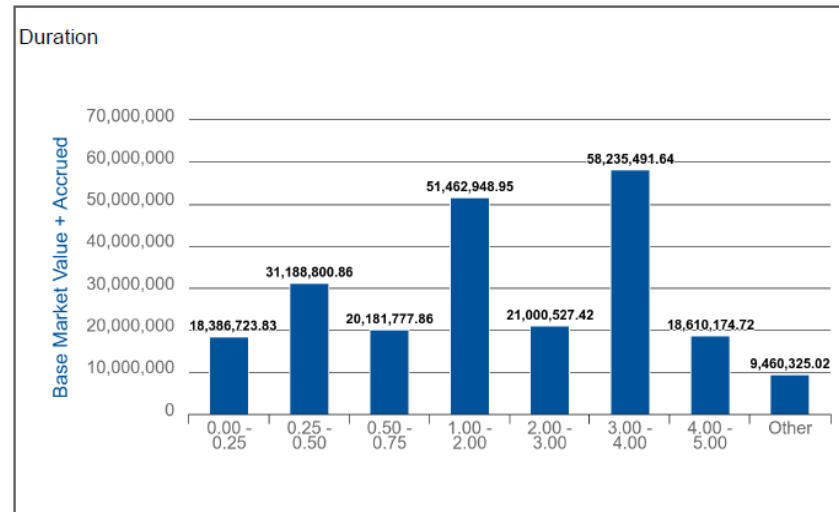
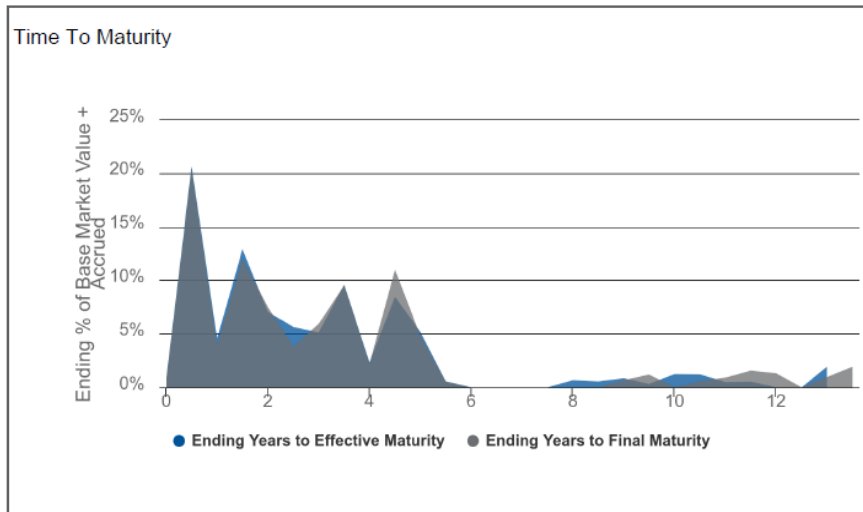
SAM Transit District Agg (136232)

Dated: 01/10/2024



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	23.197%	11.185%	4.704%	21.454%	6.753%	0.000%	0.000%	0.000%	0.000%
AA	0.815%	5.180%	0.000%	2.297%	1.390%	0.000%	0.000%	0.000%	0.000%
A	5.434%	4.518%	3.084%	1.732%	0.000%	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	2.471%	1.636%	1.401%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

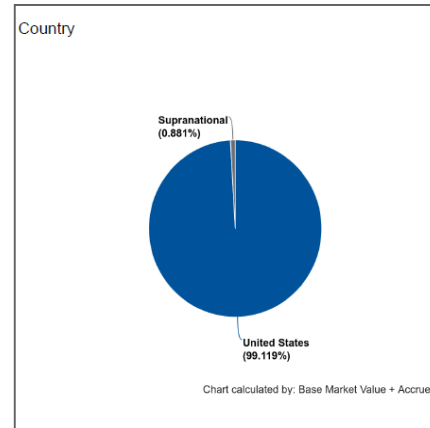
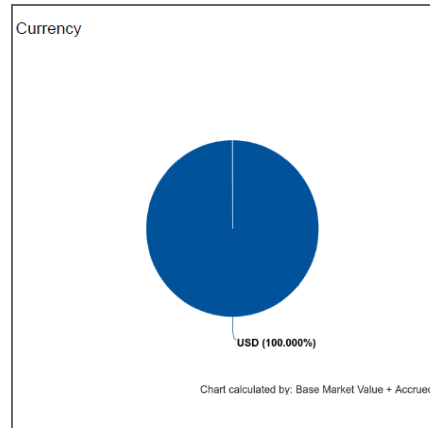
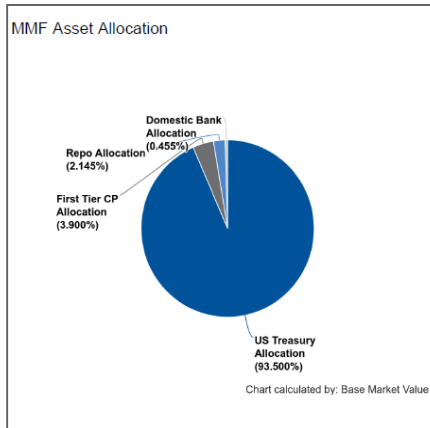
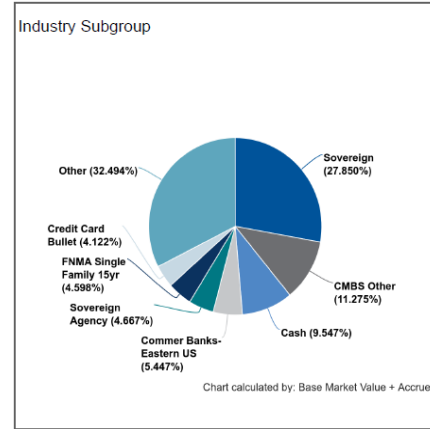
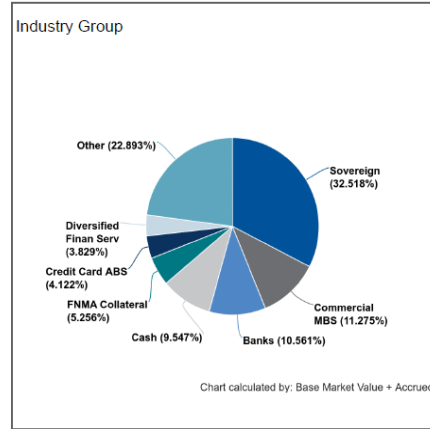
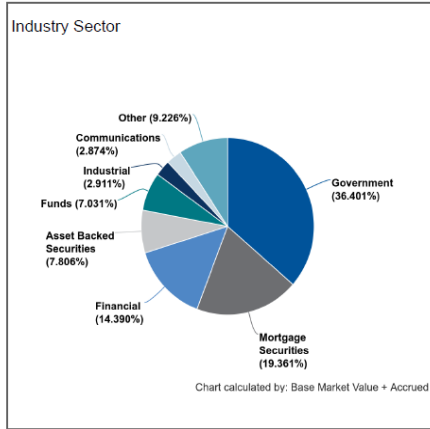


Risk Summary

12/01/2023 - 12/31/2023

SAM Transit District Agg (136232)

Dated: 01/10/2024



CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 12/31/2023
 Base Currency: USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	37,484.41	---	12/31/2023	37,484.41	0.00	37,484.41	37,484.41
CASH			37,484.41			37,484.41	0.00	37,484.41	37,484.41

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,903,044.58	---	12/31/2023	8,903,044.58	0.00	8,903,044.58	8,903,044.58
MMFUND			8,903,044.58			8,903,044.58	0.00	8,903,044.58	8,903,044.58

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,940,528.99	---		8,940,528.99	0.00	8,940,528.99	8,940,528.99

- * 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: 12/31/2023
Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02582JJZ4	AMXCA 2023-1 A	680,000.00	06/14/2023	05/15/2028	679,939.68	1,471.82	684,984.40	686,456.22
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	1,298.62	612,122.80	613,421.42
ABS	05522RDH8	BACCT 2023-2 A	640,000.00	12/14/2023	11/16/2026	639,914.05	1,505.07	647,449.60	648,954.67
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,436,753.25	1,437,113.81
ABS	14041NFX2	COMET 2021-3 A	1,145,000.00	11/30/2021	11/15/2024	1,144,842.22	529.24	1,104,444.10	1,104,973.34
ABS	14044CAC6	COPAR 2021-1 A3	334,761.98	10/27/2021	09/15/2026	334,755.65	114.56	323,989.34	324,103.90
ABS	14316HAC6	CARMX 2020-4 A3	73,142.65	10/21/2020	08/15/2025	73,126.55	16.25	72,375.39	72,391.64
ABS	14316NAC3	CARMX 2021-1 A3	69,026.57	01/27/2021	12/15/2025	69,012.93	10.43	67,758.55	67,768.98
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	04/15/2027	1,229,970.97	2,170.27	1,213,628.70	1,215,798.97
ABS	161571HT4	CHAIT 2023-1 A	1,450,000.00	09/15/2023	09/15/2028	1,449,598.06	3,325.33	1,472,431.50	1,475,756.83
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/15/2024	889,809.45	229.42	861,003.80	861,233.22
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	2,749.84	1,264,575.65	1,267,325.49
ABS	31680EAD3	FITAT 2023-1 A3	1,265,000.00	08/23/2023	08/15/2028	1,264,921.57	3,109.09	1,282,545.55	1,285,654.64
ABS	344928AD8	FORDO 2023-A A3	470,000.00	03/31/2023	03/15/2026	469,950.98	971.33	468,261.00	469,232.33
ABS	362554AC1	GMCAR 2021-4 A3	277,367.49	10/21/2021	09/16/2026	277,360.42	78.59	268,070.13	268,148.72
ABS	362590AC5	GMCAR 2020-3 A3	30,743.87	08/19/2020	04/16/2025	30,736.84	5.76	30,640.88	30,646.65
ABS	36260KAC8	GMCAR 2020-4 A3	49,630.60	10/14/2020	08/18/2025	49,620.00	7.86	49,200.31	49,200.16
ABS	380140AC7	GMCAR 2021-3 A3	335,274.27	07/21/2021	06/16/2026	335,253.55	67.05	325,678.72	325,745.77
ABS	438123AC5	HAROT 2023-4 A3	310,000.00	11/08/2023	06/21/2028	309,945.41	488.25	316,479.00	316,967.25
ABS	43815GAC3	HAROT 2021-4 A3	320,414.04	11/24/2021	01/21/2026	320,346.49	78.32	310,913.76	310,992.08
ABS	44891RAC4	HART 2020-C A3	129,874.60	10/28/2020	05/15/2025	129,844.69	21.93	129,052.49	129,074.43
ABS	44933LAC7	HART 2021-A A3	96,882.73	04/28/2021	09/15/2025	96,872.54	16.36	95,511.84	95,528.20
ABS	44935FAD6	HART 2021-C A3	245,132.50	11/17/2021	05/15/2026	245,077.78	80.62	238,477.15	238,557.77
ABS	50117TAC5	KCOT 2021-1 A3	173,512.86	04/14/2021	08/15/2025	173,477.36	47.81	169,992.28	170,040.09
ABS	65480BAC1	NAROT 2021-A A3	657,489.23	06/23/2021	10/15/2025	657,478.12	96.43	642,768.05	642,864.48
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	597,001.90	597,676.64
ABS	92868KAC7	VALET 2021-1 A3	454,942.22	12/13/2021	06/22/2026	454,924.39	141.79	442,849.86	442,991.65
ABS	98163KAC6	WOART 2021-D A3	389,889.41	11/03/2021	10/15/2026	389,836.30	140.36	378,387.67	378,528.03
ABS			15,663,085.02			15,661,135.96	19,807.74	15,507,347.66	15,527,155.40

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,069.44	949,800.00	950,869.44
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	670.31	514,277.50	514,947.81
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,197.92	950,780.00	951,977.92
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	194.44	943,640.00	943,834.44
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,706.25	1,215,396.00	1,217,102.25
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	900.00	1,117,740.00	1,118,640.00
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,666.67	1,503,568.00	1,506,234.67
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	1,327.08	1,213,329.00	1,214,656.08
AGCY BOND			8,950,000.00			8,916,999.00	9,732.12	8,408,530.50	8,418,262.62

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	147,508.62	---	12/31/2023	147,508.62	0.00	147,508.62	147,508.62
CASH			147,508.62			147,508.62	0.00	147,508.62	147,508.62

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	25,315.07	2,532,025.00	2,557,340.07
CD			2,500,000.00			2,500,000.00	25,315.07	2,532,025.00	2,557,340.07

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	805.44	1,291,763.95	1,292,569.39
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	5,720.00	861,009.60	866,729.60
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	240.00	886,734.00	886,974.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	1,562.50	953,560.00	955,122.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	1,562.50	953,560.00	955,122.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,093.75	667,492.00	668,585.75
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	20,772.92	1,325,376.00	1,346,148.92
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	9,375.00	882,981.00	892,356.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	941.15	315,750.50	316,691.65
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	4,102.43	779,084.50	783,186.93
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	12,916.67	787,904.00	800,820.67
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	483.63	1,035,243.00	1,035,726.63
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	748.27	393,588.00	394,336.27
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	23,831.25	2,508,759.00	2,532,590.25
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	18,285.00	2,553,660.00	2,571,945.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	11,028.75	1,247,548.50	1,258,577.25
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	1,942.50	862,974.00	864,916.50
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	2,242.50	382,999.50	385,242.00
CORP	17325FBB3	CITIBANK NA	2,600,000.00	10/04/2023	09/29/2028	2,587,104.00	38,557.71	2,714,738.00	2,753,295.71
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000.00	07/25/2023	07/14/2028	1,309,932.00	29,851.25	1,332,773.00	1,362,624.25
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	5,587.85	927,741.50	933,329.35
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	6,814.13	882,468.00	889,282.13
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	16,651.25	991,882.00	908,533.25
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	798.00	136,544.80	137,342.80
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	22,244.44	1,285,635.00	1,307,879.44
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	8,092.50	443,011.50	451,104.00
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	398.27	567,582.20	567,980.47
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	6,865.94	726,315.00	733,180.94
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	1,165.65	206,086.50	207,252.15
CORP	58933YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	2,549.25	512,739.15	515,288.40
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	27,710.08	1,287,520.00	1,315,230.08
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	2,925.00	376,478.70	379,403.70
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	337.33	215,413.00	215,750.33
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	13,825.00	898,686.00	912,511.00
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	1,252.36	616,343.70	617,596.06
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	15,316.64	2,258,958.30	2,274,274.94
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,062.19	489,916.35	490,978.54
CORP	85747BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	2,813.00	384,364.00	387,177.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	2,158.00	233,912.80	226,070.80
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,105.00	435,235.50	438,340.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	966.00	135,406.60	136,372.60
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	931.50	130,570.65	131,502.15
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	105.63	240,084.00	240,189.63
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	7,059.38	1,228,532.05	1,235,591.43
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	676.78	271,874.40	272,551.18
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	18,120.00	1,768,878.00	1,786,998.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	1,689.86	1,064,578.00	1,066,267.86
CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	7,657.00	919,956.00	927,613.00
CORP			43,410,000.00			43,798,498.45	364,941.22	42,264,212.25	42,629,153.47

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	5,202,846.00	5,202,846.00
CP			5,400,000.00			5,194,854.00	0.00	5,202,846.00	5,202,846.00

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	811,247.25	06/25/2021	06/01/2035	874,118.91	2,366.14	784,435.53	786,801.67
FHLMC	3133L7LB1	FH RC1222	897,622.23	10/19/2021	12/01/2034	964,943.89	2,618.06	879,014.52	881,632.58
FHLMC	3133L9AJ2	FH RC2709	996,823.39	10/18/2022	09/01/2037	978,755.97	3,738.09	992,806.19	996,544.28
FHLMC	3137BGK24	FHMS K-043 A2	640,648.42	03/25/2020	12/25/2024	672,380.54	1,634.72	627,989.21	629,623.93
FHLMC	3137F62S5	FHMS K-J31 A1	18,428.11	10/29/2020	05/26/2026	18,427.74	8.74	18,289.16	18,297.90
FHLMC	3137H4RZ5	FHMS K-J36 A1	62,158.44	12/16/2021	12/25/2026	62,158.19	67.23	58,701.81	58,769.05
FHLMC	3137H8B42	FHMS K-J40 A1	823,709.62	07/14/2022	06/25/2028	823,699.74	2,333.84	795,291.64	797,625.48
FHLMC	3137H8H79	FHMS K-J41 A1	1,691,686.33	08/04/2022	01/25/2029	1,691,666.03	4,422.35	1,605,308.83	1,609,731.18
FHLMC	3137H92N8	FHMS K-J42 A1	1,089,978.33	09/15/2022	07/25/2029	1,089,936.91	3,544.25	1,062,848.77	1,066,393.02
FHLMC	3137H9MM8	FHMS K-J43 A1	1,791,313.36	12/15/2022	12/25/2028	1,791,282.91	1,306.76	1,778,863.73	1,780,170.50
FHLMC	3137H9QT9	FHMS K-J44 A1	1,787,099.94	02/23/2023	01/25/2029	1,787,044.54	6,788.00	1,786,760.39	1,793,548.39
FHLMC	3137HA4K9	FHMS K-J45 A1	1,795,988.65	05/25/2023	11/25/2028	1,795,985.05	6,667.61	1,786,236.43	1,792,904.04
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000.00	07/20/2023	06/25/2028	1,817,978.40	7,228.50	1,830,276.00	1,837,504.50
FHLMC	3137HAD45	FHMS K-J46 A1	1,446,094.86	07/27/2023	06/25/2028	1,446,058.71	5,756.66	1,452,399.83	1,458,156.50
FHLMC	3137HAGY6	FHMS K-752 A1	835,253.34	08/24/2023	01/25/2029	810,580.80	2,981.85	829,381.51	832,363.37
FHLMC	3137HAMH6	FHMS K-506 A2	1,800,000.00	09/14/2023	08/25/2028	1,773,372.60	6,975.00	1,815,030.00	1,822,005.00
FHLMC	3137HAMS2	FHMS K-507 A2	1,800,000.00	09/28/2023	09/25/2028	1,778,484.60	7,200.00	1,825,380.00	1,832,580.00
FHLMC	3137HAQ74	FHMS K-508 A2	1,800,000.00	10/19/2023	08/25/2028	1,760,515.20	7,110.00	1,824,912.00	1,832,022.00
FHLMC	3137HAST4	FHMS K-509 A2	1,350,000.00	10/31/2023	09/25/2028	1,306,957.95	5,456.25	1,373,476.50	1,378,932.75
FHLMC	3137HB3D4	FHMS K-510 A2	655,000.00	11/21/2023	10/25/2028	653,106.40	2,766.83	674,532.10	677,298.93
FHLMC			23,893,052.28			23,897,455.09	80,970.89	23,801,934.16	23,882,905.06

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	892,186.20	12/29/2020	09/25/2033	904,802.27	743.49	839,797.03	840,540.51
FHLMC CMO	3137F7DH5	FHR 5048 B	591,135.78	11/30/2020	05/25/2033	598,617.34	492.61	528,906.92	529,399.53
FHLMC CMO	3137HB3G7	FHMS K-511 A2	1,000,000.00	12/07/2023	10/25/2028	997,127.00	4,050.00	1,020,940.00	1,024,990.00
FHLMC CMO			2,483,321.98			2,500,546.61	5,286.10	2,389,643.94	2,394,930.04

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	907,625.44	05/18/2021	03/01/2035	972,577.39	2,269.06	863,396.86	865,665.92
FNMA	3140Q9FM0	FN CA1971	1,107,695.48	01/18/2022	06/01/2033	1,168,791.81	3,230.78	1,078,452.32	1,081,683.10
FNMA	3140QGKN6	FN CA8400	941,763.24	03/22/2021	12/01/2035	1,030,347.85	2,746.81	918,755.97	921,502.78
FNMA	3140X92C8	FN FM6170	654,850.11	06/25/2021	07/01/2035	709,693.81	2,182.83	644,490.38	646,673.22
FNMA	3140X9K46	FN FM5714	597,107.83	03/25/2021	11/01/2035	650,474.34	1,990.36	589,130.47	591,120.82
FNMA	3140XALC4	FN FM6622	1,085,242.05	03/29/2021	02/01/2036	1,141,199.84	2,260.92	1,002,155.92	1,004,416.84
FNMA	3140XC4K1	FN FM8925	1,076,578.99	11/16/2021	08/01/2034	1,167,415.35	3,588.60	1,071,465.24	1,075,053.84
FNMA	3140XHQQ3	FN FS2262	1,495,173.35	06/30/2022	06/01/2037	1,514,096.64	4,983.91	1,473,403.62	1,478,387.54
FNMA	3140XJHF3	FN FS2929	1,507,041.45	10/18/2022	09/01/2037	1,462,065.68	5,023.47	1,479,055.69	1,484,079.16
FNMA	3140XJJ87	FN FS2986	1,333,975.41	10/21/2022	10/01/2032	1,294,373.02	4,446.58	1,313,045.34	1,317,491.92
FNMA			10,707,053.35			11,111,035.72	32,723.33	10,433,351.80	10,466,075.13

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	1,600,106.09	03/31/2023	04/25/2035	1,630,920.63	6,667.11	1,602,650.26	1,609,317.37
FNMA CMO			1,600,106.09			1,630,920.63	6,667.11	1,602,650.26	1,609,317.37

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	4,808,691.20	---	12/31/2023	4,808,691.20	0.00	4,808,691.20	4,808,691.20
MMFUND			4,808,691.20			4,808,691.20	0.00	4,808,691.20	4,808,691.20

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	617.77	401,534.00	402,151.77
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,013.46	226,244.10	228,257.56
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	2,201.50	332,090.50	334,292.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	4,088.50	616,739.50	620,828.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,572.50	237,207.50	238,780.00
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,771.46	516,664.50	518,435.96
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,593.75	729,097.50	730,691.25
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,063.13	380,700.00	381,763.13
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,727.55	308,187.00	309,914.55
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	4,098.67	1,524,544.00	1,528,642.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,681.88	560,745.75	562,427.63
MUNI			6,120,000.00			6,123,878.00	22,430.15	5,833,754.35	5,856,184.50

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	2,500.00	1,744,434.00	1,746,934.00
SUPRANATIONAL			1,800,000.00			1,799,064.00	2,500.00	1,744,434.00	1,746,934.00

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	15,329.67	3,960,000.00	3,975,329.67
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	1,291.21	472,695.00	473,986.21
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	5,164.84	1,890,780.00	1,895,944.84
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	4,002.75	1,465,354.50	1,469,357.25
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	35.71	639,866.50	639,902.21
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	24.73	442,984.50	443,009.23
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	274.73	4,922,050.00	4,922,324.73
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	81.04	1,452,004.75	1,452,085.79
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	74.18	1,328,953.50	1,329,027.68
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	40.87	824,916.50	824,957.37
US GOV	912828ZW3	UNITED STATES TREASURY	2,400,000.00	12/24/2020	06/30/2025	2,391,187.50	16.48	2,254,224.00	2,254,240.48
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	3.61	324,366.00	324,369.61
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	12.36	1,112,112.00	1,112,124.36
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	74.18	6,672,672.00	6,672,746.18
US GOV	91282CBV2	UNITED STATES TREASURY	11,350,000.00	12/06/2021	04/15/2024	11,250,687.50	9,070.70	11,193,937.50	11,203,008.20
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	20,609.89	4,232,404.00	4,253,013.89
US GOV	91282CFB2	UNITED STATES TREASURY	5,950,000.00	05/05/2023	07/31/2027	5,748,955.08	68,473.51	5,711,524.00	5,779,997.51
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	21,865.49	1,823,848.00	1,845,713.49
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000.00	07/07/2023	07/31/2027	1,437,669.92	17,549.93	1,463,878.00	1,481,427.93
US GOV	91282CFB2	UNITED STATES TREASURY	1,600,000.00	09/15/2023	07/31/2027	1,498,750.00	18,413.04	1,535,872.00	1,554,285.04
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000.00	12/05/2023	11/30/2027	3,058,949.22	10,502.73	3,093,459.00	3,103,961.73
US GOV			58,800,000.00			57,923,796.91	192,911.63	56,817,901.75	57,010,813.38

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	2,983.75	1,371,089.70	1,374,073.45
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	2,982.99	1,224,950.00	1,227,932.99
YANKEE			2,645,000.00			2,633,825.00	5,966.74	2,596,039.70	2,602,006.44

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
--	--	--	188,927,818.54			188,648,209.18	769,252.10	184,090,871.19	184,860,123.29

* 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: 12/31/2023
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02582JJZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2028	104,990.69	227.27	105,769.65	105,996.92
ABS	05522RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	202.24	95,330.60	95,532.84
ABS	05522RDH8	BACCT 2023-2 A	100,000.00	12/14/2023	11/16/2026	99,986.57	235.17	101,164.00	101,399.17
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	248,387.85	248,450.18
ABS	14041NFY2	COMET 2021-3 A	215,000.00	11/30/2021	11/15/2024	214,970.37	99.38	207,384.70	207,484.08
ABS	14044CAC6	COPAR 2021-1 A3	58,219.47	10/27/2021	09/15/2026	58,218.38	19.92	56,345.97	56,365.90
ABS	14316HAC6	CARMX 2020-4 A3	17,210.04	10/21/2020	08/15/2025	17,206.25	3.82	17,029.50	17,033.33
ABS	14316NAC3	CARMX 2021-1 A3	12,181.16	01/27/2021	12/15/2025	12,178.75	1.84	11,957.39	11,959.23
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	04/15/2027	194,995.40	344.07	192,404.55	192,748.62
ABS	161571HT4	CHAIT 2023-1 A	220,000.00	09/15/2023	09/15/2028	219,939.02	504.53	223,403.40	223,907.93
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/15/2024	154,966.81	39.96	149,950.10	149,990.06
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	416.31	191,449.70	191,866.01
ABS	31680EAD3	FITAT 2023-1 A3	195,000.00	08/23/2023	08/15/2028	194,987.91	479.27	197,704.65	198,183.92
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	03/15/2026	69,992.70	144.67	69,741.00	69,885.67
ABS	362554AC1	GMCAR 2021-4 A3	46,828.28	10/21/2021	09/16/2026	46,827.08	13.27	45,258.59	45,271.86
ABS	36260KAC8	GMCAR 2020-4 A3	10,546.50	10/14/2020	08/18/2025	10,544.25	1.67	10,455.06	10,456.73
ABS	380140AC7	GMCAR 2021-3 A3	57,711.14	07/21/2021	06/16/2026	57,707.58	11.54	56,059.45	56,070.99
ABS	438123AC5	HAROT 2023-4 A3	45,000.00	11/08/2023	06/21/2028	44,992.08	70.88	45,940.50	46,011.38
ABS	43815GAC3	HAROT 2021-4 A3	59,206.94	11/24/2021	01/21/2026	59,194.46	14.47	57,451.46	57,465.93
ABS	44891RAC4	HART 2020-C A3	28,572.41	10/28/2020	05/15/2025	28,565.83	4.83	28,391.55	28,396.37
ABS	44933LAC7	HART 2021-A A3	18,798.14	04/28/2021	09/15/2025	18,796.16	3.17	18,532.15	18,535.32
ABS	44935FAD6	HART 2021-C A3	41,430.84	11/17/2021	05/15/2026	41,421.60	13.63	40,306.00	40,319.62
ABS	92868KAC7	VALET 2021-1 A3	76,377.16	12/13/2021	06/22/2026	76,374.17	23.80	74,347.06	74,370.86
ABS	98163KAC6	WOART 2021-D A3	66,141.95	11/03/2021	10/15/2026	66,132.94	23.81	64,190.77	64,214.58
ABS			2,333,224.05			2,332,931.49	2,961.85	2,308,955.65	2,311,917.49

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	294.10	261,195.00	261,489.10
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	140.16	107,530.75	107,670.91
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	329.43	261,464.50	261,793.93
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	53.47	259,501.00	259,554.47
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	360.94	257,103.00	257,463.94
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	206.25	256,148.75	256,355.00
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	583.33	328,905.50	329,488.83
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	561.46	513,331.50	513,892.96
AGCY BOND			2,390,000.00			2,381,485.25	2,529.13	2,245,180.00	2,247,709.13

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	33,111.49	---	12/31/2023	33,111.49	0.00	33,111.49	33,111.49
CASH			33,111.49			33,111.49	0.00	33,111.49	33,111.49

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	3,625.22	404,768.00	408,393.22
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	4,050.41	405,124.00	409,174.41
CD			800,000.00			800,000.00	7,675.63	809,892.00	817,567.63

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	150.06	240,670.85	240,820.91
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	845.00	127,194.60	128,039.60
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	66.67	246,315.00	246,381.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	429.69	262,229.00	262,658.69
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	3,195.83	203,904.00	207,099.83
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,604.17	245,272.50	247,876.67
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	159.27	53,434.70	53,593.97
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	723.96	137,485.50	138,209.46
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	87.93	188,226.00	188,313.93
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	374.13	196,794.00	197,168.13
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	3,751.22	394,897.25	398,648.47
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	2,708.89	378,320.00	381,028.89
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,633.89	184,822.00	186,455.89
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	345.00	58,923.00	59,268.00
CORP	17325FBB3	CITIBANK NA	400,000.00	10/04/2023	09/29/2028	398,016.00	5,931.96	417,652.00	423,583.96
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,000.00	07/25/2023	07/14/2028	201,528.00	4,592.50	205,042.00	209,634.50
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,588.13	263,673.90	265,262.03
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	4,625.35	247,745.00	252,370.35
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	114.00	19,506.40	19,620.40
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	3,422.22	197,790.00	201,212.22
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	140.77	200,610.95	200,751.72
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	915.46	96,842.00	97,757.46
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	170.58	30,159.00	30,339.58
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	396.00	79,648.80	80,044.80
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	4,263.09	198,080.00	202,343.09
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	450.00	57,919.80	58,369.80
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	53.67	34,270.25	34,323.92
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,840.28	249,635.00	253,475.28
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	207.08	101,915.10	102,122.18
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	2,399.39	353,871.15	356,270.54
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	182.40	84,127.05	84,309.45
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	421.95	57,654.60	58,076.55
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	314.71	32,653.95	32,968.66
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	862.50	120,898.75	121,761.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	345.00	48,359.50	48,704.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	172.50	24,179.75	24,352.25
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	1,125.00	195,782.00	196,907.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	293.89	185,144.00	185,437.89
CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	1,152.67	138,488.00	139,640.67
CORP			6,730,000.00			6,733,398.50	55,056.78	6,560,137.35	6,615,194.13

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	770,792.00	770,792.00
CP			800,000.00			769,608.00	0.00	770,792.00	770,792.00

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	150,579.54	06/25/2021	06/01/2035	162,249.45	439.19	145,602.88	146,042.07
FHLMC	3133L7LB1	FH RC1222	161,572.00	10/19/2021	12/01/2034	173,689.90	471.25	158,222.62	158,693.87
FHLMC	3133L9AJ2	FH RC2709	161,631.09	10/18/2022	09/01/2037	158,701.53	606.12	160,979.72	161,585.84
FHLMC	3137BKGK24	FHMS K-043 A2	172,482.27	03/25/2020	12/25/2024	181,025.53	440.12	169,074.02	169,514.14
FHLMC	3137F62S5	FHMS K-J31 A1	4,346.25	10/29/2020	05/26/2026	4,346.17	2.06	4,313.48	4,315.54
FHLMC	3137H4RZ5	FHMS K-J36 A1	9,888.84	12/16/2021	12/25/2026	9,888.80	10.70	9,338.92	9,349.62
FHLMC	3137H8B42	FHMS K-J40 A1	137,284.94	07/14/2022	06/25/2028	137,283.29	388.97	132,548.61	132,937.58
FHLMC	3137H8H79	FHMS K-J41 A1	281,947.72	08/04/2022	01/25/2029	281,944.34	737.06	267,551.47	268,288.53
FHLMC	3137H92N8	FHMS K-J42 A1	182,485.06	09/15/2022	07/25/2029	182,478.13	593.38	177,943.01	178,536.39
FHLMC	3137H9MM8	FHMS K-J43 A1	273,672.87	12/15/2022	12/25/2028	273,668.22	199.64	271,770.85	271,970.49
FHLMC	3137H9QT9	FHMS K-J44 A1	273,029.16	02/23/2023	01/25/2029	273,020.70	1,037.06	272,977.28	274,014.34
FHLMC	3137HA4K9	FHMS K-J45 A1	274,387.15	05/25/2023	11/25/2028	274,386.61	1,018.66	272,897.23	273,915.89
FHLMC	3137HACX2	FHMS K-505 A2	275,000.00	07/20/2023	06/25/2028	277,746.70	1,104.35	279,625.50	280,729.85
FHLMC	3137HAD45	FHMS K-J46 A1	224,394.03	07/27/2023	06/25/2028	224,388.43	893.28	225,372.39	226,265.66
FHLMC	3137HAGY6	FHMS K-752 A1	129,265.40	08/24/2023	01/25/2029	125,447.03	461.48	128,356.66	128,818.14
FHLMC	3137HAMH6	FHMS K-506 A2	275,000.00	09/14/2023	08/25/2028	270,931.93	1,065.63	277,296.25	278,361.88
FHLMC	3137HAMS2	FHMS K-507 A2	275,000.00	09/28/2023	09/25/2028	271,712.93	1,100.00	278,877.50	279,977.50
FHLMC	3137HAQ74	FHMS K-508 A2	275,000.00	10/19/2023	08/25/2028	268,967.60	1,086.25	278,806.00	279,892.25
FHLMC	3137HAST4	FHMS K-509 A2	205,000.00	10/31/2023	09/25/2028	198,463.98	828.54	208,564.95	209,393.49
FHLMC	3137HB3D4	FHMS K-510 A2	100,000.00	11/21/2023	10/25/2028	99,710.90	422.42	102,982.00	103,404.42
FHLMC			3,841,966.33			3,850,052.15	12,906.15	3,823,101.34	3,836,007.49

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	125,047.95	11/30/2020	05/25/2033	126,630.59	104.21	111,884.16	111,988.36
FHLMC CMO	3137HB3G7	FHMS K-511 A2	150,000.00	12/07/2023	10/25/2028	149,569.05	607.50	153,141.00	153,748.50
FHLMC CMO			275,047.95			276,199.64	711.71	265,025.16	265,736.86

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	160,169.20	05/18/2021	03/01/2035	171,631.30	400.42	152,364.15	152,764.57
FNMA	3140Q9FM0	FN CA1971	166,154.32	01/18/2022	06/01/2033	175,318.77	484.62	161,767.85	162,252.46
FNMA	3140QGKN6	FN CA8400	184,331.16	03/22/2021	12/01/2035	201,669.81	537.63	179,827.95	180,365.58
FNMA	3140X92C8	FN FM6170	122,784.40	06/25/2021	07/01/2035	133,067.59	409.28	120,841.95	121,251.23
FNMA	3140X9K46	FN FM5714	106,626.40	03/25/2021	11/01/2035	116,156.13	355.42	105,201.87	105,557.29
FNMA	3140XALC4	FN FM6622	203,482.88	03/29/2021	02/01/2036	213,974.97	423.92	187,904.23	188,328.16
FNMA	3140XC4K1	FN FM8925	201,858.56	11/16/2021	08/01/2034	218,890.38	672.86	200,899.73	201,572.59
FNMA	3140XJHF3	FN FS2929	251,173.58	10/18/2022	09/01/2037	243,677.61	837.25	246,509.28	247,346.53
FNMA	3140XJH87	FN FS2986	188,870.14	10/21/2022	10/01/2032	183,263.05	629.57	185,906.76	186,536.33
FNMA			1,585,450.62			1,657,649.62	4,750.97	1,541,223.77	1,545,974.74

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	242,873.25	03/31/2023	04/25/2035	247,550.45	1,011.97	243,259.41	244,271.39
FNMA CMO			242,873.25			247,550.45	1,011.97	243,259.41	244,271.39

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER.US TRS MM Y	1,311,401.82	---	12/31/2023	1,311,401.82	0.00	1,311,401.82	1,311,401.82
MMFUND			1,311,401.82			1,311,401.82	0.00	1,311,401.82	1,311,401.82

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	107.75	70,035.00	70,142.75
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	525.25	59,020.20	59,545.45
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	345.95	52,185.65	52,531.60
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	471.75	71,162.25	71,634.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	817.70	123,347.90	124,165.60
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	370.40	108,029.85	108,400.25
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	223.13	79,900.00	80,123.13
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	287.93	51,364.50	51,652.43
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	704.46	262,031.00	262,735.46
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	365.63	121,901.25	122,266.88
MUNI			1,050,000.00			1,050,886.10	4,219.93	998,977.60	1,003,197.53

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 DEVELO	275,000.00	07/19/2022	06/15/2027	274,857.00	381.94	266,510.75	266,892.69
SUPRANATIONAL			275,000.00			274,857.00	381.94	266,510.75	266,892.69

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	387.36	141,808.50	142,195.86
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	258.24	94,539.00	94,797.24
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	57.69	1,033,630.50	1,033,688.19
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	24.73	442,984.50	443,009.23
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	6.87	123,051.25	123,058.12
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	23.35	418,374.25	418,397.60
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	9.62	172,271.75	172,281.37
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	12.02	242,622.50	242,634.52
US GOV	91282CBC4	UNITED STATES TREASURY	50,000.00	10/06/2021	12/31/2025	49,101.56	0.52	46,338.00	46,338.52
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	5.41	486,549.00	486,554.41
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	447.12	323,806.00	324,253.12
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	1,176.97	412,191.00	413,367.97
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	392.32	137,397.00	137,789.32
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	3,044.64	625,241.50	628,286.14
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	10,069.63	839,930.00	849,999.63
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	3,452.45	287,976.00	291,428.45
US GOV	91282CFB2	UNITED STATES TREASURY	225,000.00	07/07/2023	07/31/2027	212,115.23	2,589.33	215,982.00	218,571.33
US GOV	91282CFB2	UNITED STATES TREASURY	250,000.00	09/15/2023	07/31/2027	234,179.69	2,877.04	239,980.00	242,857.04
US GOV	91282CFZ9	UNITED STATES TREASURY	325,000.00	12/05/2023	11/30/2027	320,696.29	1,101.09	324,314.25	325,415.34
US GOV			6,875,000.00			6,753,774.42	25,936.40	6,608,987.00	6,634,923.40

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	534.72	245,715.00	246,249.72
YANKEE			250,000.00			250,000.00	534.72	245,715.00	246,249.72

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	28,793,075.51	---	---	28,722,905.93	118,677.18	28,032,270.34	28,150,947.52

- * 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: 12/01/2023 - 12/31/2023
Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
62479MZ14	MUFG Bank, Ltd., New York Branch	(2,000,000.00)	0.000	Maturity	12/01/2023	12/01/2023	12/01/2023	(2,000,000.00)	0.00	2,000,000.00
62479LJ63	MUFG Bank, Ltd., New York Branch	5,400,000.00	0.000	Buy	12/20/2023	12/20/2023	09/06/2024	5,194,854.00	0.00	(5,194,854.00)
62479LJ63	MUFG Bank, Ltd., New York Branch	800,000.00	0.000	Buy	12/20/2023	12/20/2023	09/06/2024	769,608.00	0.00	(769,608.00)
3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	(8,000,000.00)	0.250	Maturity	12/04/2023	12/04/2023	12/04/2023	(8,000,000.00)	0.00	8,000,000.00
65480BAC1	NAROT 2021-A A3	(64,573.92)	0.330	Principal Paydown	12/15/2023	12/15/2023	10/15/2025	(64,573.92)	0.00	64,573.92
14316NAC3	CARMX 2021-1 A3	(8,605.91)	0.340	Principal Paydown	12/15/2023	12/15/2023	12/15/2025	(8,605.91)	0.00	8,605.91
14316NAC3	CARMX 2021-1 A3	(1,518.69)	0.340	Principal Paydown	12/15/2023	12/15/2023	12/15/2025	(1,518.69)	0.00	1,518.69
36260KAC8	GMCAR 2020-4 A3	(13,032.00)	0.380	Principal Paydown	12/16/2023	12/16/2023	08/18/2025	(13,032.00)	0.00	13,032.00
44891RAC4	HART 2020-C A3	(45,883.44)	0.380	Principal Paydown	12/15/2023	12/15/2023	05/15/2025	(45,883.45)	0.00	45,883.45
44933LAC7	HART 2021-A A3	(15,447.24)	0.380	Principal Paydown	12/15/2023	12/15/2023	09/15/2025	(15,447.25)	0.00	15,447.25
36260KAC8	GMCAR 2020-4 A3	(2,769.30)	0.380	Principal Paydown	12/16/2023	12/16/2023	08/18/2025	(2,769.30)	0.00	2,769.30
44891RAC4	HART 2020-C A3	(10,094.36)	0.380	Principal Paydown	12/15/2023	12/15/2023	05/15/2025	(10,094.36)	0.00	10,094.36
44933LAC7	HART 2021-A A3	(2,997.23)	0.380	Principal Paydown	12/15/2023	12/15/2023	09/15/2025	(2,997.23)	0.00	2,997.23
362590AC5	GMCAR 2020-3 A3	(20,429.65)	0.450	Principal Paydown	12/16/2023	12/16/2023	04/16/2025	(20,429.65)	0.00	20,429.65
380140AC7	GMCAR 2021-3 A3	(26,068.86)	0.480	Principal Paydown	12/16/2023	12/16/2023	06/16/2026	(26,068.86)	0.00	26,068.86
380140AC7	GMCAR 2021-3 A3	(4,487.26)	0.480	Principal Paydown	12/16/2023	12/16/2023	06/16/2026	(4,487.26)	0.00	4,487.26
14316HAC6	CARMX 2020-4 A3	(15,058.80)	0.500	Principal Paydown	12/15/2023	12/15/2023	08/15/2025	(15,058.80)	0.00	15,058.80
14316HAC6	CARMX 2020-4 A3	(3,543.25)	0.500	Principal Paydown	12/15/2023	12/15/2023	08/15/2025	(3,543.25)	0.00	3,543.25
3137F62S5	FHMS K-J31 A1	(1,825.43)	0.569	Principal Paydown	12/01/2023	12/01/2023	05/26/2026	(1,825.43)	0.00	1,825.43
3137F62S5	FHMS K-J31 A1	(430.53)	0.569	Principal Paydown	12/01/2023	12/01/2023	05/26/2026	(430.53)	0.00	430.53
50117TAC5	KCOT 2021-1 A3	(20,055.71)	0.620	Principal Paydown	12/15/2023	12/15/2023	08/15/2025	(20,055.71)	0.00	20,055.71
362554AC1	GMCAR 2021-4 A3	(17,421.36)	0.680	Principal Paydown	12/16/2023	12/16/2023	09/16/2026	(17,421.35)	0.00	17,421.35
362554AC1	GMCAR 2021-4 A3	(2,941.27)	0.680	Principal Paydown	12/16/2023	12/16/2023	09/16/2026	(2,941.27)	0.00	2,941.27
44935FAD6	HART 2021-C A3	(18,773.25)	0.740	Principal Paydown	12/15/2023	12/15/2023	05/15/2026	(18,773.25)	0.00	18,773.25
44935FAD6	HART 2021-C A3	(3,172.94)	0.740	Principal Paydown	12/15/2023	12/15/2023	05/15/2026	(3,172.94)	0.00	3,172.94
14044CAC6	COPAR 2021-1 A3	(22,330.16)	0.770	Principal Paydown	12/15/2023	12/15/2023	09/15/2026	(22,330.15)	0.00	22,330.15
14044CAC6	COPAR 2021-1 A3	(3,883.51)	0.770	Principal Paydown	12/15/2023	12/15/2023	09/15/2026	(3,883.50)	0.00	3,883.50
98163KAC6	WOART 2021-D A3	(27,515.16)	0.810	Principal Paydown	12/15/2023	12/15/2023	10/15/2026	(27,515.16)	0.00	27,515.16
98163KAC6	WOART 2021-D A3	(4,667.75)	0.810	Principal Paydown	12/15/2023	12/15/2023	10/15/2026	(4,667.75)	0.00	4,667.75
43815GAC3	HAROT 2021-4 A3	(23,618.13)	0.880	Principal Paydown	12/21/2023	12/21/2023	01/21/2026	(23,618.13)	0.00	23,618.13
43815GAC3	HAROT 2021-4 A3	(4,364.22)	0.880	Principal Paydown	12/21/2023	12/21/2023	01/21/2026	(4,364.22)	0.00	4,364.22
3137F7DH5	FHR 5048 B	(12,837.94)	1.000	Principal Paydown	12/01/2023	12/01/2023	05/25/2033	(12,837.94)	0.00	12,837.94
3133QS5G3	FHS 370 A3	(25,184.52)	1.000	Principal Paydown	12/01/2023	12/01/2023	09/25/2033	(25,184.52)	0.00	25,184.52
3137F7DH5	FHR 5048 B	(2,715.72)	1.000	Principal Paydown	12/01/2023	12/01/2023	05/25/2033	(2,715.72)	0.00	2,715.72
92868KAC7	VALET 2021-1 A3	(35,083.71)	1.020	Principal Paydown	12/20/2023	12/20/2023	06/22/2026	(35,083.71)	0.00	35,083.71
92868KAC7	VALET 2021-1 A3	(5,889.97)	1.020	Principal Paydown	12/20/2023	12/20/2023	06/22/2026	(5,889.97)	0.00	5,889.97
3137H4RZ5	FHMS K-J36 A1	(857.55)	1.298	Principal Paydown	12/01/2023	12/01/2023	12/25/2026	(857.55)	0.00	857.55
3137H4RZ5	FHMS K-J36 A1	(136.43)	1.298	Principal Paydown	12/01/2023	12/01/2023	12/25/2026	(136.43)	0.00	136.43
3140XALC4	FN FM6622	(32,793.73)	2.500	Principal Paydown	12/01/2023	12/01/2023	02/01/2036	(32,793.73)	0.00	32,793.73
3140XALC4	FN FM6622	(6,148.82)	2.500	Principal Paydown	12/01/2023	12/01/2023	02/01/2036	(6,148.82)	0.00	6,148.82
3140K7XA6	FN BP0672	(8,370.19)	3.000	Principal Paydown	12/01/2023	12/01/2023	03/01/2035	(8,370.19)	0.00	8,370.19
3140K7XA6	FN BP0672	(1,477.09)	3.000	Principal Paydown	12/01/2023	12/01/2023	03/01/2035	(1,477.09)	0.00	1,477.09
3137BGK24	FHMS K-043 A2	(1,116.28)	3.062	Principal Paydown	12/01/2023	12/01/2023	12/25/2024	(1,116.28)	0.00	1,116.28
3137BGK24	FHMS K-043 A2	(300.54)	3.062	Principal Paydown	12/01/2023	12/01/2023	12/25/2024	(300.54)	0.00	300.54
3137H8H79	FHMS K-J41 A1	(39,500.33)	3.137	Principal Paydown	12/01/2023	12/01/2023	01/25/2029	(39,500.33)	0.00	39,500.33
3137H8H79	FHMS K-J41 A1	(6,583.39)	3.137	Principal Paydown	12/01/2023	12/01/2023	01/25/2029	(6,583.39)	0.00	6,583.39
3137H8B42	FHMS K-J40 A1	(1,396.21)	3.400	Principal Paydown	12/25/2023	12/25/2023	06/25/2028	(1,396.21)	0.00	1,396.21
3137H8B42	FHMS K-J40 A1	(232.70)	3.400	Principal Paydown	12/25/2023	12/25/2023	06/25/2028	(232.70)	0.00	232.70
3132CWMM3	FH SB0364	(9,765.64)	3.500	Principal Paydown	12/01/2023	12/01/2023	06/01/2035	(9,765.64)	0.00	9,765.64
3140QGN6	FN CA8400	(7,116.58)	3.500	Principal Paydown	12/01/2023	12/01/2023	12/01/2035	(7,116.58)	0.00	7,116.58
3133L7LB1	FH RC1222	(6,661.48)	3.500	Principal Paydown	12/01/2023	12/01/2023	12/01/2034	(6,661.48)	0.00	6,661.48
3140Q9FM0	FN CA1971	(25,189.92)	3.500	Principal Paydown	12/01/2023	12/01/2023	06/01/2033	(25,189.92)	0.00	25,189.92
3132CWMM3	FH SB0364	(1,812.65)	3.500	Principal Paydown	12/01/2023	12/01/2023	06/01/2035	(1,812.65)	0.00	1,812.65

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
3140QGKN6	FN CA8400	(1,392.93)	3.500	Principal Paydown	12/01/2023	12/01/2023	12/01/2035	(1,392.93)	0.00	1,392.93
3133L7LB1	FH RC1222	(1,199.07)	3.500	Principal Paydown	12/01/2023	12/01/2023	12/01/2034	(1,199.07)	0.00	1,199.07
3140Q9FM0	FN CA1971	(3,778.49)	3.500	Principal Paydown	12/01/2023	12/01/2023	06/01/2033	(3,778.49)	0.00	3,778.49
91282CFZ9	UNITED STATES TREASURY	3,100,000.00	3.875	Buy	12/01/2023	12/05/2023	11/30/2027	3,058,949.22	1,641.05	(3,060,590.27)
91282CFZ9	UNITED STATES TREASURY	325,000.00	3.875	Buy	12/01/2023	12/05/2023	11/30/2027	320,696.29	172.05	(320,868.34)
3137H92N8	FHMS K-J42 A1	(1,270.54)	3.902	Principal Paydown	12/01/2023	12/01/2023	07/25/2029	(1,270.54)	0.00	1,270.54
3137H92N8	FHMS K-J42 A1	(212.71)	3.902	Principal Paydown	12/01/2023	12/01/2023	07/25/2029	(212.71)	0.00	212.71
3140X9K46	FN FM5714	(5,396.59)	4.000	Principal Paydown	12/01/2023	12/01/2023	11/01/2035	(5,396.59)	0.00	5,396.59
3140X92C8	FN FM6170	(25,842.85)	4.000	Principal Paydown	12/01/2023	12/01/2023	07/01/2035	(25,842.85)	0.00	25,842.85
3140XC4K1	FN FM8925	(10,500.64)	4.000	Principal Paydown	12/01/2023	12/01/2023	08/01/2034	(10,500.64)	0.00	10,500.64
3140XHQQ3	FN FS2262	(11,918.25)	4.000	Principal Paydown	12/01/2023	12/01/2023	06/01/2037	(11,918.25)	0.00	11,918.25
3140XJHF3	FN FS2929	(18,498.56)	4.000	Principal Paydown	12/01/2023	12/01/2023	09/01/2037	(18,498.56)	0.00	18,498.56
3140XJ87	FN FS2986	(23,536.93)	4.000	Principal Paydown	12/01/2023	12/01/2023	10/01/2032	(23,536.93)	0.00	23,536.93
3140X9K46	FN FM5714	(963.68)	4.000	Principal Paydown	12/01/2023	12/01/2023	11/01/2035	(963.68)	0.00	963.68
3140X92C8	FN FM6170	(4,845.53)	4.000	Principal Paydown	12/01/2023	12/01/2023	07/01/2035	(4,845.53)	0.00	4,845.53
3140XC4K1	FN FM8925	(1,968.87)	4.000	Principal Paydown	12/01/2023	12/01/2023	08/01/2034	(1,968.87)	0.00	1,968.87
3140XJHF3	FN FS2929	(3,083.09)	4.000	Principal Paydown	12/01/2023	12/01/2023	09/01/2037	(3,083.09)	0.00	3,083.09
3140XJ87	FN FS2986	(3,332.46)	4.000	Principal Paydown	12/01/2023	12/01/2023	10/01/2032	(3,332.46)	0.00	3,332.46
3137HAGY6	FHMS K-752 A1	(1,222.87)	4.284	Principal Paydown	12/01/2023	12/01/2023	01/25/2029	(1,222.87)	0.00	1,222.87
3137HAGY6	FHMS K-752 A1	(189.25)	4.284	Principal Paydown	12/01/2023	12/01/2023	01/25/2029	(189.25)	0.00	189.25
3137H9MM8	FHMS K-J43 A1	(987.16)	4.377	Principal Paydown	12/25/2023	12/25/2023	12/25/2028	(987.16)	0.00	987.16
3137H9MM8	FHMS K-J43 A1	(150.82)	4.377	Principal Paydown	12/25/2023	12/25/2023	12/25/2028	(150.82)	0.00	150.82
3137HA4K9	FHMS K-J45 A1	(677.39)	4.455	Principal Paydown	12/01/2023	12/01/2023	11/25/2028	(677.39)	0.00	677.39
3137HA4K9	FHMS K-J45 A1	(103.49)	4.455	Principal Paydown	12/01/2023	12/01/2023	11/25/2028	(103.49)	0.00	103.49
3133L9AJ2	FH RC2709	(27,255.69)	4.500	Principal Paydown	12/01/2023	12/01/2023	09/01/2037	(27,255.69)	0.00	27,255.69
3133L9AJ2	FH RC2709	(4,419.41)	4.500	Principal Paydown	12/01/2023	12/01/2023	09/01/2037	(4,419.41)	0.00	4,419.41
3137H9QT9	FHMS K-J44 A1	(1,578.04)	4.558	Principal Paydown	12/01/2023	12/01/2023	01/25/2029	(1,578.04)	0.00	1,578.04
3137H9QT9	FHMS K-J44 A1	(241.09)	4.558	Principal Paydown	12/01/2023	12/01/2023	01/25/2029	(241.09)	0.00	241.09
3137HAD45	FHMS K-J46 A1	(903.44)	4.777	Principal Paydown	12/01/2023	12/01/2023	06/25/2028	(903.44)	0.00	903.44
3137HAD45	FHMS K-J46 A1	(140.19)	4.777	Principal Paydown	12/01/2023	12/01/2023	06/25/2028	(140.19)	0.00	140.19
3137HB3G7	FHMS K-511 A2	1,000,000.00	4.860	Buy	11/28/2023	12/07/2023	10/25/2028	997,127.00	810.00	(997,937.00)
3137HB3G7	FHMS K-511 A2	150,000.00	4.860	Buy	11/28/2023	12/07/2023	10/25/2028	149,569.05	121.50	(149,690.55)
31846V534	FIRST AMER:US TRS MM Y	36,339.94	4.940	Buy	12/04/2023	12/04/2023	12/31/2023	36,339.94	0.00	(36,339.94)
31846V534	FIRST AMER:US TRS MM Y	10,985,865.94	4.940	Buy	---	---	12/31/2023	10,985,865.94	0.00	(10,985,865.94)
31846V534	FIRST AMER:US TRS MM Y	(9,893,295.32)	4.940	Sell	---	---	12/31/2023	(9,893,295.32)	0.00	9,893,295.32
31846V534	FIRST AMER:US TRS MM Y	149,421.02	4.940	Buy	---	---	12/31/2023	149,421.02	0.00	(149,421.02)
31846V534	FIRST AMER:US TRS MM Y	(1,340,153.46)	4.940	Sell	---	---	12/31/2023	(1,340,153.46)	0.00	1,340,153.46
05522RDH8	BACCT 2023-2 A	640,000.00	4.980	Buy	12/07/2023	12/14/2023	11/16/2026	639,914.05	0.00	(639,914.05)
05522RDH8	BACCT 2023-2 A	100,000.00	4.980	Buy	12/07/2023	12/14/2023	11/16/2026	99,986.57	0.00	(99,986.57)
31394CP22	FNR 2005-33 QE	(26,085.75)	5.000	Principal Paydown	12/01/2023	12/01/2023	04/25/2035	(26,085.75)	0.00	26,085.75
31394CP22	FNR 2005-33 QE	(3,959.44)	5.000	Principal Paydown	12/01/2023	12/01/2023	04/25/2035	(3,959.44)	0.00	3,959.44
902656602	UBS SL ESG PRIME PFD	4,635.75	5.440	Buy	12/01/2023	12/01/2023	12/31/2023	4,636.68	0.00	(4,636.68)
---	---	655,477.95	3.074	---	---	---	08/25/2024	371,183.05	2,744.60	(373,927.65)

* Weighted by: Absolute Value of Base Principa

* 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 recon 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 DECEMBER 2023

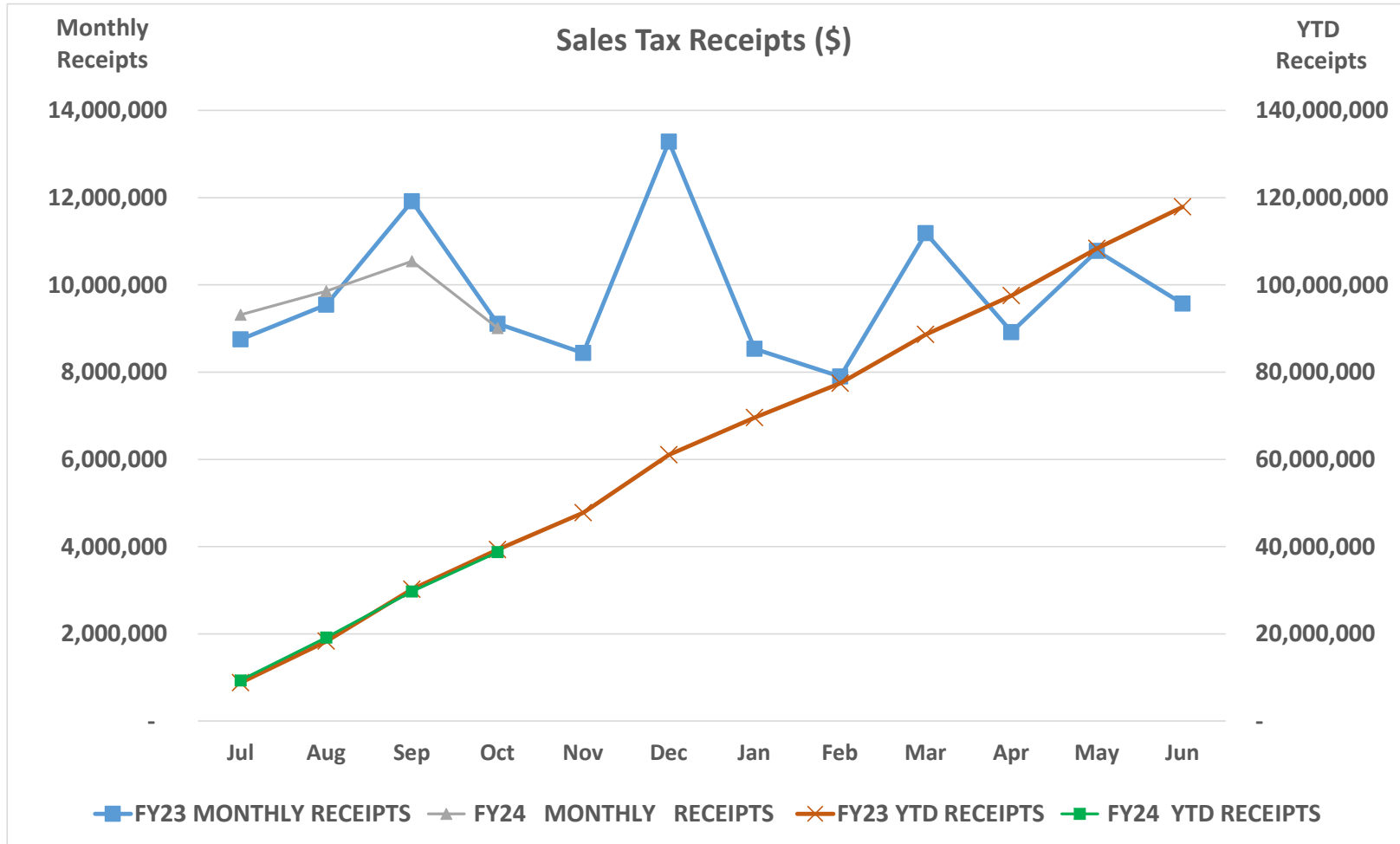
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2024
Measure A Sales Tax
December 2023**



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

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

	FY23	FY24	MONTHLY	FY23	FY24	YTD
	MONTHLY	MONTHLY	MONTHLY	YTD	YTD	YTD
	RECEIPTS*	RECEIPTS*	% Change	RECEIPTS	RECEIPTS	% Change
Jul	8,751,087	9,314,718	6.4%	8,751,087	9,314,718	6.4%
Aug	9,545,280	9,853,612	3.2%	18,296,367	19,168,331	4.8%
Sep	11,914,443	10,543,395	(11.5%)	30,211,052	29,711,726	(1.7%)
Oct	9,109,158	9,013,470	(1.1%)	39,320,211	38,725,196	(1.5%)
Nov	8,437,702		(100.0%)	47,757,912		(100.0%)
Dec	13,282,326		(100.0%)	61,040,237		(100.0%)
Jan	8,533,234		(100.0%)	69,573,472		(100.0%)
Feb	7,899,675		(100.0%)	77,473,147		(100.0%)
Mar	11,183,491		(100.0%)	88,656,640		(100.0%)
Apr	8,918,606		(100.0%)	97,575,245		(100.0%)
May	10,777,353		(100.0%)	108,352,598		(100.0%)
Jun	9,567,557		(100.0%)	117,919,911		(100.0%)
Total	<u>117,919,911</u>	<u>38,725,196</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 2nd 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



2nd Quarter Fiscal Year 2024 (Oct. to Dec. 2023)

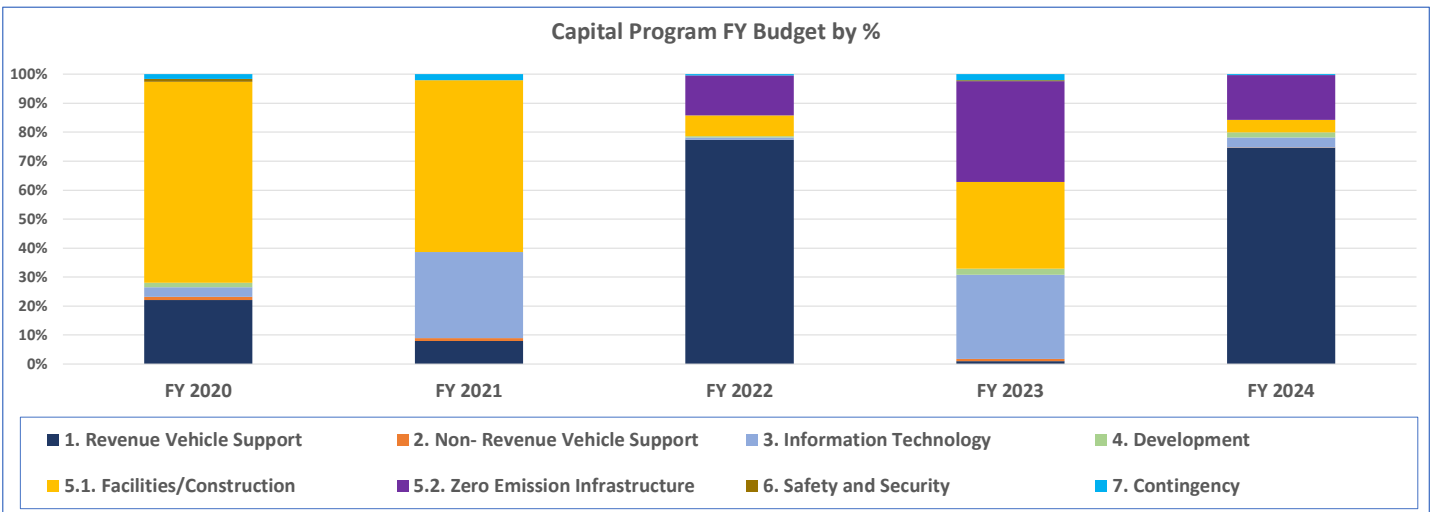
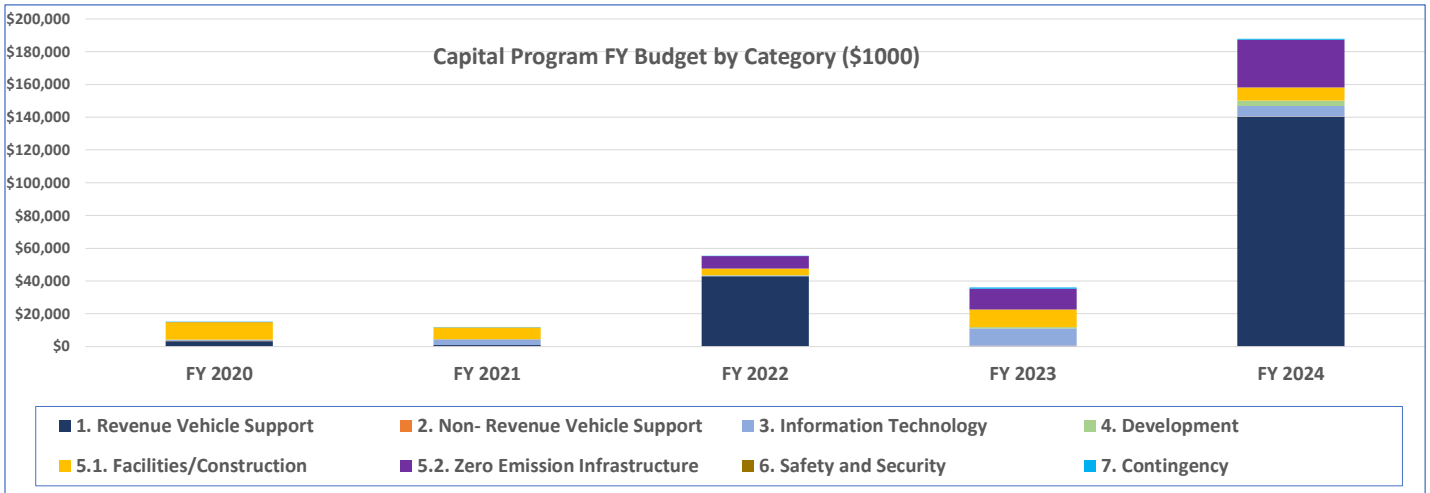
Prepared for the Feb 07, 2024 SamTrans Board Meeting

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

Note

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



Project Performance Status Light Criteria

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

Notes:

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

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

SamTrans Capital Projects Summary Report - FY24 Q2

Project ID	Project Name	Project Manager	Schedule		Budget		Funding		Page
			Sep-23	Dec-23	Sep-23	Dec-23	Sep-23	Dec-23	
Revenue Vehicle Support Projects									
021502	Major Bus Components	Daniel Stewart	●	●	●	●	●	●	8
100353	FY19 Maintenance Support Equipment	David Harbour	●	●	●	●	●	●	10
100585	Purchase 17 Battery Electric Bus	David Harbour	●	●	●	●	●	●	12
100633	Purchase (21) Paratransit Cutaway	David Parsons	●	●	●	●	●	●	14
100634	Replace (10) 2017 RW Minivans	David Harbour	●	●	●	●	●	●	16
100635	Replace (135) 2009 Gillig Buses	David Harbour	●	●	●	●	●	●	18
Non-Revenue Vehicle Support									
100462	Replacement Non-Rev Toyota Priuses	Steve Prieto	●	●	●	●	●	●	20
100549	Replacement Non-Rev Vehicles	Steve Prieto	●	●	●	●	●	●	22
Information Technology Projects									
021505	Technology Refresh Project	Michael Salazar	●	●	●	●	●	●	24
100016	Mobile View (Wi-Fi) Enhancement	Karambir Cheema	●	●	●	●	●	●	26
100248	FY18 EPM Replacement	Mike Torres	●	●	●	●	●	●	28
100463	SPEAR System Improvement	David Harbour	●	●	●	●	●	●	30
100534	Onboard Wi-Fi	Karambir Cheema	●	●	●	●	●	●	32
100546	Automating Daily Dispatch	Jonathan Stekete	●	●	●	●	●	●	34
100628	APC Validation	Jonathan Stekete	●	●	●	●	●	●	36
100706	Intelligent Transportation System (ITS)	Karambir Cheema	●	●	●	●	●	●	38
100707	Cybersecurity Program	Michael Salazar	●	●	●	●	●	●	40
100708	Paratransit Scheduling Software	Tina Dubost	●	●	●	●	●	●	42
100715	Multi Platform Upgrades	Michael Salazar	●	●	●	●	●	●	44
Facilities/Construction Projects									
021507	Facilities Smaller Projects	Ron Robertson	●	●	●	●	●	●	46
100018	Lighting Upgrade at North Base	Jeffrey Thomas	●	●	●	●	●	●	48
100252	FY18 Ctrl Bldg. Roof Replace	Jeffrey Thomas	●	●	●	●	●	●	51
100352	ADA Self Eval Plan	Jeffrey Thomas	●	●	●	●	●	●	53
100466	Remodel NB - SB	Jeffrey Thomas	●	●	●	●	●	●	55
100468	NB SB Bus Vacuum Replacement	Jeffrey Thomas	●	●	●	●	●	●	57
100469	NB Washer Replacement	Jeffrey Thomas	●	●	●	●	●	●	61
100472	Central Building Development Options	Xiaomei Tan	●	●	●	●	●	●	64
100473	Central Building Various Site Improvements	Jeffrey Thomas	●	●	●	●	●	●	66
100474	SB Bus Washer Walls	Jeffrey Thomas	●	●	●	●	●	●	68
100475	ADA Study & Phase 1 Retrofits	Jeffrey Thomas	●	●	●	●	●	●	71
100476	North and South Base Exterior Painting	Jeffrey Thomas	●	●	●	●	●	●	73
100538	NB / SB Front Entrance Mod	Jeffrey Thomas	●	●	●	●	●	●	75
100548	North Base 200 Transportation Bldg.	Yoko Watanabe	●	●	●	●	●	●	77
100629	EV Chargers Non-Rev Vehicles	Jeffrey Thomas	●	●	●	●	●	●	80
100710	South Base Water Utility Lines Replacement	Jeffrey Thomas	●	●	●	●	●	●	82
100711	Bus Shelter Upgrades and Replacements	Jeffrey Thomas	●	●	●	●	●	●	84
100763	Interim Workspace Enhancement	Ron Robertson	●	●	●	●	●	●	86
100767	Mobile Construction Office Trailers	Ron Robertson	●	●	●	●	●	●	88
Zero Emission Infrastructure Projects									
100547	SB Switchgear Replacement and Charger Installation	Jeffrey Shu	●	●	●	●	●	●	90
100631	SB 37 BEB Charger Infrastructure	Liria Larano	●	●	●	●	●	●	94
100631-01	NB Interim Chargers Installation Implementation and Deployment	Jeff Shu	●	●	●	●	●	●	97
100712	North Base Sea Level Rise and Erosion Mitigation	Lisha Mai	●	●	●	●	●	●	99
100723-02	North Base H2 Fueling Station for 10 FCEBs (Interim Solution)	Liria Larano	●	●	●	●	●	●	101
100723-01	North Base Maintenance Modifications for FCEBs	Yoko Watanabe	●	●	●	●	●	●	103

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

Projects Completed Within FY20 - FY24

Prj. ID	Project Name	Budget
021207	Facilities Smaller Projects - FY2012	\$ 562,000
020112	North & South Base IW Line to Brake Pit Replacement	\$ 21,432
100511	South Base Natural Gas Line Replacement	\$ 466,832
100354	Purchase a New Bus Simulator	\$ 515,216
100461	Replace 13 Paratransit Cutaway	\$ 1,991,203
100176	SamTrans Visioning	\$ 988,000
100350	Central Office Sanitary Sewer Pump Replacement	\$ 139,388
100247	FY18 Tech Refresh Project	\$ 887,586
021201	Major Bus Components - FY2012	\$ 985,004
021501	Replacement of 55 - 2002 NABI Buses Project	\$ 48,983,433
100113	Procurement of 10 Electric Buses Project	\$ 2,403,353
100348	Upgrade District Website	\$ 950,000
100058	FY16 Facilities Smaller Projects	\$ 2,924,125
100477	Intranet Solution Replacement	\$ 131,000
100630	TAM Maturity and Develop Assess	\$ 67,343
100631-01	North Base Interim Charger Installation	\$ 784,000
100469	NB Washer Replacement	\$ 935,000
100018	LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities	\$ 3,209,701

Major Bus Components

Quarter: FY24 Q2 Project ID: 021502

Project Manager: Joe Almondia

SCOPE Summary

STATUS Summary

Phase: Procurement

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 7,562,517	94%	92.8%	\$ 7,562,517

Schedule

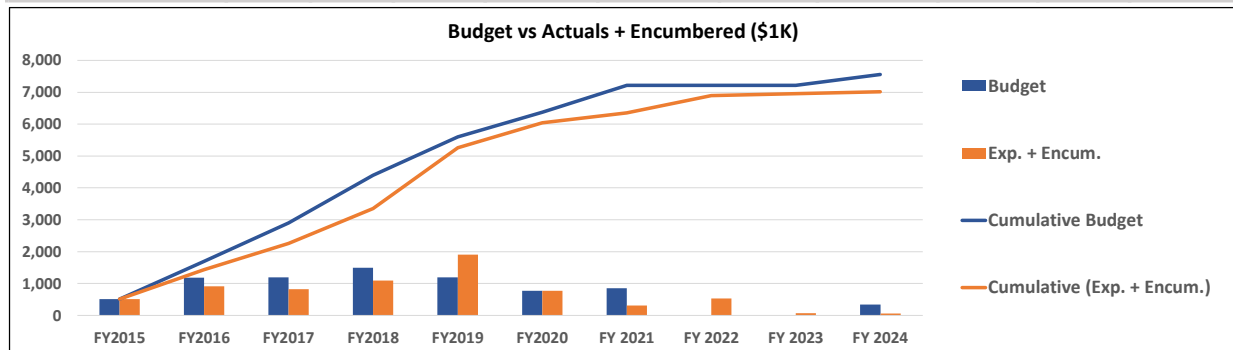
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	07/01/15	07/01/15			0	0	
Project Finish			06/30/24	06/30/24	0	0	Duration is expanded to the end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

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	7,563		7,563	47	7,563	0	6,970	7,017	546	
Totals	7,563	0	7,563	47	7,563	0	6,970	7,017	546	

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2015	517		517	0			517	517	0	
FY2016	1,183		1,183	133			786	919	264	
FY2017	1,202		1,202	-103			923	821	646	
FY2018	1,497		1,497	87			1,011	1,098	1,044	
FY2019	1,198		1,198	494			1,416	1,909	333	
FY2020	772		772	-499			1,274	775	331	
FY 2021	852		852				314	314	868	
FY 2022			0	-107			643	536	332	
FY 2023			0	-6			74	68	264	
FY 2024	341		341	47			0	13	546	
Totals	7,563	0	7,563	47	7,563	0	6,970	7,017	546	



Major Bus Components

Quarter: FY24 Q2 Project ID: 021502

FUNDING (in thousands of \$)

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

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

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Maintenance Support Equipment

Quarter: FY24 Q2

Prj. ID: 100353

Project Manager: Steven Prieto

SCOPE Summary

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

STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,326,246	99.9%	52.6%	\$ 1,326,246

Schedule

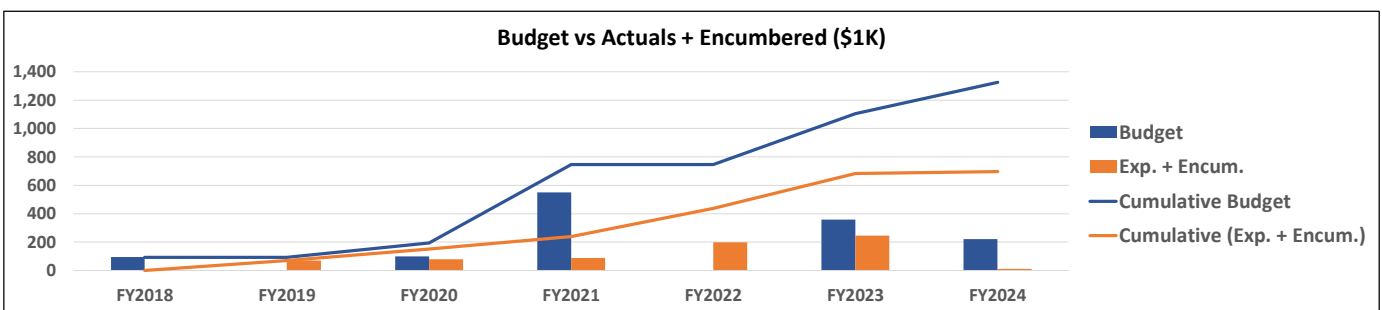
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/19	07/01/19			0	0	
Finish			12/31/23	12/31/23	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,326		1,326	85	1,326	0	13	613	697	629
Totals	1,326	0	1,326	85	1,326	0	13	613	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						13	13	13	629
Totals	1,326	0	1,326	85	1,326	0	13	613	697	629



Maintenance Support Equipment

Quarter: FY24 Q2

Prj. ID: 100353

FUNDING (in thousands of \$)

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

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

--

Express Bus - BEB (Purchase 17 Battery Electr Bus)

Quarter: FY24 Q2

Prj. ID: 100585

Project Manager: David Harbour

SCOPE Summary

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

STATUS Summary

Phase:

Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 21,707,908	43%	96.7%	\$ 21,707,908

Project Manager: David Harbour

Schedule

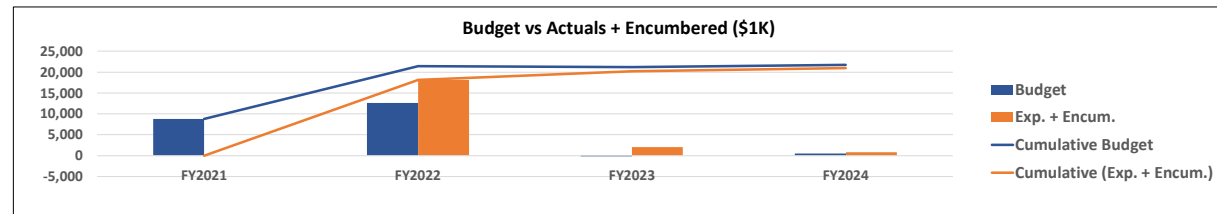
Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
Research bus type and COOP purchasing	01/01/21	01/01/21	03/05/21	03/05/21	0	0	Initial 7 BEB as Expansion; Add 10 BEB to replace Proterras
Procurement: Staff Report/Reso, BOD, Agreement, Amendment, PO	03/05/21	03/05/21	04/20/22	04/20/22	0	0	Agreement signed 6/30/21; Amendment signed 4/20/22
Pre-Production Meetings, Bus Configurations	06/04/21	06/04/21	06/23/22	06/23/22			
Production, Inspection, Quality Control	07/01/22	07/01/22	04/24/23	04/24/23	0	0	Pilot Bus delayed by 2 month. Supply chain caused delay at New Flyer Plant.
NB 2 ABB Temporary Chargers: Delivery to North Base; Payment; Commissioning	08/08/22	08/08/22	09/15/22	12/12/22	0	-88	2 Temp Chargers delivered 8/8/22; started commissioning 11/29/22 and completed 12/12/22.
1 Pilot Bus: Delivery, Acceptance, In-Service, Payments	09/12/22	11/14/22	10/12/22	01/13/23	-63	-93	Pilot Bus delivered on 11/14/22; conditional acceptance 1/13/23
NB 8 ABB Chargers: Delivery to North Base; Payment; Commissioning	11/28/22	12/23/22	12/28/22	06/30/23	-25	-184	8 NB chargers delivered 12/21/22; ancillary parts received and ready for installation; 2 NB chargers de-energized for installation at permanent location with the other 8 chargers. 9 chargers fully commissioned in May. #6 charger is defective, needs part replacement; pending service.
16 Serial Buses: Delivery, Acceptance, In-Service, Payments	02/10/23	07/21/23	06/09/23	01/30/24	-161	-235	Serial Buses; expecting delay to production schedule with door controller/annunciator shortages; ESS recall retrofit
SB 10 ABB Chargers: Delivery to South Base; Payment; Commissioning	09/15/23	09/15/23	10/15/23	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 (E)	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
15 -Procurement	21,708		21,708	2,659	21,708		8	18,340	20,999	709
Totals	21,708	0	21,708	2,659	21,708	0	8	18,340	20,999	709

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

FY	Budget				Estimate at Completion (E)	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY2021	8,803		8,803					1	1	8,802
FY2022	12,631		12,631	16,431				1,694	18,125	3,309
FY2023	-200		-200	1,088				979	2,067	1,042
FY2024	474		474	-14,861			8	15,667	806	709
Totals	21,708	0	21,708	2,659	21,708	0	8	18,340	20,999	709



Express Bus - BEB (Purchase 17 Battery Electr Bus)

Quarter: FY24 Q2

Prj. ID: 100585

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	5,295	0		5,295	5,295	0	
Sec 5307 Grant (02182)	Federal	3,679	0		3,679	3,679	0	
FTA 1671 (02186)	Federal	1,630	0		1,630	1,630	0	
SOGR FY18 (03120)	State	568	0		568	568	0	
Prop 1B PTMISEA (03618)	State		0		0	0	0	
LCTOP - FY16 Electric Buses (03933)	State	950	0		950	950	0	
LCTOP - FY17 Electric Buses (03934)	State	309	0		309	309	0	
LCTOP - FY18 Express Buses (03940)	State	1,133	0		1,133	1,133	0	
LCTOP - FY19 Express Buses Pilot (03942)	State	1,717	0		1,717	1,717	0	
LCTOP Program - FY20 (03944)	State	1,703	0		1,703	1,703	0	
SB1 LLP-Express Bus Project (03947)	State	2,000	0		2,000	2,000	0	
AHSC - Express Bus Project (04429)	Federal	2,250	0		2,250	2,250	0	
BAAQMD - 16HDZ005 Electric Bus (04209)	Federal	474	0		474	474	0	
Totals		21,708	0	0	21,708	21,708	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

All Buses Received
All Buses Accepted & Paid Buses
In-Service Buses: All Except 1011, 1015
PEM22 Retrofit: Staff/Reso to Agenda Review & Board for authorization; Amendment 5
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 Dec 2024

KEY ACTIVITIES - Next Reporting Month (top 5)

In-Service Buses: All Except 1011, 1015
PEM22 Retrofit: Agenda Review Jan; Board Authorization Feb; Amendment 5
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 Dec 2024

Project Notes

Purch (21) Paratransit Cutaway

Quarter: FY24 Q2

Prj. ID: 100633

Project Manager: David Harbour

SCOPE Summary

STATUS Summary

Phase: Procurement

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 4,806,900	13%	0.1%	\$ 4,806,900

Schedule

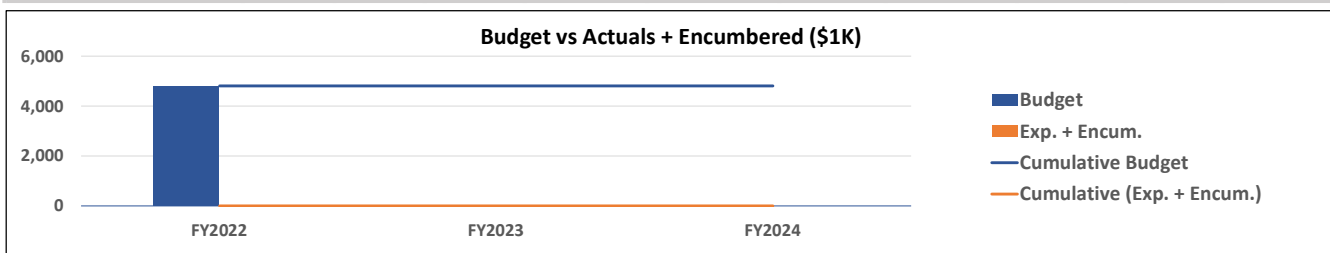
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	10/31/22	01/30/23	0	-91	El Dorado Aerotechs are no longer 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)						
15 - Procurement	4,807		4,807	2	4,807	0			2	4,804
Totals	4,807	0	4,807	2	4,807	0	0	0	2	4,804

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)						
FY2022	4,807		4,807					0	4,807	
FY2023			0				0	0	4,807	
FY2024			0	2			0	2	4,804	
Totals	4,807	0	4,807	2	4,807	0	0	2	4,804	



Purch (21) Paratransit Cutaway

Quarter: FY24 Q2

Prj. ID: 100633

FUNDING (in thousands of \$)

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

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Obtain quote for PreAward Buy America Audit; select Buy America Audit
Initiate agreement terms with Model 1

KEY ACTIVITIES - Next Reporting Month (top 5)

Complete PreAward Buy America Audit
Initiate agreement terms with Model 1
Prepare requisition for PO

Project Notes

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

Repl (10) 2017 RW Minivans

Quarter: FY24 Q2

Prj. ID: 100634

Project Manager: David Harbour

SCOPE Summary

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

STATUS Summary

Phase:

Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,093,876	44.5%	85.3%	\$ 1,093,876

Schedule

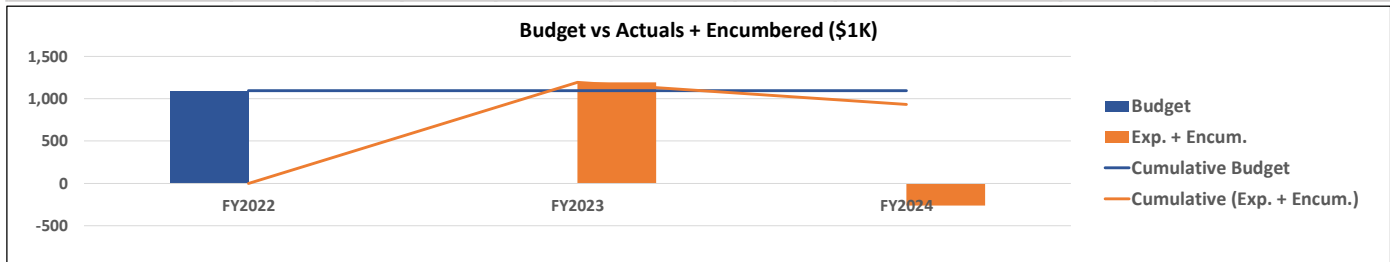
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	04/01/22	04/01/22	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	04/01/22	04/01/22	09/30/22	09/30/22	0	0	Agreement fully executed 8/31/22; PO issued 7/18/22
Pre-Production Meetings, Bus Configurations	06/01/22	06/01/22	10/14/22	02/12/23	0	-121	
Production, Inspection, Quality Control	10/17/22	02/20/23	12/05/22	05/15/23	-126	-161	Production started 2/20/23
Post-Delivery: Acceptance, In-Service, Payments	12/05/22	05/01/23	01/13/23	09/15/23	-147	-245	Received 10 vans 7/11/23
Close-out	12/01/23	12/01/23	12/29/23	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
Totals	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
Totals	1,094	0	1,094	10	0	0	0	923	933	161



Repl (10) 2017 RW Minivans

Quarter: FY24 Q2

Prj. ID: 100634

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	438	0		438	438	0	
Sec5307 Grant -CA-2021-082 (02904)	Federal	568	0		568	568	0	
FY20 AB664 Bridge Toll Funds (04124)	Local	60	0		60	60	0	
FY21 MTC AB664 Bridge Toll-SAM (04127)	Federal	28	0		28	28	0	
Totals		1,094	0	0	1,094	1,094	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Prepare for disposition of 2017 minivans

KEY ACTIVITIES - Next Reporting Month (top 5)

Prepare for disposition of 2017 minivans

Project Notes

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

Replace (135) 2009 Gillig Buses

Quarter: FY24 Q2

Prj. ID: 100635

Project Manager: David Harbour

SCOPE Summary

STATUS Summary

Phase: Procurement

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 42,584,078	17.1%	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)	
PHASE 1: 30 ZERO EMISSION BUSES							
Research bus type and COOP purchasing	04/01/22	04/01/22	05/03/22	05/03/22	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	05/02/22	05/02/22	09/30/22	09/30/22	0	0	
Gillig (20 BEB): Pre-Production Meetings, Bus Configurations	10/17/22	10/24/22	07/21/23	07/21/23	-7	0	
Gillig (20 BEB): Production, Inspection, Quality Control	07/24/23	07/24/23	11/10/23	11/10/23	0	0	
Gillig (1 Pilot BEB): Delivery, Acceptance, In-Service, Payments	08/01/23	05/06/24	10/02/23	06/10/24	-279	-252	Schedule changed; supply chain delay; 60 day testing of Pilot Bus
Gillig (19 BEB): Delivery, Acceptance, In-Service, Payments	09/01/23	08/26/24	02/05/24	12/02/24	-360	-301	30 day testing of Serial Buses
New Flyer (10 FCEB): Pre-Production Meetings, Bus Configurations	11/01/22	10/12/22	07/31/23	07/31/23	20	0	
New Flyer (10 FCEB): Production, Inspection, Quality Control	04/10/23	04/17/23	09/01/23	01/15/24	-7	-136	
New Flyer (1 Pilot FCEB): Delivery, Acceptance, In-Service, Payments	06/12/23	09/08/23	08/14/23	10/09/23	-88	-56	Pilot delivered 9/08/23; 60 day testing of Pilot Bus
New Flyer (9 FCEB): Delivery, Acceptance, In-Service, Payments	07/14/23	12/29/23	11/03/23	02/02/24	-168	-91	30 day testing of Serial Buses
PHASE 2: 108 ZERO EMISSION BUSES							
Research bus type and COOP purchasing	01/09/23	01/09/23	01/31/23	09/28/23	0	-240	Completed selection analysis 9/28/23
Procurement: Staff Report/Reso, BOD, Agreement, PO	02/01/23	02/01/23	06/30/23	06/30/23	0	0	Board in December 2023
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	
Close-out	06/01/28	06/01/28	06/01/28	06/01/28	0	0	

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	42,584		42,584	33,010	42,584	0	2,952	3,679	36,690	5,895
Totals	42,584	0	42,584	33,010	42,584	0	2,952	3,679	36,690	5,895

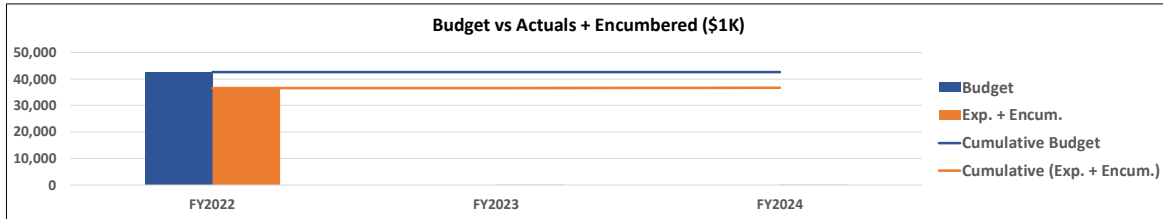
Replace (135) 2009 Gillig Buses

Quarter: FY24 Q2

Prj. ID: 100635

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			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	-3,518			2,952	3,562	43	5,895
Totals	42,584	0	42,584	33,010	42,584	0	2,952	3,679	36,690	5,895



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original (A)	Changes (B)					
Mesure W Sales Tax (01024)	Local	1,604	0		1,604	1,604	0	
Sect 5339 Repl 2009 Gillig Bus (02754)	Federal	811	0		811	811	0	
Sec5307 FY 21/22 (02908)	Federal	25,731			25,731	25,731	0	
Sec5307 FY 22/23 (02909)	Federal	5,279			5,279	5,279	0	
Prop 18 PTMISEA FY14 (03954)	State	9,160			9,160	9,160	0	
Totals		42,584	0	0	42,584	42,584	0	

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

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

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

Issue Title	Status
Delayed production of buses	Received revised schedule from New Flyer regarding FCEB on 5/29/23
Delayed production of buses	Received revised schedule from Gillig regarding BEB on 3/3/23

KEY ACTIVITIES - Current Reporting Month (top 5)

- Phase 1: Gradeability issue identified for New Flyer FCEB; solution found; retrofit 1 pilot; swap 9 on production line; Amendment #1
- Phase 1: Gillig BEB production start 5/6/24
- Phase 1: New Flyer: Amendment 1 signed 8/24/23; Amendment 2 signed 12/7/23; pending Amendment 3; Bus 3002 delivered
- Phase 1: Gillig: Amendment 1 signed 5/11/23
- Phase 2: Board approved purchase of up to 108 FCEBs; Sent LOI to OEM; Submitted application for 20 HVIP vouchers

KEY ACTIVITIES - Next Reporting Month (top 5)

- Phase 1: Gradeability issue identified for New Flyer FCEB; solution found; retrofit 1 pilot; swap 9 on production line; Amendment #1
- Phase 1: Gillig BEB production start 5/6/24
- Phase 1: New Flyer: Amendment 1 signed 8/24/23; Amendment 2 signed 12/7/23; pending Amendment 3;
- Phase 1: Gillig: Amendment 1 signed 5/11/23
- Phase 2: Prepare Agreement for Purchase of up to 108 FCEB; Submit application for 50 HVIP vouchers

Project Notes

Multiple Phases procurement and different zero emission technology buses

Replace Non-Rev Toyota Priuses

Quarter: FY24 Q2

Prj. ID: 100462

Project Manager: Steve Prieto

SCOPE Summary

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

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

STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 744,455	75%	88%	\$ 744,455

Schedule

Summary Activities		Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
		(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research Available Cooperative Purchasing	FY19 Class 10001	07/01/18	07/01/18	07/01/18	07/01/18	0	0	Availability and Late Delivery
Requisition submission, Issue PO, Place Orders (12 vehicles)	FY19 Class 10001	06/02/20	06/02/20	06/02/20	06/02/20	0	0	
Delivery	FY19 Class 10001	04/09/19	04/09/19	04/09/19	04/09/19	0	0	
Acceptance	FY19 Class 10001	01/02/20	01/02/20	12/10/20	12/10/20	0	0	
Research Available Cooperative Purchasing	FY19 Class 10001	12/11/19	12/11/19	12/11/19	12/11/19	0	0	
Requisition submission, Issue PO, Place Orders (9 vehicles)	FY19 Class 10001	06/02/20	06/02/20	07/14/20	07/14/20	0	0	
Delivery	FY19 Class 10001	12/09/20	12/09/20	12/09/20	12/09/20	0	0	
Acceptance	FY19 Class 10001	12/11/20	12/11/20	12/11/20	12/11/20	0	0	
Close-out	FY19 Class 10001	12/11/20	12/11/20	12/11/20	12/11/20	0	0	
Research Available Cooperative Purchasing	FY20 Class 10020	12/15/21	12/15/21			0	0	
Research Modification/Price Adjustment based on availability	FY20 Class 10020	08/15/22	08/15/22			0	0	
Requisition submission, Issue PO, Place Orders (3 vehicles)	FY20 Class 10020	10/31/22	10/31/22			0	0	
Delivery	FY20 Class 10020	05/01/23	12/31/23			-244	0	
Acceptance	FY20 Class 10020	05/15/23	01/15/24			-245	0	
Close-out	FY20 Class 10020	05/31/23	01/31/24			-245	0	

Replace Non-Rev Toyota Priuses

Quarter: FY24 Q2

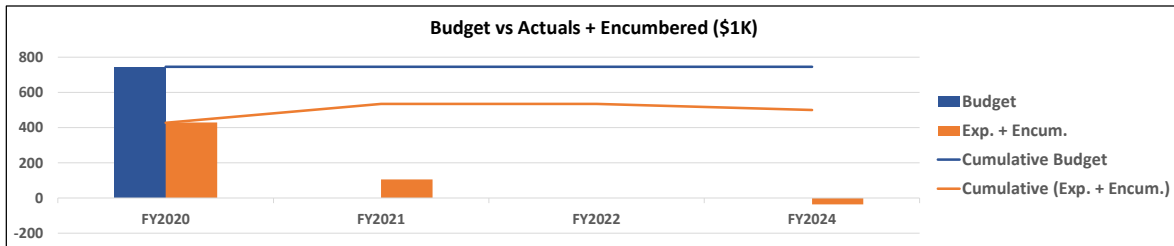
Prj. ID: 100462

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	744		744	4	744	0		651	654	90
Totals	744	0	744	4	744	0	0	651	654	90

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	744		744	428				0	428	316
FY2021	0		0	-426				533	107	210
FY2022	0		0						0	210
FY2023	0		0	76				79	155	55
FY2024	0		0	-75			0	39	-36	90
Totals	744	0	744	4	744	0	0	651	654	90



FUNDING (in thousands of \$)

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

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Re-assess vehicle replacement demands
Redistribution of project funds

KEY ACTIVITIES - Next Reporting Month (top 5)

Quote requests
Availability

Project Notes

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Replacement Non-Rev Vehicles

Quarter: FY24 Q2

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
\$ 600,559	33.3%	56.2%	\$ 600,559

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research Available Cooperative Purchasing - Class 10001	12/15/20	12/15/20	12/31/20	12/31/20	0	0	Availability and Late Delivery
Research Available Cooperative Purchasing - Class 23001	12/15/21	12/15/21	12/31/21	12/31/21	0	0	
Research Modification/Price Adjustment based on availability - Class 10001	08/15/22	08/15/22			0	0	
Research Modification/Price Adjustment based on availability - Class 23001	08/15/22	08/15/22			0	0	
Requisition submission, Issue PO, Place Orders (2 vehicles) - Class 10001	10/31/22	10/31/22			0	0	
Requisition submission, Issue PO, Place Orders (3 vehicles) - Class 23001	10/31/22	10/31/22			0	0	Start of Covid Pandemic
Delivery - Class 10001	05/01/23	12/31/23			-244	0	
Delivery - Class 23001	05/01/23	12/31/23			-244	0	
Acceptance - Class 10001	05/15/23	12/31/23			-230	0	
Acceptance - Class 23001	05/15/23	12/31/23			-230	0	
Close-out - Class 10001	05/31/23	12/31/23			-214	0	
Close-out - Class 23001	05/31/23	12/31/23			-214	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	601		601	16	601	0	240.3	321	338	263
Totals	601	0	601	16	601	0	240	321	338	263

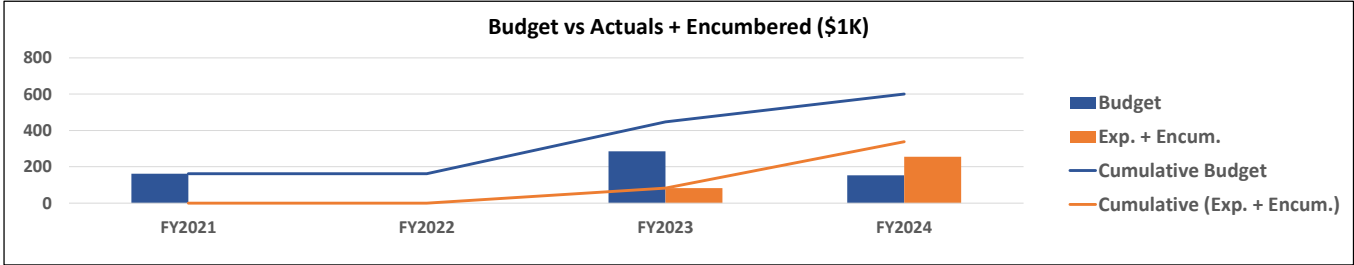
Replacement Non-Rev Vehicles

Quarter: FY24 Q2

Prj. ID: 100549

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	162		162					0	162	
FY2023	285		285	42				40	203	
FY2024	154		154	-25		240	281	256	60	
Totals	601	0	601	16	601	0	240	321	263	



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	601	0		601	601	0	
Totals		601	0	0	601	601	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

Quote requests
Availability

Project Notes

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Replace & Upgrade Servers & Out of Warranty Equipment

Quarter: FY24 Q2

Prj. ID: 021505

Project Manager: Michael Salazar

SCOPE Summary

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

STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 7,485,421	95.0%	81.0%	\$ 7,485,421

Schedule

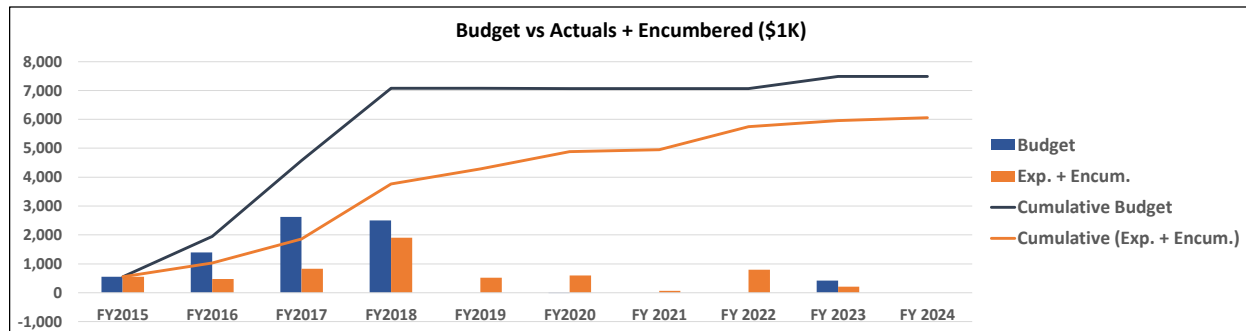
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/14	07/01/14			0	0	This project will span multiple years. Procurements will occur as needed throughout 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	316	7,485	0	60	5,748	6,064	1,421
Totals	7,485	0	7,485	316	7,485	0	60	5,748	6,064	1,421

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	-20			60	128	108	1,421
Totals	7,485	0	7,485	316	7,485	0	60	5,748	6,064	1,421



Replace & Upgrade Servers & Out of Warranty Equipment

Quarter: FY24 Q2

Prj. ID: 021505

FUNDING (in thousands of \$)

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

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

- 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

Quarter: FY24 Q2

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

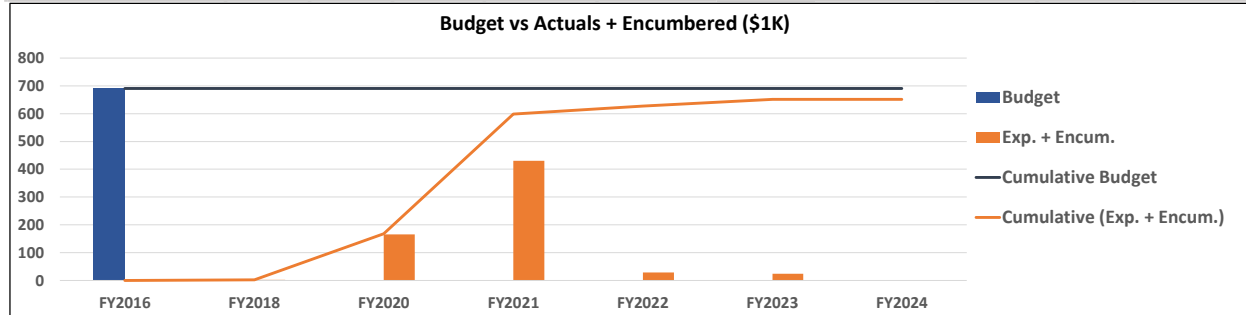
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Funding Released			03/26/17	03/26/18	0	-365	
Procurement of hardware and Base infrastructure installation	03/01/19	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	
Totals	690	0	690	5	690	0	0	646	652	

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	
Totals	690	0	690	5	690	0	0	646	39	



Wi-Fi Bases for Video Review

Quarter: FY24 Q2

Prj. ID: 100016

FUNDING (in thousands of \$)

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

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

1. 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

Quarter: FY24 Q2

Prj. ID: 100248

Project Manager: Jeannie Chen/Mike Torres

SCOPE Summary

STATUS Summary

Phase: Procurement

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

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,300,000	30.0%	5.1%	\$ 2,300,000

Schedule

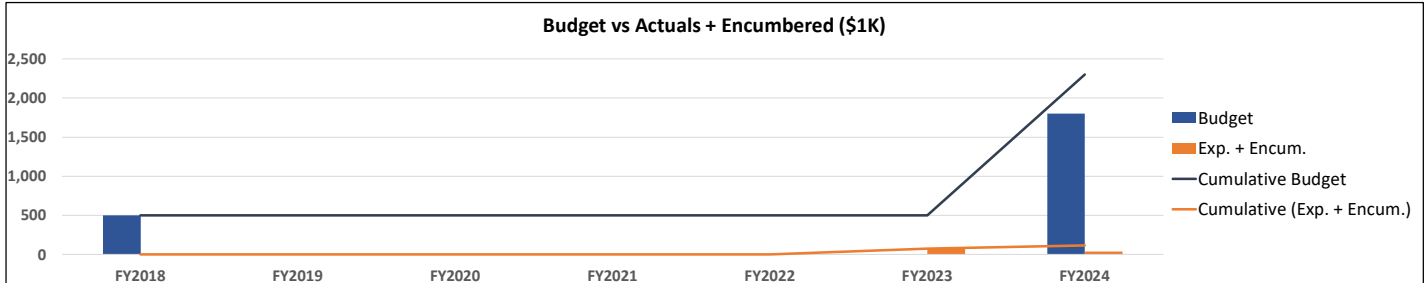
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Phase 0: Project Planning and Management	7/1/2019	7/25/2022	12/9/2022	12/9/2022	-1120	0	
Phase 1: Needs Assessment	8/29/2022	8/29/2022	8/29/2022	11/4/2022	0	-67	
Phase 2: Business Process Analysis	9/26/2022	9/26/2022	9/26/2022	1/13/2023	0	-109	
Phase 3: Development of RFP	11/1/2022	11/1/2022	11/1/2022	3/9/2023	0	-118	
Phase 4: High Level Recommendations	12/15/2022	12/15/2022	2/10/2023	2/22/2023	0	-12	
Phase 5: Issue RFP , Select Vendor			02/28/24	02/28/24	0	0	
Phase 6: Select Vendor	02/29/24	02/29/24	02/28/25	02/28/25	0	0	
Phase 7: Implementation					0	0	
Phase 5: Issue RFP					0	0	

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	2,300		2,300	27	2,300	0		90	117	2,183
Totals	2,300	0	2,300	27	2,300	0	0	90	117	2,183

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2018	500		500					0	500	
FY2019			0					0	500	
FY2020			0					0	500	
FY2021			0					0	500	
FY2022			0					0	500	
FY2023			0				78	78	422	
FY2024	1,800		1,800	27			0	12	39	2,183
Totals	2,300	0	2,300	0	0	0	0	90	117	2,183



FY18 EPM Replacement

Quarter: FY24 Q2

Prj. ID: 100248

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	2,300	0		2,300	2,300	0	
Totals		2,300	0	0	2,300	2,300	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Procurement for Needs Assessment completed.

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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

SPEAR System Improvement

Quarter: FY24 Q2

Prj. ID: 100463

Project Manager: David Harbour

SCOPE Summary

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

STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 5,644,652	18%	5.9%	\$ 5,644,652

Schedule

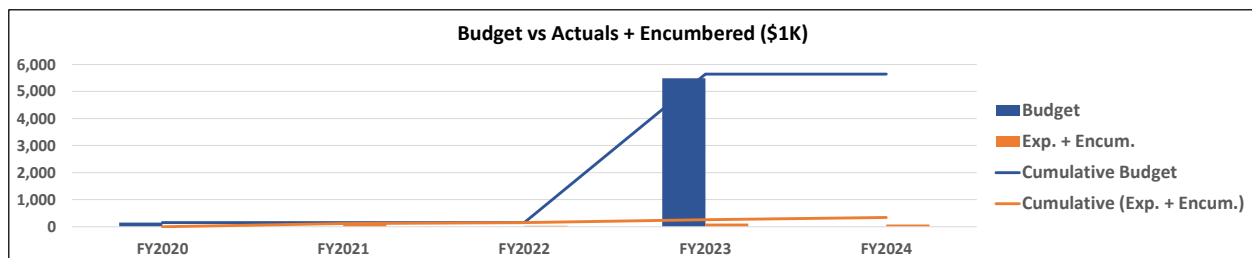
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Procurement	09/01/21	09/01/21	06/01/23	04/01/24	0	-305	April '24 BOD; negotiations delay award
Kick-off Implementation	06/02/23	04/01/24	06/02/23	04/01/24	-304	-304	This could be moved up if no delay in awarding
Complete System Implementation; Go Live	06/02/23	10/01/26	06/02/25	10/01/26	-1217	-486	Est. 2 year implementation
Complete Training	06/02/25	08/01/26	06/01/26	10/01/26	-425	-122	Estimate only
Transition to IT - First Year Maintenance	06/02/25	11/01/26	06/02/26	11/01/26	-517	-152	
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)						
15 - Procurement	5,645		5,645	22	5,645	0	39	312	334	5,310
Totals	5,645	0	5,645	22	5,645	0	39	312	334	5,310

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	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	12			39	62	75	5,310
Totals	5,644	0	5,644	22	0	0	39	312	334	5,310



SPEAR System Improvement

Quarter: FY24 Q2

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	
Totals		5,644	0	0	5,644	5,644	0	

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

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

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Continue negotiations meeting with Vendor; delayed due to holidays and legal reviews
Internal team review of Scope, SLA, proposal, agreement, etc.

KEY ACTIVITIES - Next Reporting Month (top 5)

Continue negotiations with Vendor; completion estimated at end of March 2024
Internal team review of Scope, SLA, proposal, agreement, etc.
Presentation/Agenda in March; Board action in April

Project Notes

Currently in Procurement process

Onboard Wi-Fi Equipment Retrofit for 225 buses

Quarter: FY24 Q2

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

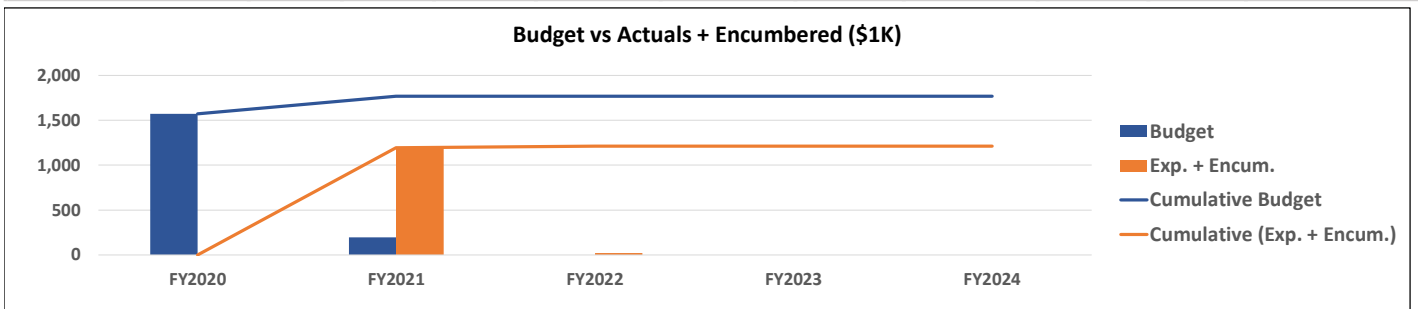
Schedule

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		1,209	1,212	554
Totals	1,766	0	1,766	3	1,766	0	0	1,209	1,212	554

FY	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	1,572		1,572	0				0	1,572	
FY2021	194		194	153				1,040	1,193	
FY2022			0	-149				169	20	
FY2023			0					0	0	
FY2024			0				0	0	0	
Totals	1,766	0	1,766	3	1,766	0	0	1,209	1,212	



Onboard Wi-Fi Equipment Retrofit for 225 buses

Quarter: FY24 Q2

Prj. ID: 100534

FUNDING (in thousands of \$)

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

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

Projec close out extended to June 30, 2024.

Automating Daily Dispatch

Quarter: FY24 Q2

Prj. ID: 100546

Project Manager: Jonathan Steketee

SCOPE Summary

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

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,750,424	8%	65.9%	\$ 1,750,424

Schedule

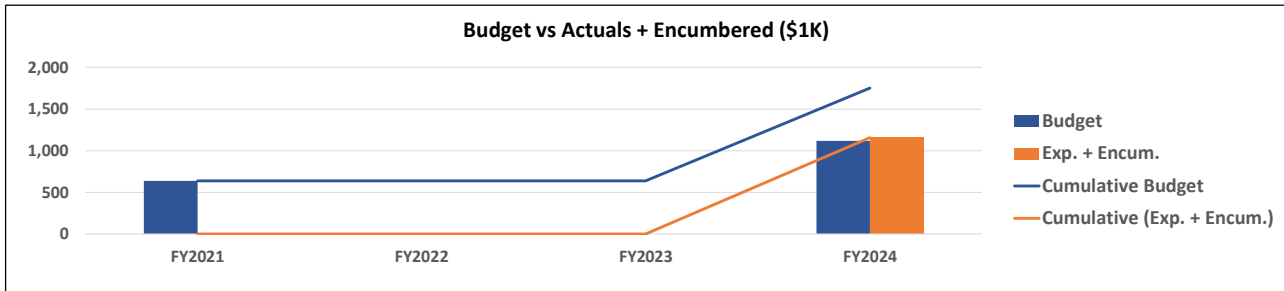
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Scope operational needs for software	06/01/20	06/01/20	01/30/21	12/15/20	0	46	
Determine Cloud best location	10/01/20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

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,750		1,750	767	1,750	0	387	387	1,154	596
Totals	1,750	0	1,750	767	1,750	0	387	387	1,154	596

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	635		635	0				0	0	635
FY2022			0	0				0	0	635
FY2023			0	0				0	0	635
FY2024	1,115		1,115	767			387	387	1,154	596
Totals	1,750	0	1,750	767	1,750	0	387	387	1,154	596



Automating Daily Dispatch

Quarter: FY24 Q2

Prj. ID: 100546

FUNDING (in thousands of \$)

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

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

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

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

Issue	Status
Delay in choice for who should host software	Complete

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

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

APC Validation

Quarter: FY24 Q2

Prj. ID: 100628

Project Manager: Jonathan Stekettee

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

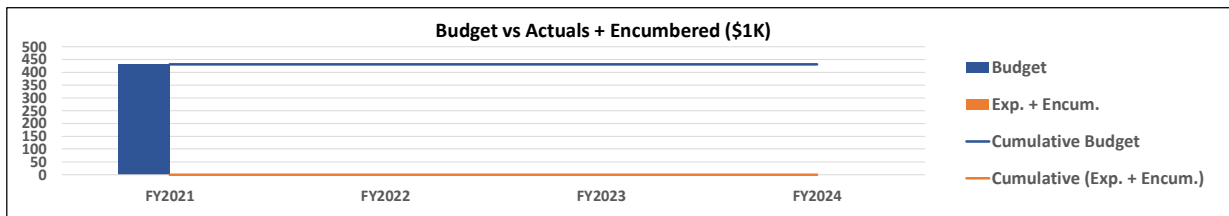
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Conduct Initial Ride Checks	04/01/22	04/01/22	06/30/22	05/28/22	0	33	
Analysis Initial Ride Checks	07/01/22	07/01/22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

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

FY	Budget				Estimate at Completion	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	
Totals	431	0	431	0	431	0	0	0	431	



APC Validation

Quarter: FY24 Q2

Prj. ID: 100628

FUNDING (in thousands of \$)

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

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

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

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Random ride check schedule created for January.

KEY ACTIVITIES - Next Reporting Month (top 5)

Ride check schedule will be created.

Project Notes

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Intelligent Transportation System (ITS)

Quarter: FY24 Q2

Prj. ID: 100706

Project Manager: Karambir Cheema

SCOPE Summary

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

STATUS Summary

Phase: Procurement

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

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

Schedule

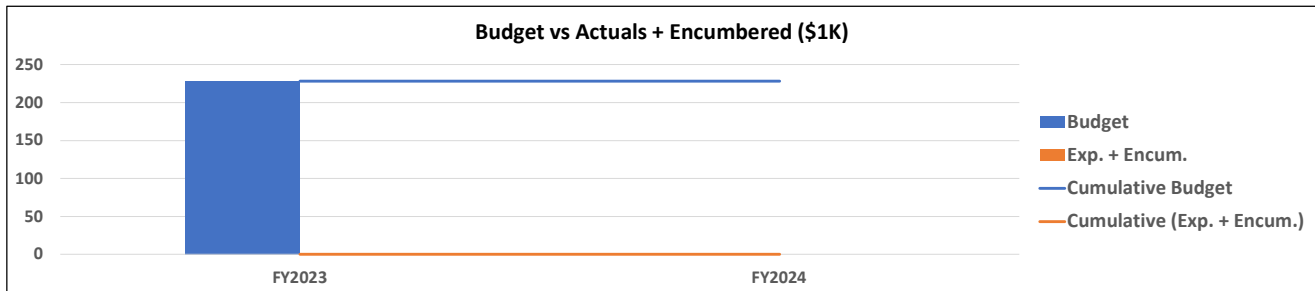
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Internal discussion to evaluate the current system and identify areas of improvement	12/01/22	12/01/22	12/31/23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

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

FY	Budget				Estimate at Completion	Variance	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	
Totals	228	0	228	0	228	0	0	0	228	



Intelligent Transportation System (ITS)

Quarter: FY24 Q2

Prj. ID: 100706

FUNDING (in thousands of \$)

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

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

Risk	Mitigation
Finding the experienced consulting service	

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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Cybersecurity Program

Quarter: FY24 Q2

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	50.0%	19.0%	\$ 2,311,500

Schedule

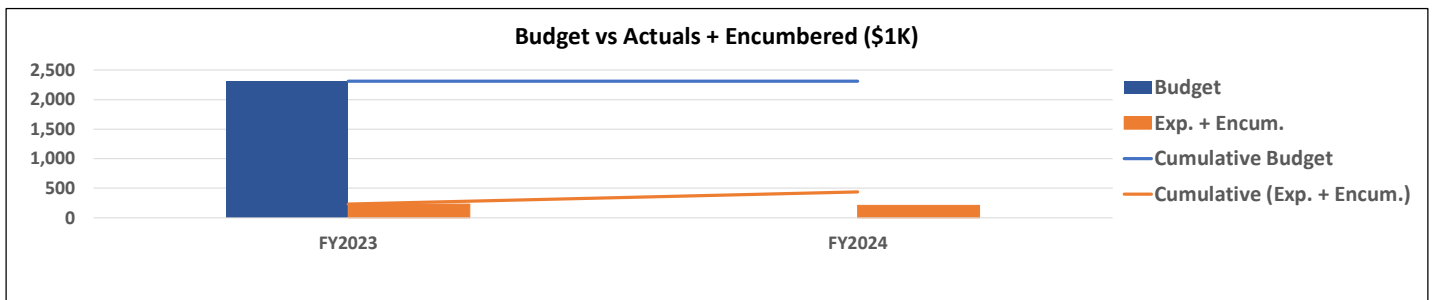
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Cybersecurity Program	07/01/22	07/01/22	06/30/25	06/30/25	0	0	This is a multi-year program

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning	2,312		2,312	128	2,312	0	27	311	439	1,872
Totals	2,312	0	2,312	128	2,312	0	27	311	439	1,872

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		
FY2023	2,312		2,312					232	232	2,079
FY2024			0	128			27	79	207	1,872
Totals	2,312	0	2,312	128	2,312	0	27	311	439	1,872



Cybersecurity Program

Quarter: FY24 Q2

Prj. ID: 100707

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	92	0		92	92	0	
General Capital Fund (01050)	Local	2,220	0		2,220	2,220	0	
Totals		2,312	0	0	2,312	2,312	0	

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

Risk	Mitigation
None	

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

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

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Paratransit Scheduling Software

Quarter: FY24 Q2

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%	70.2%	\$ 570,000

Schedule

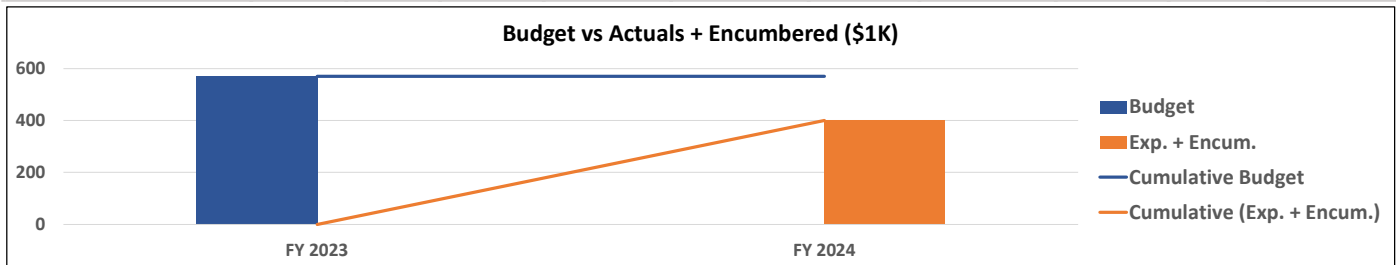
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Design/customize software	09/28/22	09/28/22	04/01/23	04/01/23	0	0	
User acceptance testing	04/02/23	04/02/23	08/30/23	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	400	570	0			400	170
Totals	570	0	570	400	570	0	0	0	400	170

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	400			0		400	-400
Totals	570	0	570	400	570	0	0	0	400	170



FUNDING (in thousands of \$)

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

Paratransit Scheduling Software

Quarter: FY24 Q2

Prj. ID: 100708

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

Risk	Mitigation
Vendor delays	Continuing to work with the vendor

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

Issue	Status
Difficulty getting software to interface with other products	In process

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

None

Multi-Platform Upgrades

Quarter: FY24 Q2

Prj. ID: 100715

Project Manager: Michael Salazar

SCOPE Summary

STATUS Summary

Phase: Planning

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,083,700	48.8%	35.1%	\$ 3,083,700

Schedule

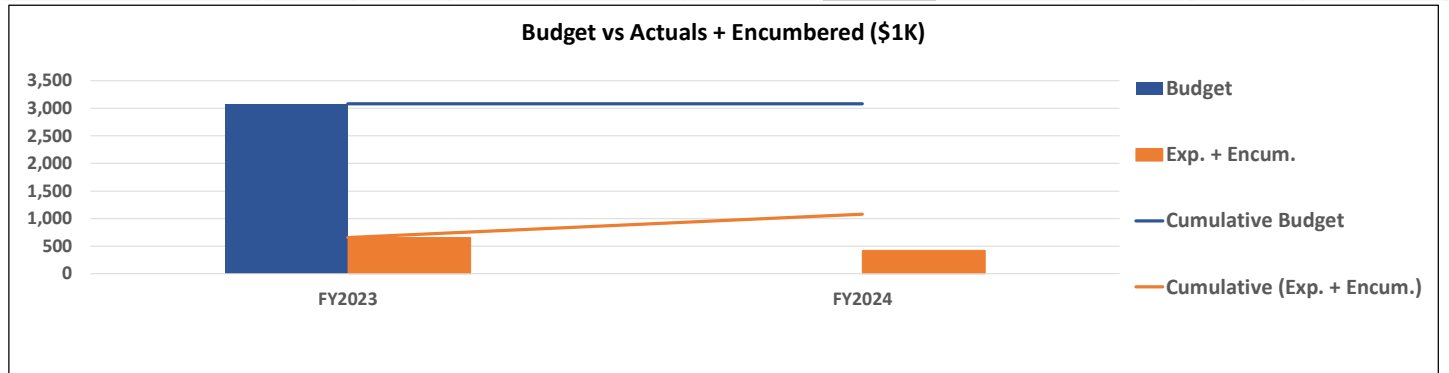
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
ITSM	07/01/22	07/01/22	12/30/22	08/30/23	0	-243	Several delays due to resource
SharePoint	07/01/22	07/01/22	06/30/23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

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	3,084		3,084	124	3,084	0	280	958	1,082	2,002
Totals	3,084	0	3,084	0	3,084	0	280	958	1,082	2,002

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2023	3,084		3,084	109				548	657	2,427
FY2024			0	15			280	410	425	2,002
Totals	3,084	0	3,084	124	3,084	0	280	958	1,082	2,002



Multi-Platform Upgrades

Quarter: FY24 Q2

Prj. ID: 100715

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

FUNDING (in thousands of \$)

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

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

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

- Continue prioritizing remaining project tasks.
-

Project Notes

Facility Smaller Projects

Quarter: FY24 Q2

Prj. ID: 021507

Project Manager: Ron Robertson

SCOPE Summary

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

STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,882,826	100%	89.5%	\$ 3,882,826

Schedule

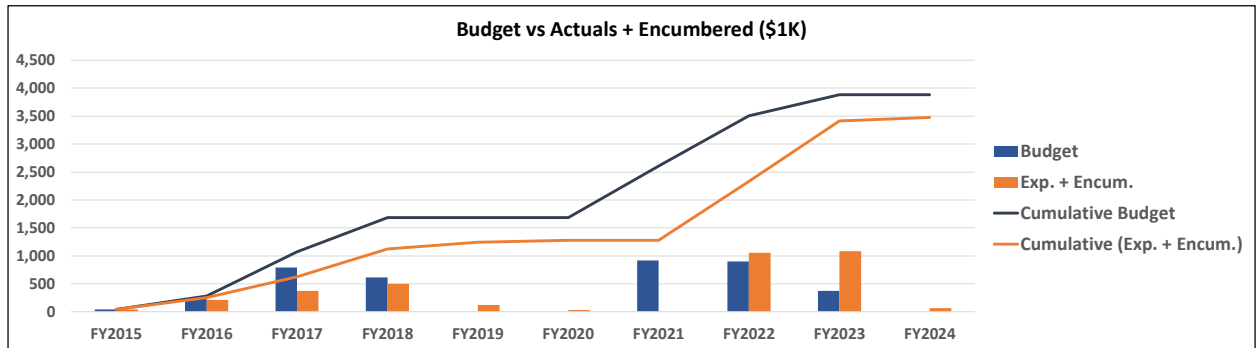
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/15	07/01/15			0	0	
Finish			12/31/23	12/31/23	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	1,691		1,691	29	1,691	0	2	1,257	1,286	405
16 - Construction	2,192		2,192	46	2,192	0	134	2,145	2,191	1
Totals	3,883	0	3,883	74	3,883	0	136	3,402	3,476	407

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2015	41		41	0				41	41	0
FY2016	241		241	79				135	214	28
FY2017	790		790	28				344	372	446
FY2018	615		615	67				432	499	562
FY2019			0	-117				236	119	443
FY2020			0	-25				55	30	413
FY2021	920		920	0				2	2	1,331
FY2022	898		898	88				966	1,055	1,174
FY2023	374		374	75				1,004	1,080	469
FY2024	4		4	-122				136	188	407
Totals	3,883	0	3,883	74	3,883	0	136	3,402	3,476	407



Facility Smaller Projects

Quarter: FY24 Q2

Prj. ID: 021507

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	3,879	0		3,879	3,879	0	
Totals		3,879	0	0	3,879	3,879	0	

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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

Quarter: FY24 Q2

Prj. ID: 100018

Project Manager: Jeffrey Thomas

SCOPE Summary

Project is completed

STATUS Summary

Phase: Procurement

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,209,701	99.70%	60.6%	\$ 3,209,701

Schedule

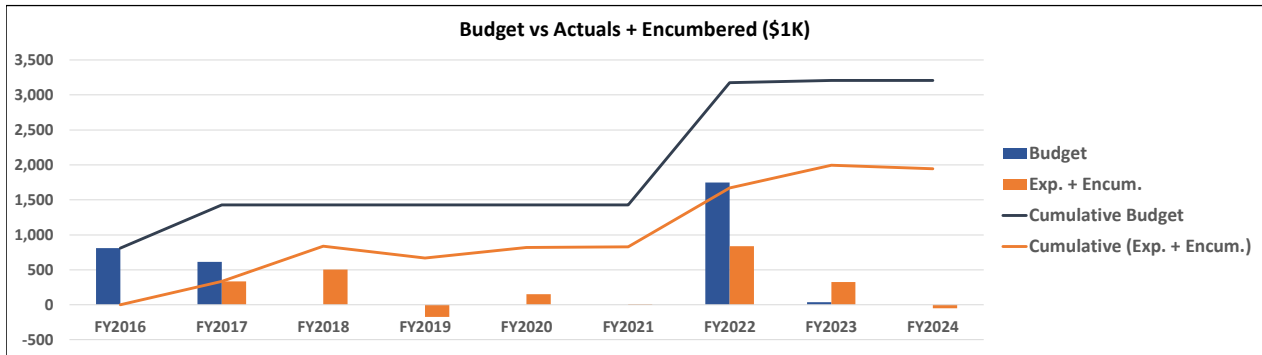
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/15	07/01/15			0	0	
Procurement	06/28/21	06/28/21	03/03/22	03/03/22	0	0	
Construction	03/04/22	03/04/22	08/31/22	04/30/23	0	-242	
Close out	11/01/22	05/01/23	05/01/23	12/31/23	-181	-244	Delay due to contractor late submission of as-built drawings.

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	84		84		84	0		82	82	2
16 - Construction	3,126		3,126	34	3,126	0	113	1,829	1,862	1,264
Totals	3,210	0	3,210	34	3,210	0	113	1,911	1,944	1,265

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2016	812		812	0					0	812
FY2017	616		616	334					334	1,094
FY2018	0		0	-245				750	505	589
FY2019	0		0	-73				-100	-173	762
FY2020	0		0	74				80	153	609
FY2021	0		0	-73				83	11	598
FY2022	1,746		1,746	781				59	840	1,505
FY2023	35		35	-543				869	326	1,214
FY2024			0	-222			113	170	-51	1,265
Totals	3,210	0	3,210	34	3,210	0	113	1,911	1,944	1,265



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

Quarter: FY24 Q2

Prj. ID: 100018

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,405	0		1,405	1,405	0	
Measure W Sales Tax (01024)	Local	59	0		59	59	0	
SOGR FY20 (03126)	State	258			258	258		
SOGR FY20 (03134)	State	1,488			1,488	1,488		
Totals		3,210	0	0	3,210	3,210	0	

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

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

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

Issue	Status
OEM delays for revised materials	Acceptable to Project Team; CO #5 extends completion time to 10/31/2023
Differing site conditions which require new materials	Acceptable to Project Team per CO #3

KEY ACTIVITIES - Current Reporting Month (top 5)

Construction at North Base and South Base facilities are 100% complete
Project has reached final completion and District has beneficial usage
District staff is processing administrative closeout of construction documents

KEY ACTIVITIES - Next Reporting Month (top 5)

Contractor has received District's acceptance and final payment
District staff are in process with administrative close-out.

Project Notes

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Central Roof Replacement

Quarter: FY24 Q2

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

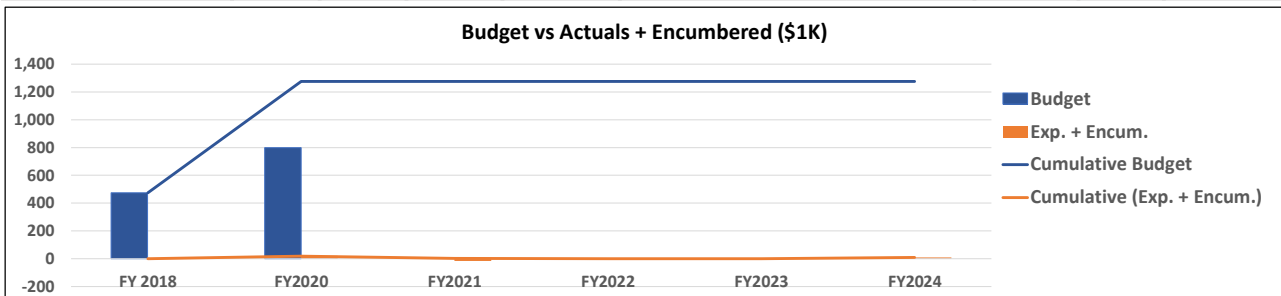
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	09/01/19	08/30/22			-1094	0	Schedule is on-hold right now. Project will be re-baseline when the decision on the future use of San Carlos HQ is made
Design	09/30/22	03/30/23	01/31/23	08/31/23	-181	-212	
Procurement	02/01/23	09/01/23	09/30/23	04/30/24	-212	-213	
Construction	10/01/23	05/01/24	10/30/24	03/30/25	-213	-151	
Closing	11/01/24	04/01/25	12/31/24	05/30/25	-151	-150	

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning/CD/Env	50		50		50	0		0	50	
12 - PE/Env/PSE	80		80	0	80	0		0	80	
13 - Final Design	100		100	0	100	0		0	100	
15 -Procurement	50		50		50	0		0	50	
16 - Construction	975		975		975	0	10	10	965	
19 - Closeout	20		20		20	0		0	20	
Totals	1,275	0	1,275	0	1,275	0	10	10	1,265	

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

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



Central Roof Replacement

Quarter: FY24 Q2

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	
Totals		1,275	0	0	1,275	1,275	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

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

A new baseline for schedule and budget are forthcoming
--

ADA Self Eval Plan

Quarter: FY24 Q2

Prj. ID: 100352

Project Manager: Jeff Thomas

Project schedule will be re-baselined pending discussion with new PM and approval from Management

STATUS Summary

Phase: Planning

SCOPE Summary

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 200,000	40.0%	0.0%	\$ 200,000

Schedule

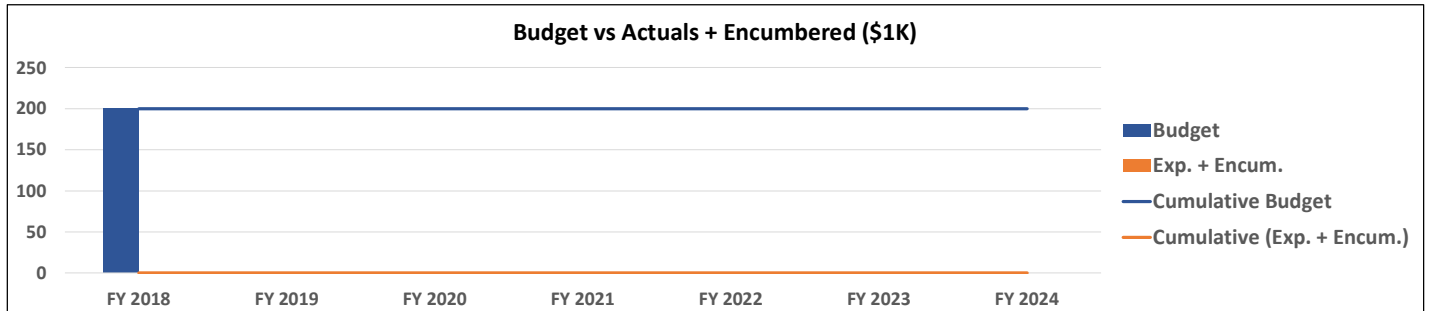
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning & Development	07/01/18	07/01/22	06/30/24	06/30/24	-1461	0	Was initially planned as consultant work, but District hired internal staff (ADA Coordinator) for completion of this work. Due to work load, a new PM has been assigned
Close out	07/01/24	07/01/24	06/30/25	06/30/25	0	0	

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

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

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

	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2018	200		200					0	200	
FY 2019			0					0	200	
FY 2020			0					0	200	
FY 2021			0					0	200	
FY 2022			0					0	200	
FY 2023			0					0	200	
FY 2024			0				0	0	200	
Totals	200	0	200	0	200	0	0	0	200	



ADA Self Eval Plan

Quarter: FY24 Q2

Prj. ID: 100352

FUNDING (in thousands of \$)

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

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

Risk	Mitigation

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

Issue	Status
Goal is a comprehensive and long-term plan for District buildings and 1800+ bus stops	Planning & assessment work in progress
Work is highly collaborative with Samtrans/Caltrain staff, Counsel and 20+ local agencies	Planning work in progress

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

The Draft self-evaluation plan will proceed into public outreach during the 1st half of 2024.

Project Notes

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

Remodel North and South Base Employee Areas

Quarter: FY24 Q2

Prj. ID: 100466

Project Manager: Jeffrey Thomas

SCOPE Summary

Project will be re-baselined to address increased scope

STATUS Summary

Phase: Planning

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 520,000	17.8%	41.5%	\$ 520,000

Schedule

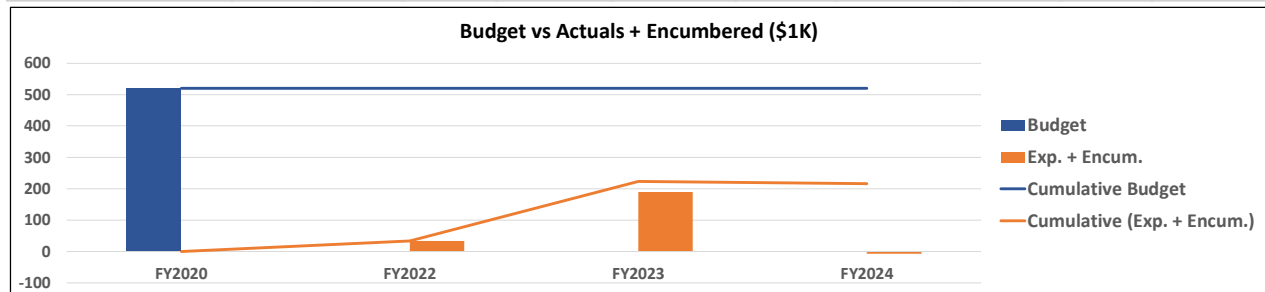
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	06/01/22	10/31/22	10/31/22	-700	0	
PE/Env/PSE (Preliminary Design)	08/01/22	08/01/22	04/30/23	04/30/23	0	0	
Final Design	05/01/23	05/01/23	03/30/24	03/30/24	0	0	
Procurement	04/01/24	04/01/24	12/31/24	12/31/24	0	0	
Construction	01/01/25	01/01/25	07/30/25	07/30/25	0	0	
Close out	08/01/25	08/01/25	10/31/25	10/31/25	0	0	

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

Activity	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E					
11 - Planning/CD/Env	35		35	16	35	0		19	35	0
12- PE/Env/PSE	45		45	23	45	0		22	46	-1
13 - Final Design	35		35	16	35	0		21	37	-2
15 - Procurement	20		20	0	20	0		1	1	19
16 - Construction	375		375	11	375	0		85	97	278
19 - Closeout	10		10	0	10	0			0	10
Totals	520	0	520	67	520	0	0	149	216	304

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	520		520	0				0	520	
FY2022			0	0				33	487	
FY2023			0	80				109	297	
FY2024			0	-13			0	6	304	
Totals	520	0	520	67	520	0	0	149	304	



Remodel North and South Base Employee Areas

Quarter: FY24 Q2

Prj. ID: 100466

FUNDING (in thousands of \$)

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

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Conceptual plans, layouts and probable costs were reviewed by stakeholders and accepted
Design consultants are currently in-process with final design and projected cost estimates
Scope to identify three (3) work areas with options on three (3) additive areas based on funding

KEY ACTIVITIES - Next Reporting Month (top 5)

Construction is aligned into three (3) construction zones for prioritized work with three (3) optional zones contingent on funding availability
Design plans at 35% are due in Jan'24 for stakeholder review and feedback
Design plans at 95% are tentative in late Feb'24 for stakeholder review and feedback
Design plans at 100% are tentative in late March'24 for stakeholder review and feedback

Project Notes

A new baseline for schedule and budget are forthcoming
--

NB SB Bus Vacuum Replacement

Quarter: FY24 Q2

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

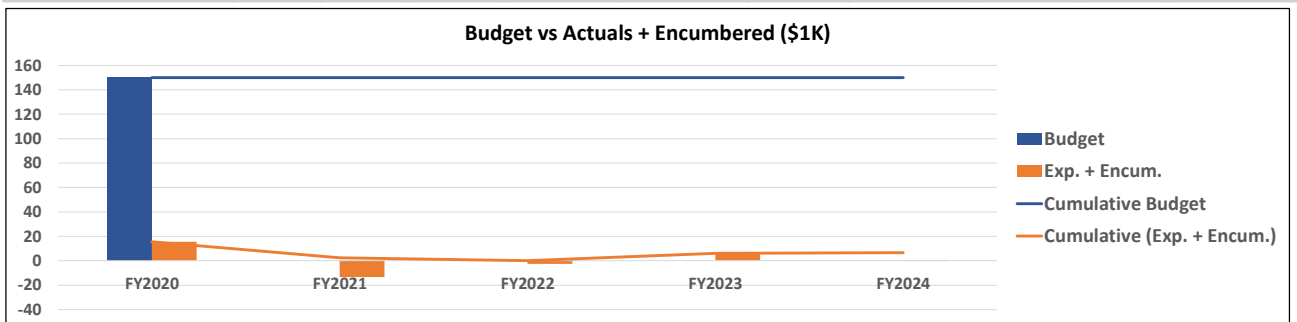
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Preliminary Design	07/01/21	05/01/22	05/01/23	08/01/24	-304	-458	
					0	0	
					0	0	
					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
12 - PE/Env/PSE	150		150		150	0		7	7	143
Totals	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	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2020	150		150	16					16	134
FY2021	0		0	-13					-13	148
FY2022	0		0	-2					-2	150
FY2023			0					6	6	144
FY2024			0				0	1	1	143
Totals	150	0	150	0	150	0	0	7	7	143



NB SB Bus Vacuum Replacement

Quarter: FY24 Q2

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					
Totals		150	0	0	150	150	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

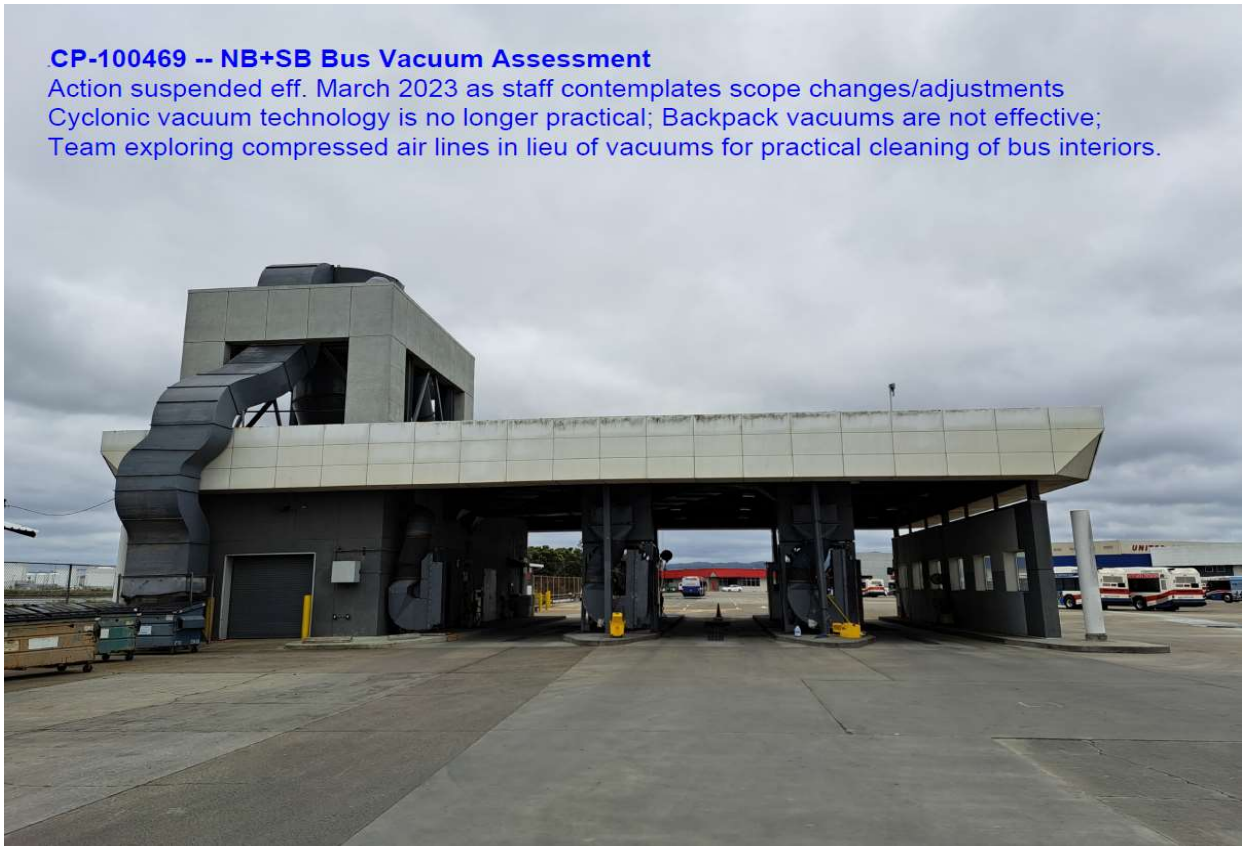
Project Team will engage a design team for compressed air methods along with safety analysis.

Project Notes

A new baseline for schedule and budget are forthcoming
--

CP-100469 -- NB+SB Bus Vacuum Assessment

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



North Base Bus Washer Replacement

Quarter: FY24 Q2

Prj. ID: 100469

Project Manager: Jeffrey Thomas

SCOPE Summary

Project is completed

STATUS Summary

Phase: Construction

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 934,999	100.0%	90.0%	\$ 934,999

Schedule

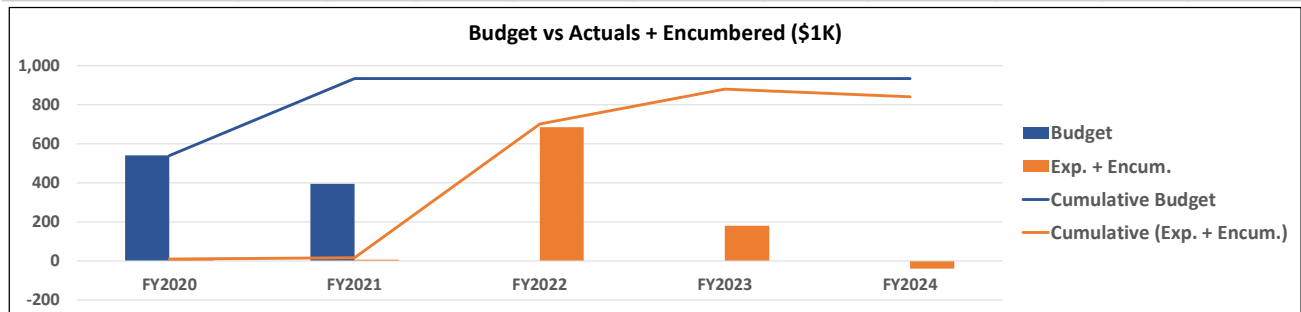
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	08/01/20	08/01/20	06/23/21	06/23/21	0	0	
Procurement	06/24/21	06/24/21	03/18/22	03/18/22	0	0	
Construction	03/25/22	03/25/22	09/25/22	04/30/23	0	-217	
Close out	01/01/23	03/01/23	02/28/23	09/30/23	-59	-214	

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
12- PE/Env/PSE	17		17		17			17	17	0
15 - Procurement	11		11		11			11	11	0
16 - Construction	842		842		842		53	747	747	95
19 - Closeout	65		65		65			67	67	-2
Totals	935	0	935	0	935	0	53	842	842	93

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
General	540		540	10				0	10	530
FY2021	395		395	-5				12	6	919
FY2022	0		0	620				65	685	234
FY2023	0		0	-555				735	180	54
FY2024	0		0	-69			53	30	-39	93
Totals	935	0	935	0	935	0	53	842	842	93



North Base Bus Washer Replacement

Quarter: FY24 Q2

Prj. ID: 100469

FUNDING (in thousands of \$)

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

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

Risk	Mitigation

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

Issue	Status
Supply line issues on select components	GC/District have provided for 90 additional days for project completion
Punch-list items upon preliminary inspection	GC/District have resolved most items and replacement parts are in process for others

KEY ACTIVITIES - Current Reporting Month (top 5)

Work reached completion and District issued a written Notice of Acceptance in June'23
District completed administrative closeout in Sept'23

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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Central Building Development Options

Quarter: FY24 Q2

Prj. ID: 100472

Project Manager: Xiaomie Tan

SCOPE Summary

STATUS Summary

Phase: Planning

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

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

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,630,000	24%	74.5%	\$ 1,630,000

Schedule

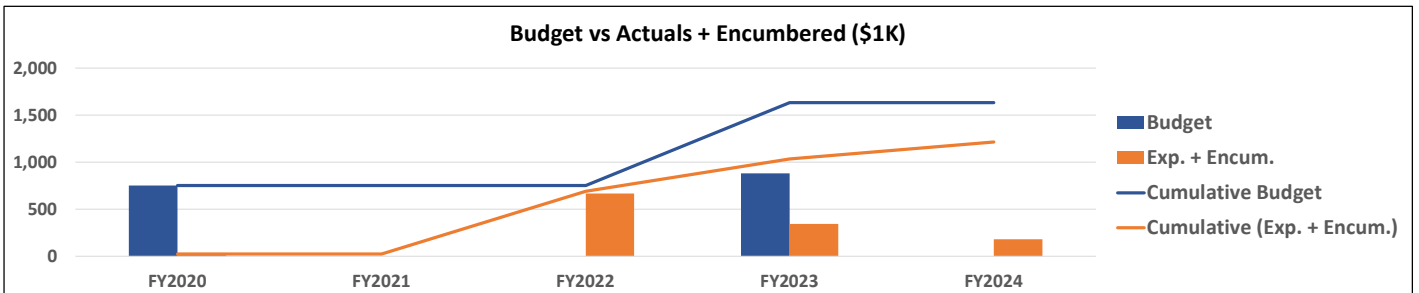
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	01/01/21	01/01/21			0	0	
Development of project scope	01/01/21	01/01/21	09/30/23	09/30/23	0	0	
Development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

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11- Planning/CD/Env	1,630		1,630	435	1,630		93	779	1,214	416
Totals	1,630	0	1,630	435	1,630	0	93	779	1,214	416

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2020	750		750					23	23	727
FY2021			0	-209				209	0	727
FY2022			0	575				92	667	60
FY2023	880		880	63				280	343	597
FY2024			0	6			93	176	181	416
Totals	1,630	0	1,630	435	1,630	0	93	779	1,214	416



Central Building

Quarter: FY24 Q2

Prj. ID: 100472

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	1,600	0		1,600	1,600	0	
Measure W Sales Tax (01024)	Local	30	0		30	30	0	
Totals		1,630	0	0	1,630	1,630	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

A communication firm has been hired to lead the PR with the city of San Carlos.
Onboarding consultant Craig Whittman by sharing background materials and project insights with him
Weekly working sessions with JLL to discuss project completed in August 2023
Weekly working sessions with CBRE is making progress

KEY ACTIVITIES - Next Reporting Month (top 5)

Identifying suitable buildings for purchase with the help of CBRE.
Explore feasible options for project financing in the context of high inflation and high interest.

Project Notes

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Central Building Various Site Improvements

Quarter: FY24 Q2

Prj. ID: 100473

Project Manager: Jeffrey Thomas

SCOPE Summary

STATUS Summary

Phase: Design

This project includes 20+ building improvements of various size/nature for the Central Office and Garage. Work in 2020-22 focused on office painting, carpeting, window blinds and water fountains. Effective in 2022, project work was directed toward refurbishing 4 elevators that are worn beyond their expected life -- 3 lobby elevators and 1 in the parking garage. Plans are to upgrade elevator motor assemblies (office units), hydraulic system (garage) and related controllers, control switches, door operators/locks, brake pads, clutches, motion sensors and safety features.

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,849,200	9%	26%	\$ 1,849,200

Schedule

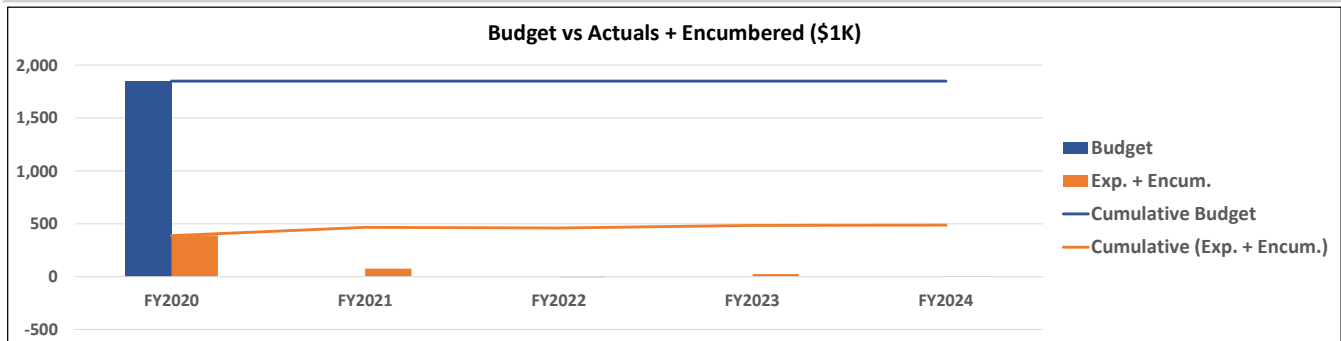
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	07/01/20			0	0	Initial work for carpets, blinds, ceiling tile, modular furniture
Design	10/01/20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

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

Activity	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
16 - Construction	1,849		1,849	12	1,849		7	477	489	1,360
Totals	1,849	0	1,849	12	1,849	0	7	477	489	1,360

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	-5			7	9	4	1,360
Totals	1,849	0	1,849	12	0	0	7	477	489	1,360



Central Building Various Site Improvements

Quarter: FY24 Q2

Prj. ID: 100473

FUNDING (in thousands of \$)

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

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

Risk Title	Mitigation
Project work is focused to rehab of existing elevator motors	Reuse of elevator motors required specialty skills by the design team
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 drafted a preliminary work plan and project manual

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

A new baseline for schedule and budget are forthcoming
--

South Base Bus Washer Walls Rehab

Quarter: FY24 Q2

Prj. ID: 100474

Project Manager: Jeffrey Thomas

Project to be re-baselined due to scope increase from field conditions

STATUS Summary

Phase: Final Design

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).

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 358,613	27.9%	54.6%	\$ 358,613

Schedule

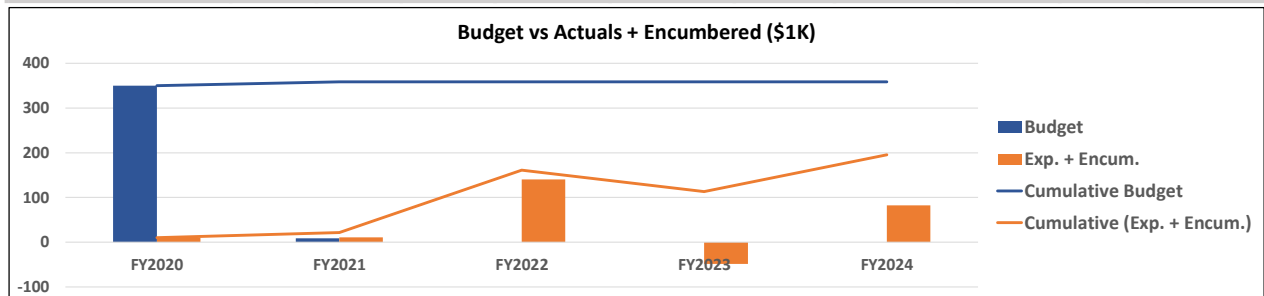
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/20	11/01/20	03/31/21	03/31/21	0	0	Initial engineering assessment/report
Final Design	12/01/21	12/01/21	10/31/22	07/30/23	0	-272	Design is 95% complete
Procurement	11/01/22	05/01/23	07/31/23	01/31/24	-181	-184	
Construction	08/01/23	01/01/24	02/28/24	07/30/24	-153	-153	
Closing	04/01/24	08/01/24	05/31/24	09/30/24	-122	-122	

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	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	8	50		2	31	39	
13 - Final Design	83		83	9	83		15	70	78	
15 -Procurement	20		20		20			0	20	
16 - Construction	166		166	35	166		7	18	53	
19 - Closeout	20		20	4	20		1	11	15	
Totals	359	0	359	56	359	0	24	140	196	

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	350		350	10			0	10	340	
FY2021	9		9	0				11	337	
FY2022	0		0	79				61	197	
FY2023	0		0	-89				41	246	
FY2024	0		0	56			24	27	163	
Totals	359	0	359	56	359	0	24	140	163	



South Base Bus Washer Walls Rehab

Quarter: FY24 Q2

Prj. ID: 100474

FUNDING (in thousands of \$)

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

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

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

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

Final design plans and construction documents are yet in process; anticipated in Feb'24

Project Notes

A new baseline for schedule and budget are forthcoming
--



ADA Study & Phase 1 Retrofits

Quarter: FY24 Q2

Prj. ID: 100475

Project Manager: Jeff Thomas

Project schedule will be re-baselined pending discussion with new PM and approval from Management

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	65.0%	30.0%	\$ 1,225,000

Schedule

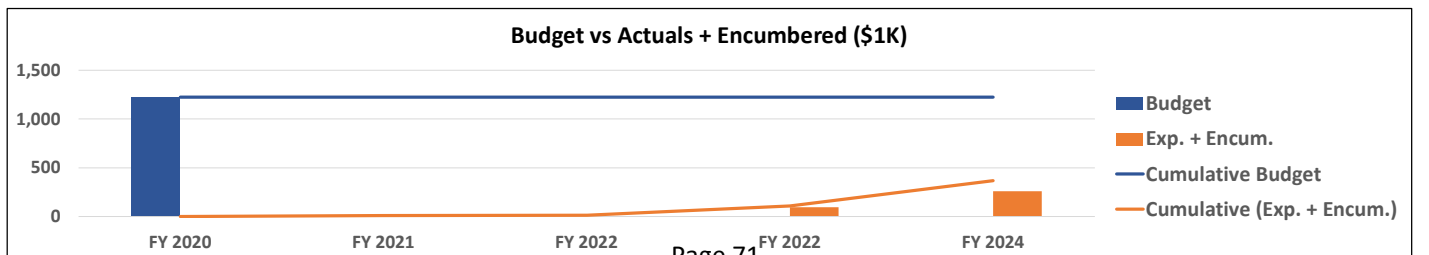
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning & Development	07/01/20	10/01/22	06/30/24	06/30/24	-822	0	
Final Design							
Procurement							
Construction	07/20/23	07/20/23	06/30/25	06/30/25			
Close out	07/01/25	07/01/25	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	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	200		200	14	200	0	20	89	103	97
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	166	190	207	693
Totals	1,225	0	1,225	58	1,225	0	187	310	368	857

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

	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2020	1,225		1,225					0	0	1,225
FY 2021			0	11				0	11	1,214
FY 2022			0	-11				12	1	1,212
FY 2023			0	22				72	94	1,118
FY 2024			0	35			187	226	261	857
Totals	1,225	0	1,225	58	1,225	0	187	310	368	857



ADA Self Eval Plan

Quarter: FY24 Q2

Prj. ID: 100475

FUNDING (in thousands of \$)

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

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

Risk	Mitigation
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 is executed 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)

Future construction sites are pending coordination with multiple departments and subject cities.

Project Notes

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

North and South Base Exterior Painting

Quarter: FY24 Q2

Prj. ID: 100476

Project Manager: Jeff Thomas

On-hold, pending hiring a new PM due to work loads

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

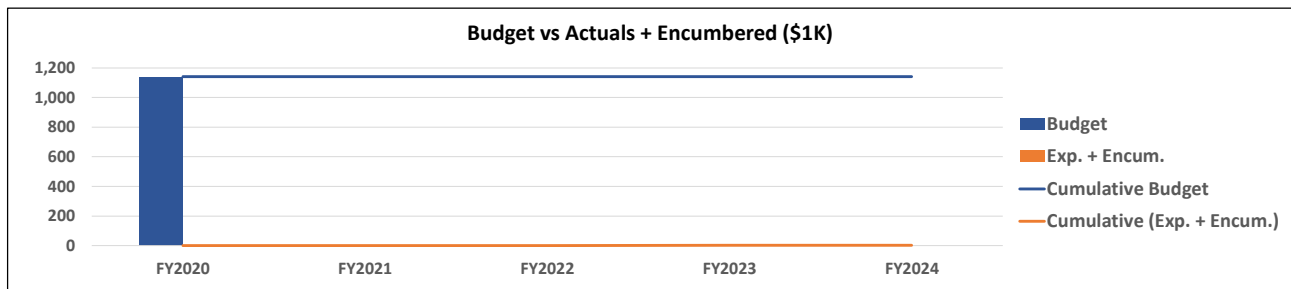
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	03/01/21	03/31/22			-395	0	
Preliminary Plans	04/01/22	02/01/23	07/31/22	04/01/23	-306	-244	
Final Plans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

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

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

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2020	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	1,137
Totals	1,140	0	1,140	0	1,140	0	0	3	3	1,137



North and South Base Exterior Painting

Quarter: FY24 Q2

Prj. ID: 100476

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
Measure W Sales Tax (01024)	Local	1	0		1	1	0	
General Capital Fund (01050)	Local	1,139	0		1,139	1,139	0	
Totals		1,140	0	0	1,140	1,140	0	

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

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

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

A new baseline for schedule and budget are forthcoming
--

NB / SB Front Entrance Modification

Quarter: FY24 Q2

Prj. ID: 100538

Project Manager: Jeffrey Thomas

Project schedule will be re-baselined pending discussion with new PM and approval from Management

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
\$ 165,000	2.3%	2%	\$ 165,000

Schedule

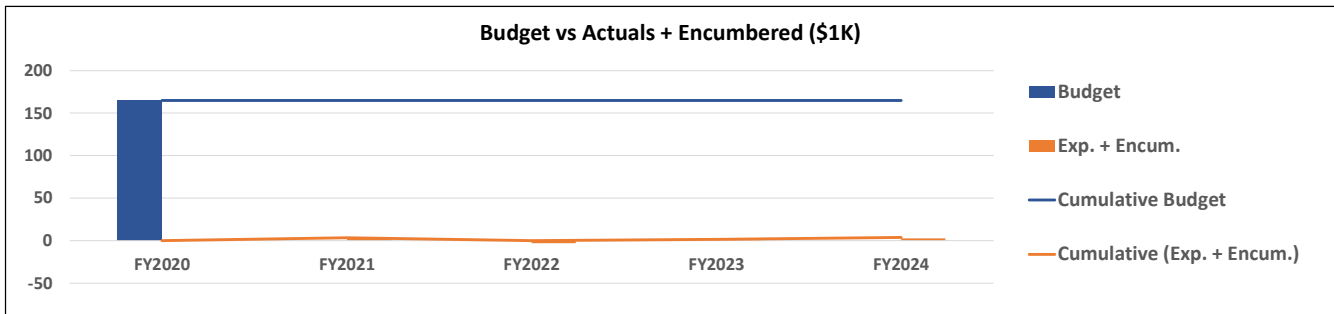
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/21	07/01/22	01/31/23	01/31/23	-365	0	
Final Design	02/01/23	02/01/23	08/30/23	08/30/24	0	-366	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	125		125	0	125	0	0	3	3	122
13 - Final Design	40		40	0	40	0		1	1	39
Totals	165	0	165	0	165	0	0	4	4	161

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	165		165	0				0	165	
FY2021	0		0	3				3	162	
FY2022	0		0	-3			0	-3	165	
FY2023	0		0				1	1	164	
FY2024	0		0				0	2	161	
Totals	165	0	165	0	165	0	0	4	161	



NB / SB Front Entrance Mod

Quarter: FY24 Q2

Prj. ID: 100538

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	165	0		165	165	0	
Totals		165	0	0	165	165	0	

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

Risk	Mitigation
Impact to other projects within the construction zone	This project is 'design only' at present

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Key stakeholders in other department have reviewed and accepted conceptual plans
Design team has begun preliminary site evaluation and construction parameters.

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

A new baseline for schedule and budget are forthcoming
--

North Base Building 200 Replacement

Quarter: FY24 Q2

Prj. ID: 100548

Project Manager: Yoko Watanabe

SCOPE Summary

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

STATUS Summary

Phase: Planning

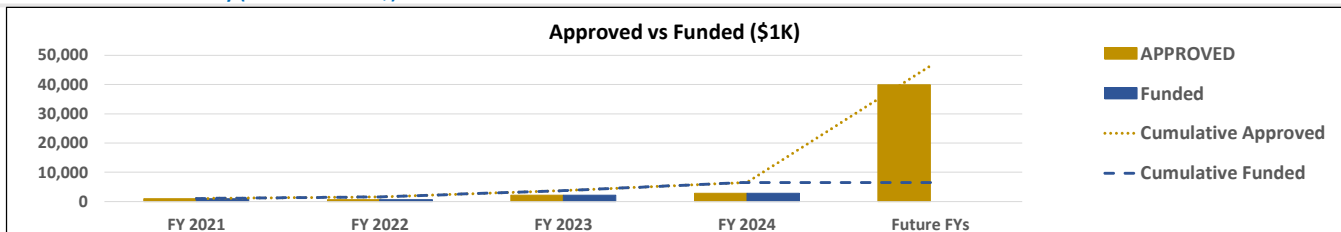
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$46,000,000	\$6,514,000	3.0%	2.3%	\$ 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	199	946	0	74	556	755	191
12 - PE/Env/PSE	2,739	2,739	2,739		2,739	0	84	177	177	2,562
13 - Final Design	1,200	575	575		1,200	(625)	6	122	122	453
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
Totals	46,000	6,514	6,514	199	46,000	(39,486)	164	854	1,053	5,461

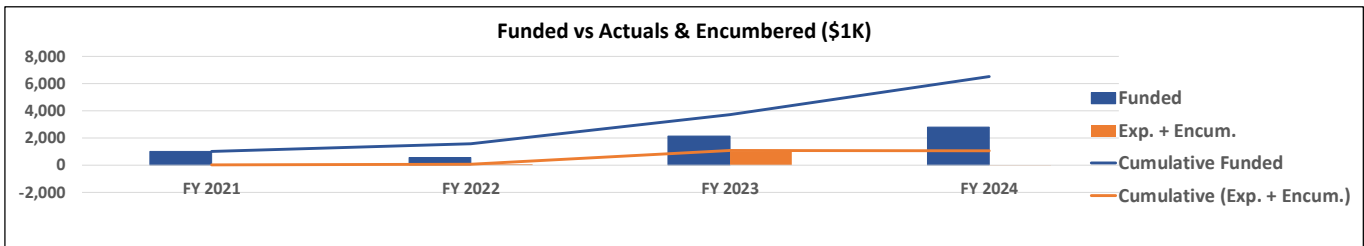
North Base Building 200 Replacement

Quarter: FY24 Q2

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	-264			164	240	-24	3,957
Future FYs	39,861	39,861		-264			0			3,957
Totals	46,375	6,514	6,514	199	46,000	(39,486)	164	854	1,053	5,461



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
Totals		6,514	0	0	6,514	6,514	0

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

Risk	Mitigation
None	

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

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Geotechnical Investigation site survey and sampling was completed.
2. Finalization of the North Base Building 200 Replacement - concept development is in progress.

KEY ACTIVITIES - Next Reporting Month (top 5)

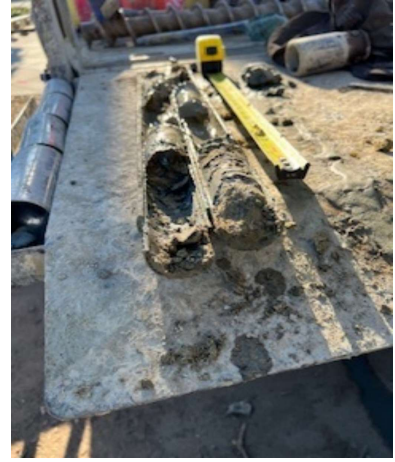
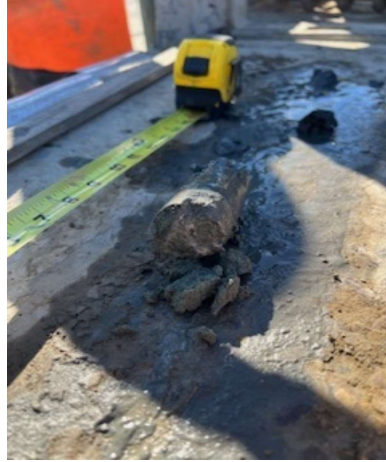
1. The North Base Building 200 Replacement - concept development will be finalized to be presented to the executive team.
2. Temporary Accommodation Program WDPR will be finalized.

Project Notes

North Base Building 200 Replacement

Quarter: FY24 Q2

Prj. ID: 100548



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

EV Chargers Non-Rev Vehicles at Central Garage

Quarter: FY24 Q2

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

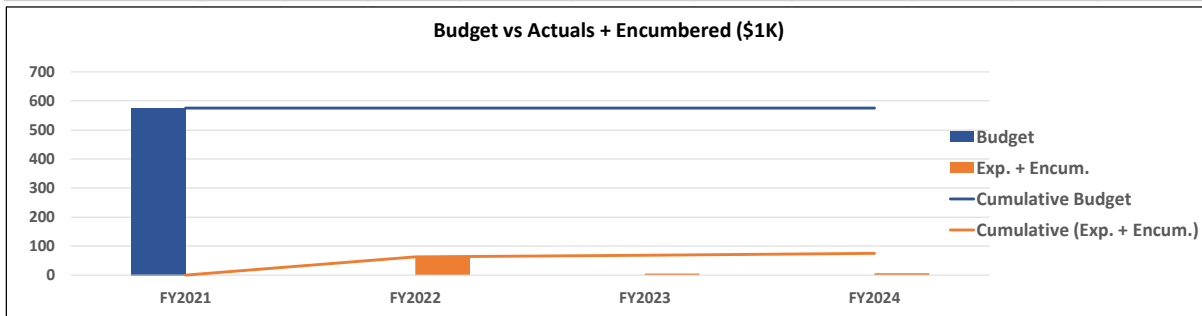
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/21	11/01/21			0	0	
Final Design	05/01/22	05/01/22	10/31/22	10/31/22	0	0	
Procurement	11/01/22	11/01/22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

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

Activity	Budget				Estimate at Completion E	Variance F=C-E	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
12- PE/Env/PSE	81		81	46	81	0	4	29	76	5
15 - Procurement	17		17	0	17	0			0	17
16 - Construction	460		460	0	460	0			0	460
19 - Closeout	17		17	0	17	0			0	17
Totals	575	0	575	46	575	0	4	29	76	499

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

FY	Budget				Estimate at Completion E	Variance F=E-D	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY2021	575		575					0	575	
FY2022	0		0	60				2.1	512	
FY2023	0		0	-16				21.1	507	
FY2024	0		0	2			4	5.8	499	
Totals	575	0	575	46	575	0	4	29	499	



EV Chargers Non-Rev Vehicles

Quarter: FY24 Q2

Prj. ID: 100629

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original (A)	Changes (B)					
General Capital Fund (01050)	Local	573	0		573	573	0	
Measure W Sales Tax (01024)	Local	2	0		2	2	0	
Totals		575	0	0	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.
Suspend design at Central pending future use/development of the site.
District completed a 'load study' to confirm design capacity and effective use of the maximum number of chargers

KEY ACTIVITIES - Next Reporting Month (top 5)

Design at 65% is anticipated in late Jan'24 with District review and feedback to follow
Design at 95% is anticipated in late Apr'24 with District review and feedback to follow
Design at 100% is anticipated in mid June'24

Project Notes

A new baseline for schedule and budget are forthcoming
--

South Base Water Utility Lines Replacement

Quarter: FY24 Q2

Prj. ID: 100710

Project Manager: Jeffrey Thomas

SCOPE Summary

On-hold, pending hiring a new PM. Project will be re-baselined

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

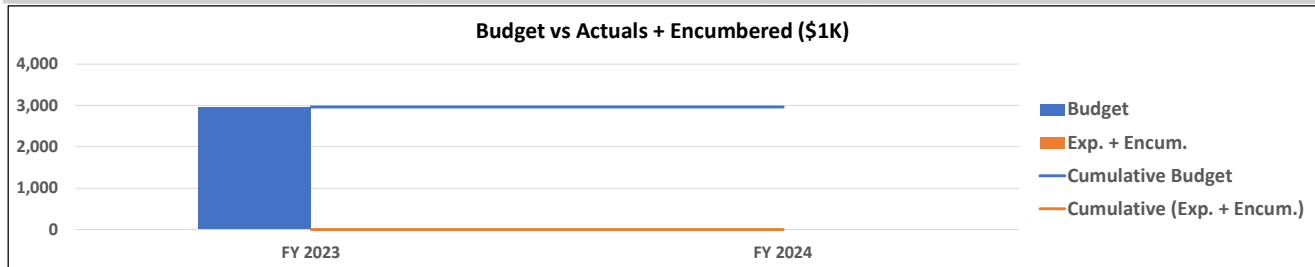
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	09/01/22	03/01/23	11/30/22	06/30/23	-181	-212	
12- Preliminary Design	12/01/22	05/01/23	03/31/23	09/30/23	-151	-183	
13- Final Design	04/01/23	09/01/23	07/31/23	03/28/24	-153	-241	
15- Procurement	07/31/23	03/01/24	02/29/24	10/31/24	-214	-245	
16- Construction	03/01/24	11/01/24	09/30/24	04/30/25	-245	-212	
19- Close out	09/30/24	05/01/25	11/30/24	06/30/25	-213	-212	

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

Activity	Budget				Estimate at Completion (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	
Totals	2,964	0	2,964	0	2,964	0	0	0	2,964	

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

	Budget				Estimate at Completion (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	
Totals	2,964	0	2,964	0	2,964	0	0	0	2,964	



South Base Water Utility Lines Replacement

Quarter: FY24 Q2

Prj. ID: 100710

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original (A)	Changes (B)					
		General Capital Fund (01050)	Local					
Totals		2,964	0	0	2,964	2,964	0	

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Project plans are yet preliminary

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

A new baseline for schedule and budget are forthcoming
--

Bus Shelter Upgrades and Replacements

Quarter: FY24 Q2

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

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,946,900	2.1%	0.2%	\$ 2,946,900

Schedule

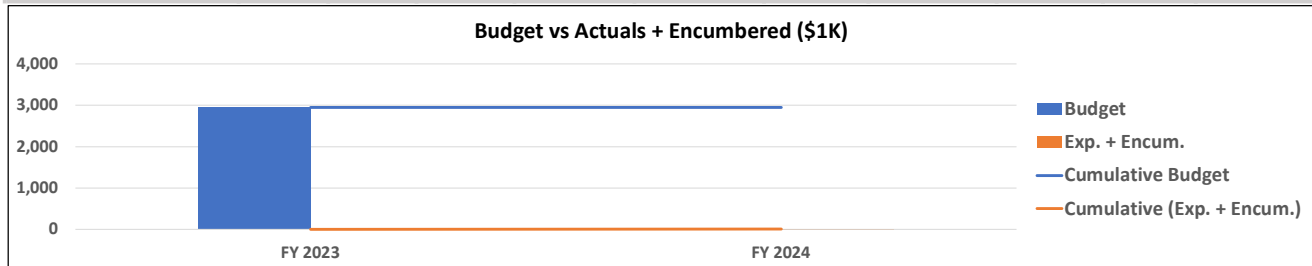
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	10/01/22	10/01/22	12/30/22	12/30/22	0	0	
12- Preliminary Design	01/01/23	01/01/23	05/30/23	05/30/23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

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

Activity	Budget				Estimate at Completion (E)	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
	11- Planning	103		103			5	103		
12- Preliminary Design	103		103	0	103	0		0	103	
13- Final Design	137		137	0	137	0		0	137	
15- Procurement	40		40	0	40	0		0	40	
16- Construction	2,508		2,508	0	2,508	0		0	2,508	
19- Close out	57		57	0	57	0		0	57	
Totals	2,947	0	2,947	5	2,947	0	0	5	2,942	

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

	Budget				Estimate at Completion (E)	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
	FY 2023	2,947		2,947				2,947		
FY 2024			0	5	0	0		5	2,942	
Totals	2,947	0	2,947	5	2,947	0	0	5	2,942	



Bus Shelter Upgrades and Replacements

Quarter: FY24 Q2

Prj. ID: 100711

FUNDING (in thousands of \$)

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

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

ADA and BSIP Teams will conduct joint meetings to resolve issues and find common solutions
Facilities will proceed with Bus Shelter replacements based on the 'media shelter' design standards

Project Notes

A new baseline for schedule and budget are forthcoming
--

Interim Workspace Enhancement

Quarter: FY24 Q2

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	49.9%	14.0%	\$ 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	

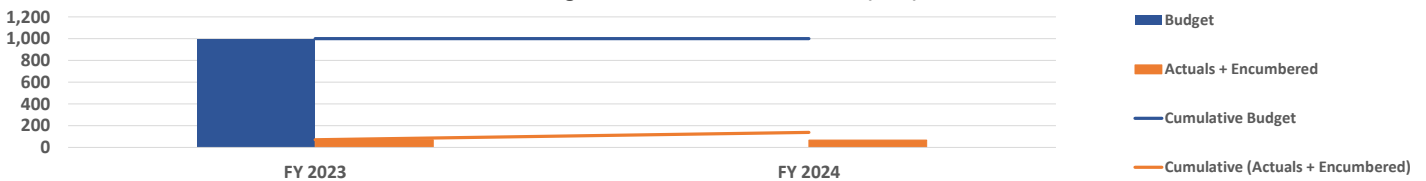
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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	32	1,000	0	48	109	140	860
Totals	1,000	0	1,000	32	1,000	0	48	109	140	860

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	-3			48	71	68	860
Totals	1,000	0	1,000	32	1,000	0	48	109	140	860

Budget vs Actuals + Encumbered (\$1K)



Interim Workspace Enhancement

Quarter: FY24 Q2

Project ID: 100763

FUNDING (in thousands of \$)

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

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

Risk	Status

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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Mobile Construction Office Trailers

Quarter: FY24 Q2

Project ID: 100767

Project Manager: Ron Robertson

SCOPE Summary

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

STATUS Summary

Phase: Planning

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

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

Schedule

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

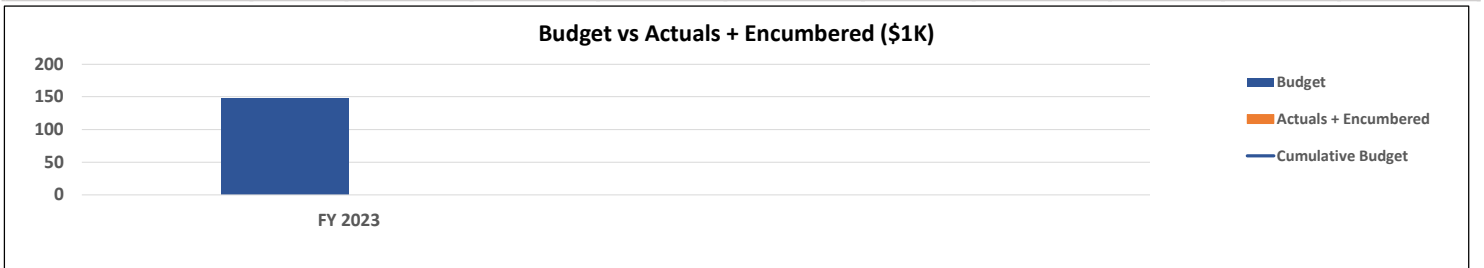
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	6		6		6	0		0	6	
15 - Procurement	11		11		11	0			11	
16 - Construction	132		132		132	0			132	
Totals	149	0	149	0	149	0	0	0	149	

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2024	149		149		149			0	149	
Totals	149	0	149	0	149	0	0	0	149	

Budget vs Actuals + Encumbered (\$1K)



Mobile Construction Office Trailers

Quarter: FY24 Q2

Project ID: 100767

FUNDING (in thousands of \$)

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

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

Risk	Status

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

Continue working on the Protect Grant application

Project Notes

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South Base Switchgear Replacement & BEB Chargers Installation

Quarter: FY24 Q2

Prj. ID: 100547

Project Manager: Jeffrey Shu

SCOPE Summary

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

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

STATUS Summary

Phase: Construction

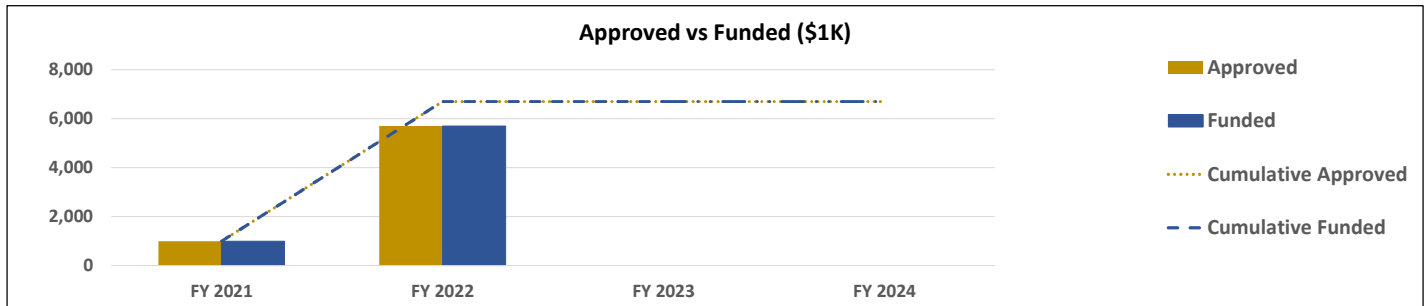
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$6,700,000	\$ 6,700,000	63.4%	63.7%	\$ 6,700,000

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	10/01/19	10/01/19	10/01/19	10/01/19	0	0	
13 - Final Design	04/01/22	04/01/22	08/30/22	10/20/22	0	-51	completed
15 - Procurement	09/01/22	10/20/22	12/31/22	03/20/23	-49	-79	completed
16 - Construction	01/02/23	01/23/23	03/31/24	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	3	122	122	8
13- Final Design	268	268	268		268	0	4	255	255	13
15 - Procurement	120	120	120		120	0	4	116	116	4
16 - Construction	5,981	5,981	5,981	1,582	5,981	0	1,614	2,192	3,773	2,208
19 - Closeout	200	200	200		200	0			0	200
Totals	6,700	6,700	6,700	1,582	6,700	0	1,624	2,684	4,266	2,434

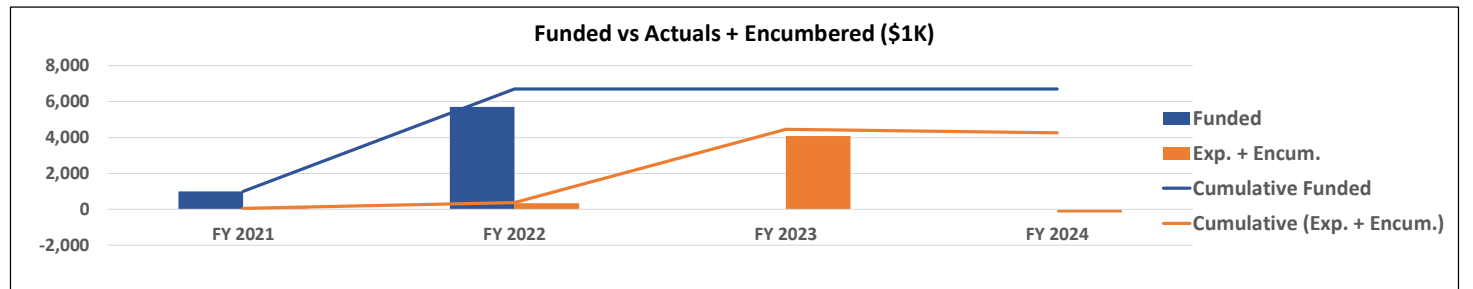
South Base Switchgear Replacement & BEB Chargers Installation

Quarter: FY24 Q2

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	Approved	Funded	Committed			This Period	To Date		
	(A)	(B)	(C)	(D)						
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	-1,888			1,624	1,697	2,434	
Totals	6,700	6,700	6,700	1,582	6,700	0	1,624	2,684	2,434	



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	5,917	0		5,917	5,917	0	
General Capital Fund (01050)	Local	783	0		783	783	0	
Totals		6,700	0	0	6,700	6,700	0	

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

Risk	Mitigation
The Contractor-furnished electrical equipment may be delayed another time, thereby delaying the critical path again	<ul style="list-style-type: none"> -SamTrans PM to include Engineer of Record on technical issues that impact the procurement of contractor-furnished "MDPO-2" switchboard, "EBD" switchboard, and the "bus duct". Prioritize these issues for quick resolution. -SamTrans PM to prioritize communications regarding these critical path items. -prioritize quick responses and resolutions to these critical path items
The delivery date of the Owner-furnished 3000A Switchgear will be delayed a second time.	<ul style="list-style-type: none"> -SamTrans PM to gather additional information as to why additional delays are occurring -SamTrans PM to follow up with the Vendor (Technology International) monthly for status updates. -SamTrans PM to quickly respond to items that impact the critical path. -SamTrans PM to get commitment from Vendor regarding delivery date. -SamTrans PM to gather explanations for why additional delays are occurring
PGE may change the scope of the work and cause an additional delay to the project	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Manufacturer and Technology international will provide quarterly manufacturing updates. The Project Manager and Infrastructure team will QC the manufacturing process, through photographs, to ensure product quality. SamTrans PM and Inspector will then inspect the final product upon delivery.
Defective components within the ABB chargers may cause delay of substantial completion	<ul style="list-style-type: none"> -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

Quarter: FY24 Q2

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"> -Contractor is monitoring progress from their Vendors -Contractor is preparing the time extension request -Project Manager is consolidating the documentation related to this issue.
The project's total change orders is estimated to have already exceeded 75% of the original construction contract authority. More change orders are anticipated.	<ul style="list-style-type: none"> -The Contractor is preparing to submit all of the Requests for Changes to-date by mid January 2024. -The Resident Engineer is tracking the change orders. -Additional changes are anticipated through project completion in early 2025.
ABB Charger Warranty will start earlier than necessary. Loss of Warranty period.	<ul style="list-style-type: none"> -the ABB Equipment was delivered and the Warranty Period will expire 18 months after the shipment date, approximately March 27, 2025. -Resident Engineer will issue a Letter to the Contractor to notify them of the issue.

KEY ACTIVITIES - Current Reporting Month (top 5)

3000A Switchgear is on track to begin manufacturing by 12/26/2023 .
South Base Construction: All of the constructable items have been completed. Temporary Pause in the Work is in effect until Switchgear arrives around June 2024.
South Base Construction: ABB Equipment has been relocated into the shipping container within "deadline" and the Contractor's Protection and Mitigation Plan is in effect.
South Base Construction: The new supervisor shed and utility connections were installed and currently in-use.
South Base Construction: The Employee Parking Lot was returned to SamTrans.

KEY ACTIVITIES - Next Reporting Month (top 5)

South Base Construction: Project Manager to apply pressure for the Contractor's other outstanding deliverables: Time Extension Request submission.
South Base Construction: Project Manager and Contractor will continue to discuss ongoing disputes related to Switchboard procurement and the 2nd impact to the overall contract duration
Contractor will submit all outstanding Requests for Changes and RE will review
QA/QC the production of Switchgear via photographs and monthly updates
South Base Construction: Project Manager to manage the production of the Contractor's other long lead items: EBD and the Bus Duct

Project Notes

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South Base Switchgear Replacement & BEB Chargers Installation

Quarter: FY24 Q2

Prj. ID: 100547



Jan 3, 2024 at 7:33:16 AM
501 Pico Blvd
San Carlos CA 94070



Jan 3, 2024 at 7:36:56 AM
501 Pico Blvd
San Carlos CA 94070

A chain link fence has been installed around all of the new improvements while the Contractor is temporarily demobilized. Work will resume around July 1 2024.

The ABB Equipment has been relocated into the shipping container in "deadline" and the Contractor's Protection and Mitigation Plan is in-effect.

ZEB Implementation and Deployment

Quarter: FY24 Q2

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).

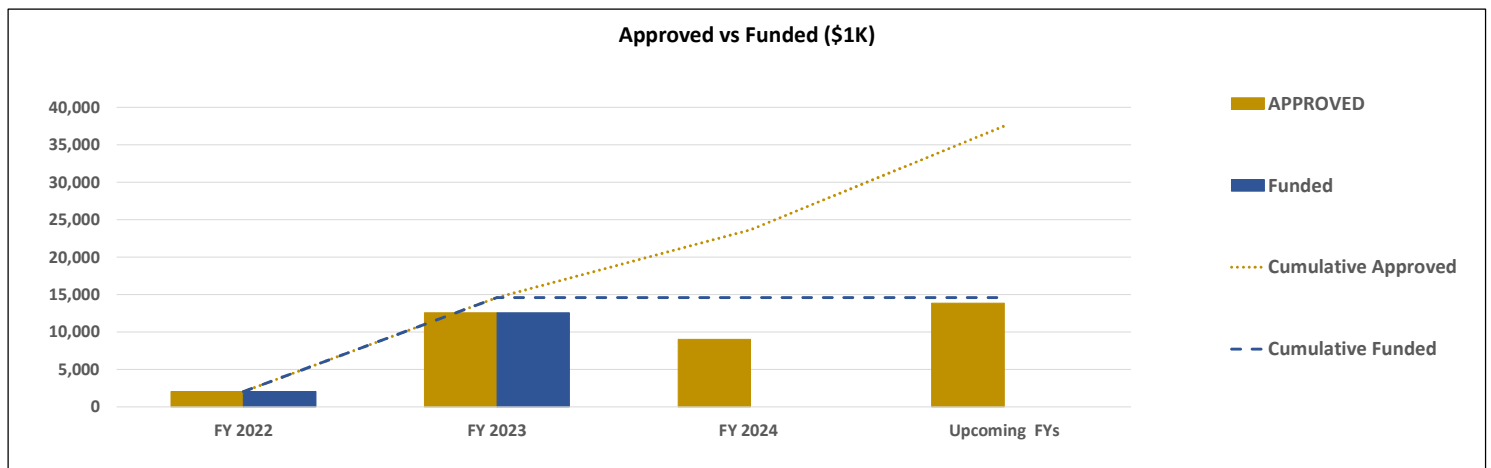
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$37,506,970	\$ 37,506,970	6.8%	10.9%	\$ 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	01/31/24	0	-93	Select Stantec or STV
Final Design for Permanent Charging Infrastructure in SB	11/01/23	02/01/24	09/30/24	09/30/24	-92	0	
CMGC Solicitation	09/01/23	09/01/23	04/30/24	04/30/24	0	0	
Grant Requirements	02/01/24	02/01/24	09/30/25	09/30/25	0	0	Award Construction Contract no later than 10-15-24; SamTrans Board Meeting 10-2-24
Pre Construction Phase for Charging Infrastructure in SB	06/01/24	06/01/24	03/30/25	03/30/25	0	0	
Long Lead Equipment Procurement for Charging Infrastructure in SB	08/01/24	08/01/24	01/31/26	01/31/26	0	0	
Construction of Permanent Charging Infrastructure in SB	04/01/25	04/01/25	03/31/27	03/31/27	0	0	
Close out	04/01/27	04/01/27	09/30/27	09/30/27	0	0	

PROJECT BUDGET Summary (in thousands of \$)



ZEB Implementation and Deployment

Quarter: FY24 Q2

Prj. ID: 100631

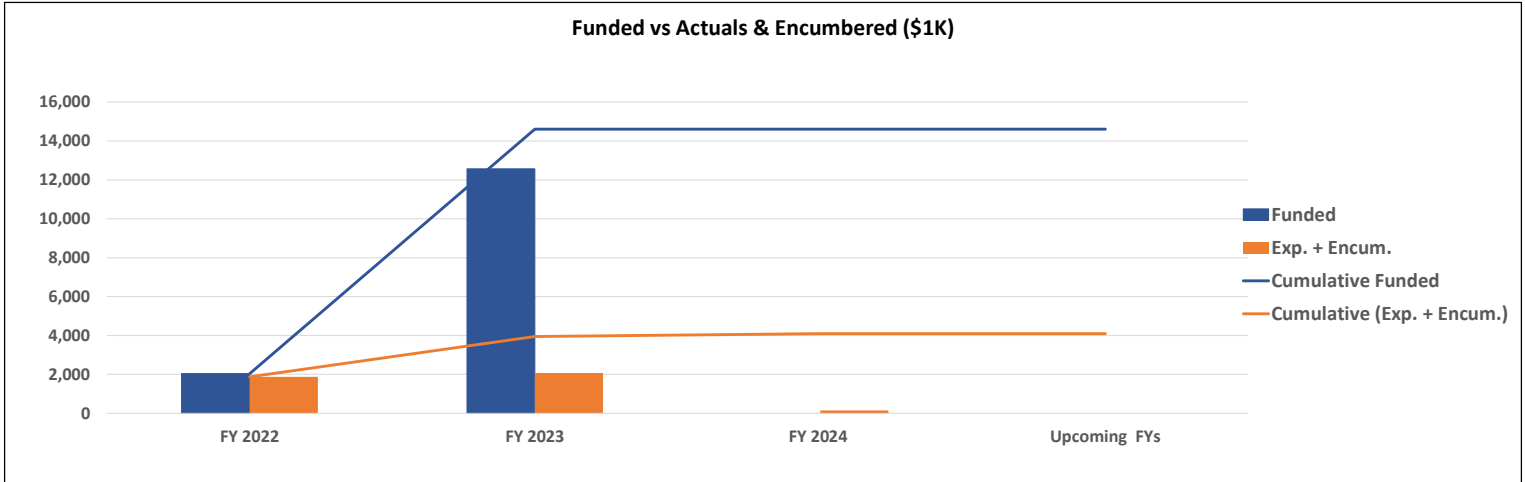
PROJECT Approved BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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	44	1,007	0	20	891	935	72
12 - PE/Env/PSE	3,687	3,687	3,687	71	3,687	0	177	517	588	3,099
13 - Final Design	4,042	4,042	4,042	232	4,042	0	118	1,362	1,594	2,448
15 - Procurement	99	99	99	0	99	0	5	90	90	9
16 - Construction	28,308	28,308	5,755	145	28,308	(22,553)	19	752	897	4,859
19 - Closeout	365	365	23	0	365	(342)		0	0	23
Totals	37,507	37,507	14,612	491	37,507	(22,895)	340	3,611	4,103	10,509

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		-252			340	401	149	10,509
Upcoming FYs	13,843	13,843							0	10,509
Totals	37,507	37,507	14,612	491	37,507	(22,895)	340	3,611	4,103	10,509

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	
TBD	TBD	22,895	0	0	22,895	22,895	22,895	Pending Grant
Totals		37,507	0	0	37,507	14,612	22,895	

ZEB Implementation and Deployment

Quarter: FY24 Q2

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
Addition of Options was approved for the CMGC	

KEY ACTIVITIES - Current Reporting Month (top 5)

WD Proposal Request to on-call GEC for the Final Design issued
CMGC Updated 30% Drawings uploaded to Bonfire
CMGC Addendums #2 and #3 posted on Bonfire
CMGC proposers' questions were responded

KEY ACTIVITIES - Next Reporting Month (top 5)

Continu to respond to CMGS proposers' questions
Select on-call GEC for the Final Design
Proposer's Bid deadline is Jan 31

Project Notes

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NB Interim Charger Installation (Part of CP 100631)

Quarter: FY24 Q2

Prj. ID: 100631-01

Project Manager: Jeff Shu

SCOPE Summary

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

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

STATUS Summary

Phase: Construction

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 826,933	99.1%	94.8%	\$ 826,933

Schedule

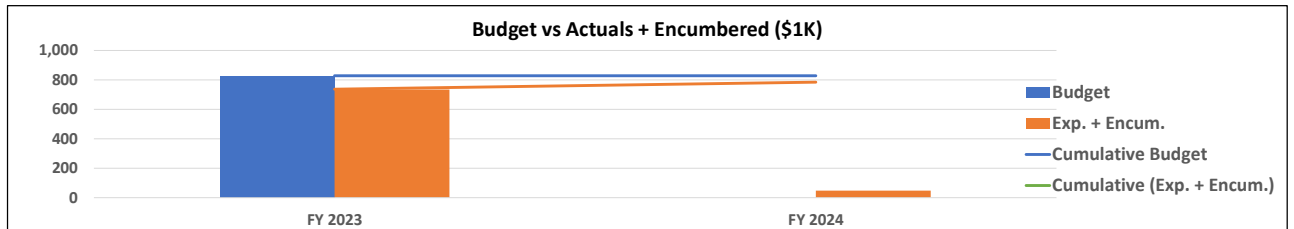
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
65% Design for NB Interim Chargers	05/01/22	03/16/22	06/30/22	06/17/22	46	13	Completed
13-Final Design	07/01/22	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	37		37		37	0		37	37	0
15 - Procurement			0		0	0			0	0
16 - Construction	790		790	19	790	0	727	747		43
19 - Closeout			0		0	0			0	0
Totals	827	0	827	19	827	0	0	764	784	43

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	827	0	827	19				716	735	91
FY 2024		0	0				0	48	48	43
Totals	827	0	827	19	827	0	0	764	784	43



NB Interim Charger Installation (Part of CP 100631)

Quarter: FY24 Q2

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)

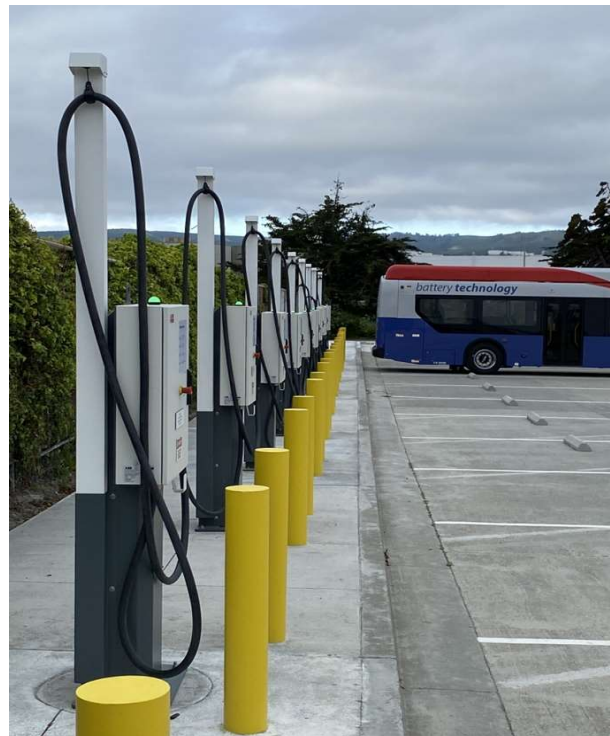
Reviewed and Approved the final Pay Application (Release of Retentions)
Reviewed and Approved the Contractor's closeout paperwork

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

Quarter: FY24 Q2

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

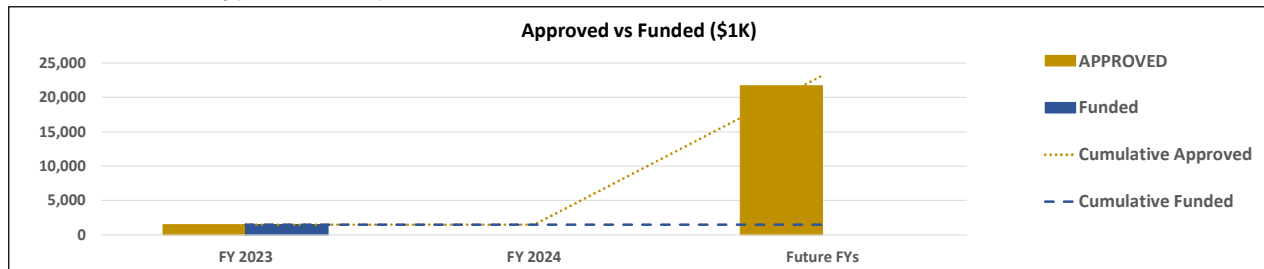
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule Progress	Expended %	Estimate At Completion
\$1,482,000	\$ 1,482,000	0.0%	0.3%	\$ 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	
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 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	1,482	1,482	1,482	3	1,482	0	19	75	78	1,404
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
Totals	23,183	23,183	1,482	3	23,183	(21,701)	19	75	78	1,404

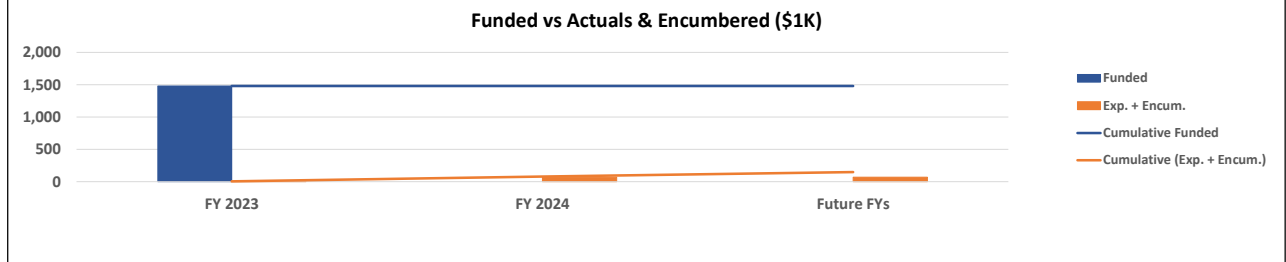
North Base - Sea Level Rise and Erosion Mitigation

Quarter: FY24 Q2

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	6	1,476
FY 2024		0	0	3			19	69	72	1,404
Future FYs	21,701	21,701		3			0	69	72	1,332
Totals	23,183	23,183	1,482	3	23,183	(21,701)	19	75	78	1,404



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	1,465			1,465	1,465	0	
Measure W Sales Tax - Capital (01024)	Local	17			17	17	0	
TBD		21,701			21,701		21,701	
Totals		23,183	0	0	23,183	1,482	21,701	

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Ongoing coordination with Planning to develop issue Work Directive for feasibility study of tide gate/regional barrier.
Ongoing coordination with Government Affairs on outreach to stakeholders that would benefit from a regional solution.
Draft Work Directive Proposal Request on technical feasibility and conceptual design of tide gate.

KEY ACTIVITIES - Next Reporting Month (top 5)

Initiate feasibility study of tide gate/regional barrier.
Issue Work Directive on technical feasibility and conceptual design of tide gate.
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

Quarter: FY24 Q2

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
\$ 2,347,581	81.0%	93.9%	\$2,347,581

Schedule

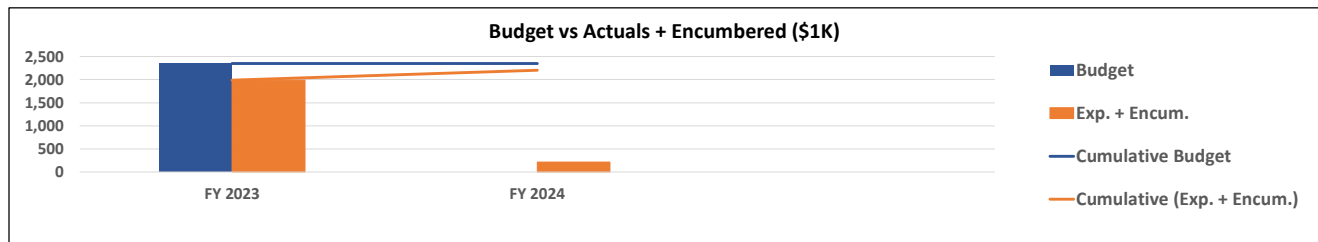
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Solicitation for H2 services contract	10/1/2022	10/1/2022	5/15/2023	5/15/2023	0	0	Contract awarded to Plug Power
Design Manufacturing H2 mobile station	5/16/2023	5/16/2023	1/31/2024	1/31/2024	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	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	2,323		2,323	1,909	2,323	0	206	274	2,183	140
Totals	2,348	0	2,348	1,909	2,348	0	206	296	2,205	143

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023	2,348		2,348	1,909				80	1,989	359
FY 2024			0				206	216	216	143
Totals	2,348	0	2,348	1,909	2,348	0	206	296	2,205	143



NB H2 Fueling Station for 10 FCEBs

Quarter: FY24 Q2

Prj. ID: 100723-02

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	2,348			2,348	2,348	0	
Totals		2,348	0	0	2,348	2,348	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
No issue at this point	

KEY ACTIVITIES - Current Reporting Month (top 5)

Site is ready for delivery of the Hydrogen Refueler
Delivery postponed to January 2024 because of Holidays and related safety considerations

KEY ACTIVITIES - Next Reporting Month (top 5)

Delivery of the Mobile Fueler to NB
Conduct safety trainings for stakeholders
Safety assessment and phase 1 commissioning of the Hydrogen Mobile Fueler without Hydrogen
Delivery of the Hydrogen by truck to NB and fill the Mobile Fueler with Hydrogen
Test Hydrogen Refueler
Dispense hydrogen to FCEB for the first time

Project Notes

Mobile Refueler will be re-filled in January 2024 and after that the first FCEB will be refilled.

North Base Facility Modifications for FCEBs

Quarter: FY24 Q2

Prj. ID: 100723-01

Project Manager: Yoko Watanabe

SCOPE Summary

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

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,959,991	87.6%	88.8%	\$1,959,991

Schedule

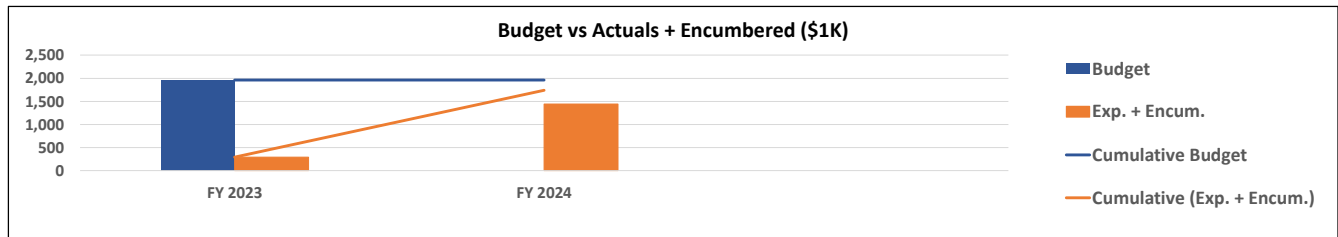
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Kick Off Meeting and Work Program	9/1/2022	9/1/2022	9/9/2022	9/9/2022	0	0	On time
On-Site Assessment & Review 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	1,810		1,810	118	1,810	0	1,372	1,478	1,596	214
Totals	1,960	0	1,960	118	1,960	0	1,372	1,622	1,740	220

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY 2023	1,960		1,960	118				177	295	1,665
FY 2024			0	0			1,372	1,445	1,445	220
Totals	1,960	0	1,960	118	1,960	0	1,372	1,622	1,740	220



North Base Facility Modifications for FCEBs

Quarter: FY24 Q2

Prj. ID: 100723-01

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	300			300	300	0	
Measure W Sales Tax (01024)	Local	1,660			1,660	1,660	0	
Totals		1,960	0	0	1,960	1,960	0	

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

Risk	Mitigation
None	

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

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Wall installation and the paint job were completed.
2. Much of the remaining patch-up works were completed.

KEY ACTIVITIES - Next Reporting Month (top 5)

1. Electrical Test will be conducted.
2. Gas Detection Tests will be conducted.
3. Substantial Completion will be achieved.
4. Punchlist Walk through will be performed.
5. Final Acceptance will be issued.

Project Notes

North Base Facility Modifications for FCEBs

Quarter: FY24 Q2

Prj. ID: 100723-01



Cleaning commenced. (NB Building 100)



Central Doors are ready to install



Refinement of the exhaust duct (NB Building 100)



Gas Detection system testing (NB Building 100)

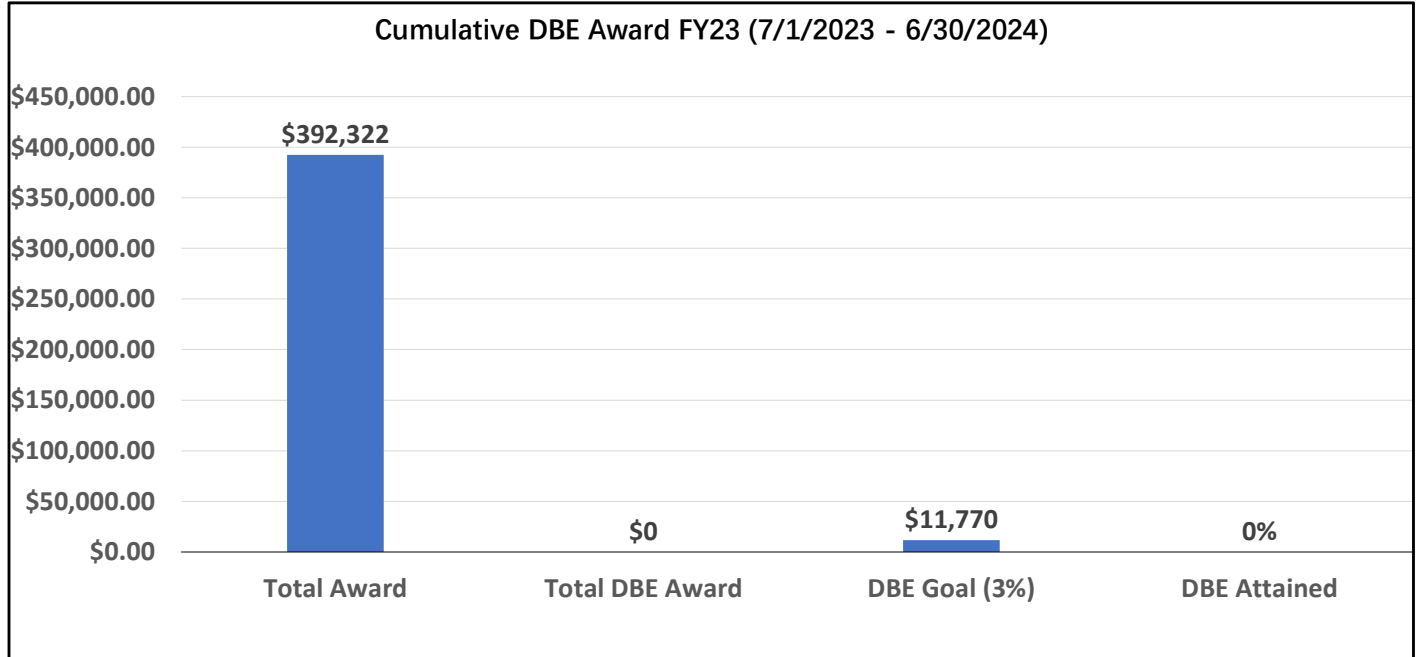
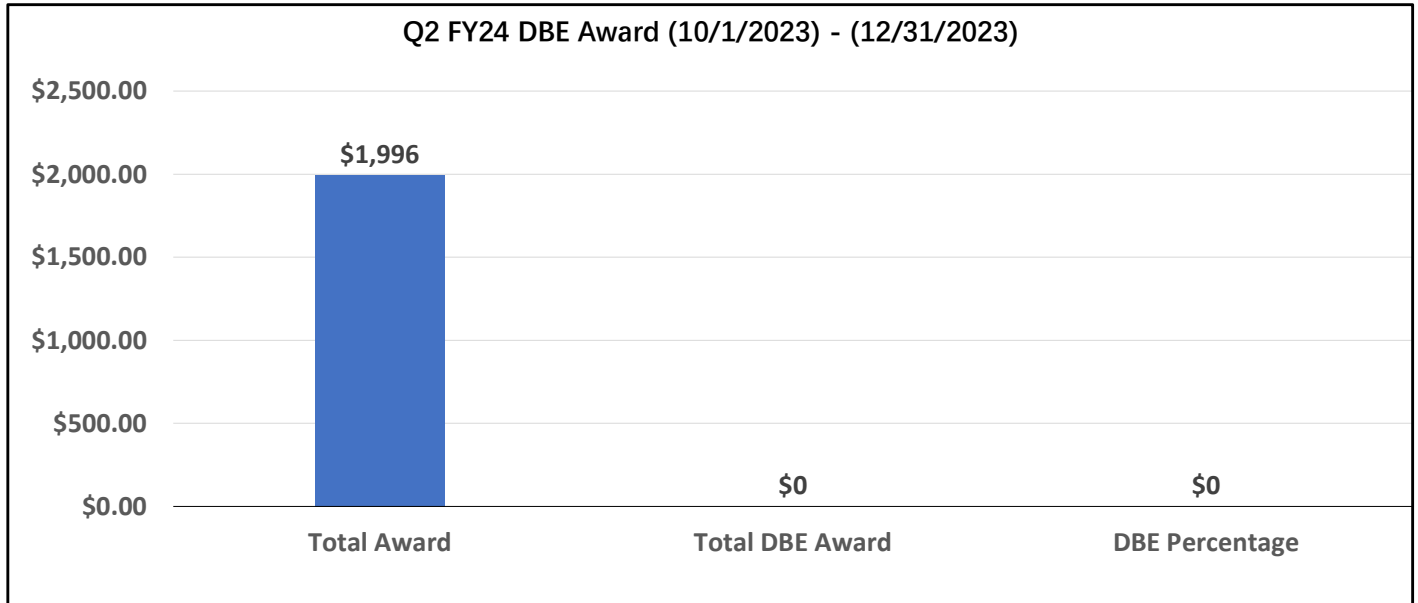


Fire Damper Door installed (NB Building 100)



Building 500 – Gas Detection System installed and tested

SamTrans Award



Note: The overall triennial DBE goal for Federal Fiscal Year 2023-25 is 3%
There was one Federal award with no DBE attained for FY2024 Q2.

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.

Proclamation

Declaring February as National African American History Month

Whereas, the first National African American History Week event was celebrated in February 1926, during the week encompassing the birthdays of Abraham Lincoln and Frederick Douglass, two key figures in the history of African Americans; and

Whereas, and in 1976, the week-long celebration was extended to last the entire month of February; and

Whereas, the San Mateo County Transit District (SamTrans) recognizes the long history of inequity and racism in transit, especially during the Civil Rights Movement, that excluded, targeted or oppressed people due to their color and race; and

Whereas, a ridership survey showed that African Americans make up 8 percent of SamTrans' riders who have been using SamTrans for over four years; with 70 percent of those African American riders taking SamTrans five or more days per week; and

Whereas, on Sunday, Feb. 4, 2024, SamTrans will be honoring the legacy of Rosa Parks on Rosa Parks Day by reserving one seat with her image on every bus in the fleet; and

Whereas, on Rosa Parks Day, SamTrans will also be partnering with the Domini Hoskins Black History Museum & Learning Center in Redwood City where people can learn about how African Americans helped develop our nation in countless recognized, unrecognized, and unrecorded ways; and

Whereas, in 2021, the District created the African American Employee Resource Group, which aims to advance a diverse and inclusive work environment now and in the future, with a particular focus on African American employees; and

Whereas, the District commits to continuing its membership in the Government Alliance on Race and Equity to advance racial equity through mindful governance practices, and review of facially-neutral policies to confirm equitable impacts; and

Whereas, the District's Board of Directors remains committed to the mission of promoting equity and protecting public health, and will continue to advance the cause of diversity, access, equity and inclusion in its policies, programs and practices.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors does hereby recognize February as National African American History Month and celebrate the immense contributions of African Americans in the United States.

Regularly passed and adopted this 7th day of February, 2024.



Chair, San Mateo County Transit District

Resolution No. 2024-
Board of Directors, San Mateo County Transit District
State of California
Resolution of Appreciation for

Josh Powell

Whereas, Director Josh Powell served with distinction as San Mateo County Transit District (District) Board Chair for 2023; and

Whereas, Director Powell presided over the purchase of 108 hydrogen fuel-cell electric buses, helping SamTrans to become a greener system ahead of the state’s zero-emissions mandate in 2038; and

Whereas, Director Powell has been a strong advocate for microtransit, supporting the launch of Ride Plus in Half Moon Bay, East Palo Alto and Belle Haven, bringing a flexible and convenient service to areas that traditionally have been underserved by transit; and

Whereas, Director Powell supported new fare policies aimed at making SamTrans service more accessible, affordable and convenient, lowering the price of express buses, providing free service for school field trips and preparing for an improved Clipper® fare payment system later in 2024; and

Whereas, Director Powell supported development of the Bus Stop Improvement Plan, which will improve the gateway to SamTrans service, and help our customers feel comfortable and safe while they wait for our buses; and

Whereas, Director Powell demonstrated his dedication to fiscal stewardship by adopting a two-year budget, outlining the agency’s financial outlook through Fiscal Year 2025; and

Whereas, Director Powell oversaw the launch of a same-day paratransit pilot program, providing seniors and disabled people with the freedom to move throughout their communities and get where they need to go with dignity; and

Whereas, Director Powell served through the implementation of Reimagine SamTrans, delivering on the promise of improved, more efficient service; and

Whereas, Director Powell has led the District during implementation of the Caltrain Governance Memorandum of Understanding amongst the Peninsula Corridor Joint Powers Board member agencies, resulting in reimbursement of \$35 million paid by the District for part of its purchase of the Caltrain right-of-way in 1991; and

Whereas, Director Powell provided leadership during the District's acquisition, through a lease-to-purchase agreement, of a new Headquarters building at the Millbrae Transit Center, one of the largest transit-oriented developments in the western United States; and

Whereas, Director Powell has been a supporter and participant of SamTrans's annual Roadeo, serving as a judge in 2022 and a driver in 2023.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors hereby commends and expresses its sincere appreciation to **Director Josh Powell** for his outstanding service to the District, his many accomplishments on the Board and for his collaborative leadership on matters of public transit.

Regularly passed and adopted this 7th day of February, 2024.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2024

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APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: January 31, 2024
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: General Manager/CEO Report

Ridership Recovery

SamTrans total trips for the first five months of FY 2024, ending November 30, 2023, was 87.7 percent of its ridership compared to the same period in 2019. SamTrans ridership recovery continues to compare favorably with local peer agencies and out-of-state bus public transportation providers. The national bus ridership recovery rate achieved an average of 77.1 percent (YTD), up from 76.2 percent for the first four months of the year. Local rail systems remain at a lower recovery rate compared to buses and to the national rail recovery rate.

	Total Trips YTD November 2019	Total Trips YTD November 2023	Ridership Recovery Rate
SamTrans	4,734,662	4,153,052	87.7%
AC Transit	23,549,754	16,614,309	70.5%
SFMTA	88,151,614	63,870,925	72.5%
VTA	11,803,954	9,415,756	79.8%
Dallas	16,143,059	12,142,297	75.2%
Seattle - King	51,662,843	32,466,898	62.8%
Chicago	101,807,114	71,461,822	70.2%
Atlanta	22,618,769	13,905,375	61.5%
New York MTA	304,603,320	259,700,446	85.3%
National Bus	1,940,745,960	1,496,875,793	77.1%
Caltrain	8,186,650	3,057,872	37.4%
BART Extension	5,781,034	2,551,820	44.1%
BART System	54,468,648	23,776,591	43.7%
National Rail	2,082,773,643	1,411,832,431	67.8%
Total NTD Trips	4,241,413,078	3,103,777,328	73.2%

Bus Operator Staffing

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	18	320**

* Class 185 has 7 trainees scheduled to graduate on February 16, 2024. Class 186 has 11 trainees scheduled to graduate on March 15, 2024.

** This number excludes 18 trainees from Classes 185 and 186.

Service Changes effective Sunday February 11, 2024

- New Route EPX will connect East Palo Alto, Redwood City, SFO Airport, San Bruno BART, and downtown San Francisco. The EPX launch party will display a sample battery electric bus (BEB) that will be used on the route at E Bayshore Road and Donahoe Street, East Palo Alto.
- Discontinue Route 398, replaced with the new EPX.
- Route ECR increased to 15 minutes 7 days a week, approximately 20 percent of the stops eliminated and spacing balanced.
- Route 110 more frequent midday service, Pacifica to Daly City.

Special Events

- February 4 – Transit Equity Day in celebration of Rosa Parks’ birthday, a bus will be on display in front of Domini Hoskins Black History Museum & Learning Center in Redwood City.
- February 24 – Lunar New Year Celebration “Year of the Dragon”. A special wrapped bus will be on display between 11:00 AM and 4:00 PM at the Redwood City Courthouse Square to commemorate this special celebration. The Board of Directors and the public will have a sneak-peek opportunity to view the special event bus during the SamTrans February 7 board meeting (breezeway, 1250 San Carlos Ave.).

SamTrans Mobile App Update for Q2 FY2024

The SamTrans mobile app was launched in September 2018 and sells paratransit and fixed-route bus service products except monthly passes. In the second quarter of FY 2024, there were 3,032 app downloads, marking a four percent increase compared to the same quarter last year. Additionally, 2,601 new accounts were created during the second quarter of FY 2024, reflecting a five percent decrease from the previous year.

The table below highlights the app's performance for the second quarter of FY 2024.

	Q2 FY 2023	Q2 FY 2024	
	Actuals	Actuals	% ▲
App Downloads	2,917	3,032	4%
New accounts	2,744	2,601	-5%
Tickets Sold	37,671	38,616	3%
Revenue \$'s	\$81,283	\$80,978	-0.4%

Data source: Bytemark app performance report

Note: Data as of 1/12/2024 and does not contain refunds.

In summary, the SamTrans mobile app has experienced a gradual and steady increase over the past few quarters, with positive trends in app downloads and ticket sales, while maintaining a consistent share of overall farebox revenue.

Regional/MTC Matters

Clipper BayPass Phase 2

Phase 2 of the pilot program has formally launched with the first three institutions – UCSF, the City of Menlo Park, and Alameda Transportation Management Association, granting approximately 8,000 people access to unlimited regional travel on Bay Area transit services. The MTC/BART project team continues to recruit for additional partners for Phase 2. Goal of Clipper BayPass Phase 2 is to include a total of 10 institutions with a combined total 20,000 individuals per a Participation Agreement between MTC and transit operators.

Reduced/No-Cost Transfer Policy

The Reduced/No-Cost Transfer Policy is a pilot program that is slated to launch with the Next Generation Clipper System in Summer 2024. Under this policy, riders transferring between two agencies on Clipper receive a discount of up to \$2.50 within two hours of their first tag. To fund the pilot program, transit agencies fund the first 50¢ of the discount, and MTC will reimburse the remainder of foregone revenue for 18-24 months, with the duration dependent on available funding. The MTC/BART project team will be asking the Fare Integration Task Force to endorse a MOU at their February 2024 meeting, after which, transit operators will be asked to sign-on to the MOU, which will authorize their participation in the transfer policy pilot program. I, as the SamTrans General Manager/CEO and Michelle Bouchard, as the Caltrain Executive Director, are both on the Fare Integration Task Force.

Regional Network Management Council

There were no action items at the January 2023 RNM Council meeting. Council members received two informational updates on projects that fall under the Transit Transformation Action Plan: 1) the development of prototype signage for the Regional Mapping & Wayfinding Project (RWMP); and 2) progress updates on the Transit 2050+ long-range plan, including preliminary findings related to existing conditions and identified needs, gaps, and opportunities for the region's transit system.

Regional Transportation Revenue Measure

In January 2024, Senator Scott Wiener introduced enabling legislation for a regional transportation revenue measure in coordination with the MTC. SB 925 is currently a spot bill, meaning it has few details. The full MTC commission discussed the legislation at their meeting on January 24, and the Commission approved the Measure's vision statement as well as key provisions. MTC will now be working with Senator Scott Wiener on the next steps as the legislation winds its way in the state legislature and ultimately appearing on a future ballot.

Bus Transportation Safety Campaign

The January and February 2024 Safety Campaign focuses on avoiding fixed objects when entering and exiting bus stops. Bus Operators are reminded to watch for fixed objects like poles and tree branches when approaching a bus stop. They are to determine if it is safe to stop before the bus stop pole and before leaving the bus stop, take note of the pole, check their out-sweep, and turn the bus away from the pole before pulling away from the bus stop.

Bus Operator Employee of the Month (EOM) Recognitions

Harry Tupuola is the December 2023 Bus Operator of the Month at North Base. This is his first EOM Award achieved during his one and a half years of service with the District. **Elbert Marshall** is the December 2023 Bus Operator of the Month at South Base. This is his third EOM Award during his eight years driving with the District.

Bus Maintenance Employee of the Month (EOM) Recognitions

Yong Chen is the December 2023 Mechanic of the Month at North Base. This is his fourth EOM Award during his six years of service with the District. **Edward Palomaria** is the December 2023 Mechanic of the Month at South Base. This is his third EOM Award during his nearly 12 years of service with the District.



BOARD OF DIRECTORS 2024

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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, February 7, 2024 – 2:30 pm

- | | | |
|--------|--|---------------|
| 8.a.1. | Call to Order | |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of January 10, 2024 | Motion |
| 8.a.3. | Accessible Services Update | Informational |
| 8.a.4. | Citizens Advisory Committee Update | Informational |
| 8.a.5. | Paratransit Coordinating Council Update | Informational |
| 8.a.6. | Monthly Performance Report December 2023 | Informational |
| 8.a.7. | 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**

January 10, 2024

Committee Members Present: R. Mueller, P. Ratto

Committee Members Absent: M. Chuang (Committee Chair)

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

Other Board Members Absent: None

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

8.b.1. Call to Order

Committee Member Peter Ratto called the meeting to order at 2:41 pm.

8.b.2. Approval of Minutes of the Community Relations Committee Meeting of December 6, 2023

Motion/Second: Medina/Powell

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

Noes: None

Absent: Chuang

8.b.3. Accessible Services Update

Tina Dubost, Manager, Accessible Services, provided an update on Same-Day Paratransit Service. She said they had increased the eligibility for paratransit services as required by MTC (Metropolitan Transportation Commission).

8.b.4. Paratransit Coordinating Council Update

Mike Levinson, Policy Advocacy Chair, PCC, said they were seeking new members and expressed hope that changes to the Brown Act teleconferencing laws to accommodate remote participation for people with disabilities would move forward. He also said that they had sent a letter to MTC in support of the one-seat ride pilot program slated to begin this year.

8.b.5. Monthly Performance Report | November 2023

Ana Rivas, Director of Bus Transportation, provided the latest performance statistics. She said the Average Weekday Ridership increased by 16.3 percent. She said post-pandemic recovery increased 91.2 percent compared to the same month last year. She said they had zero DNOs (Did Not Operate) for the month.

Committee Member Ratto said he was pleased they recently had single-digit or zero DNOs.

8.b.6. Adjourn

The meeting adjourned at 2:48 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: April Chan, General Manager/CEO
From: David Olmeda, Chief Operating Officer, 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 November 2023 PAL and PCC meetings are attached to this report.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of December 12, 2023, Meeting

ATTENDANCE:

Members in person:

Susan Capeloto, Dept. of Rehabilitation; Tina Dubost, SamTrans; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Sammi Riley, Consumer, Vice Chair, Educ. Comm. Chair; Kathy Uhl, CoA. (Member attendance = 7/10, Quorum = Yes)

Members on Zoom:

Dao Do, Rosener House

Guests:

David Koffman, Nelson\Nygaard (on Zoom); Jane Stahl, PCC Staff; Larisa Vaserman, Consumer; Kenneth Richardson, TransDev/Redi-Wheels; Vicky Churchill, TransDev/Redi-Wheels; Sarah Verity, AbilityPath (on Zoom); Kelly Shanks, SamTrans (on Zoom), James Engvall, Consumer (on Zoom).

Absent:

Evan Milburn, COD, Consumer; Marie Violet, Dignity Health.

WELCOME/INTRODUCTIONS:

The meeting was held in person and via Zoom conference call.

APPROVAL OF NOVEMBER MINUTES:

Sammi Riley moved to approve the November meeting minutes; Kathy Uhl seconded the motion. The minutes were approved.

PUBLIC COMMENTS:

None.

COMMITTEE REPORTS:

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

See page 10.

Education – Sammi Riley, Chair

No report as there wasn't a quorum in December.

The next meeting will be on January 9th, 2024.

Executive – Ben McMullan

Did not meet in December due to lack of a quorum. They are proposing to change the time of the meeting to 2pm, 3pm for the Education Committee, starting in the new year.

An email regarding participation in a sub-committee will be sent out. It will also be sent to consumers in the hope that they will join.

Larisa offered to provide information on Redi-Wheels to people who live in her building. Tina will provide her with copies of the revised Senior Mobility Guide.

There was discussion about changing the meeting time to later in the day. It was decided to keep the meeting time at 1:30pm.

Nominations/Membership – Open

This chair position is open to anyone who is interested.

OPERATIONAL REPORTS

PERFORMANCE REPORT

Total ridership and average weekday ridership increased about 9% in October compared to last year. Subscription trips were approximately 23%; agency trips were approximately 7%; trips sent to taxis was 16%, still relatively low. Same day cancels and the percentage of late cancels remain at manageable levels. The number of individuals riding increased from last year. On time performance did not meet the standard at 88.4%, and productivity was 1.39 passengers per hour.

COMMENT STATISTICS REPORT

There are fewer total comments compared to pre-COVID levels as there are fewer rides. Most reports are through Consumer Reports rather than Comment Cards. Patterns are consistent with the main concern being on-time performance.

SAFETY REPORT

Kenneth Richardson reported that there were two preventable incidents in November.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

No report.

Department of Rehabilitation – Susan Capeloto

Enrollment for the [Youth Leadership Forum](#) has been extended until the end of July. This is an opportunity for students with disabilities to learn leadership and gain confidence. The forum is held at Sacramento State University from July 14-20 and there is no cost to participants. She asked PCC members to forward information to any individual or groups that might be interested.

ERC – Mike Levinson

Tina reported that the new scheduling software went live at the end of October. There were some minor problems, but everything is working well.

Mike asked about the night before call says Press 1 to confirm, etc. Tina will look into this and correct.

Commission on Disabilities (CoD) – Ben McMullan

There was no meeting in December.

Center for Independence (CID) – Ben McMullan

CID received notification that their ADRC (Aging and Disability Resource Connection) designation application was accepted by the California Department on Aging. The core services will start in summer 2024: Enhanced Information and Referral; Short Term Services; Transition Services; and Options Counselling. This is a partnership with Aging and Adult Services and will include an advisory committee of service providers and consumers.

Commission on Aging (CoA) – Kathy Uhl

Kathy announced that the new Help at Home will be available in January.

The Commission on Aging are working with some youth commissioners on how to better connect with and provide information to their parents and grandparents.

The SamTrans Mobility Ambassadors are starting to go to senior centers and community centers to provide information on transportation services. She will let the PCC Education Committee know of dates for this so that they can join them.

Coastside Transportation Committee (CTC) – Tina Dubost

They hope to have a meeting in January. They are continuing to offer micro-transit service in Half Moon Bay and East Palo Alto and ridership is steadily increasing.

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

The CAC-TA met on December 5th.

- There was an allocation of \$350K to develop a TA strategic plan for 2025-29.
- A programming allocation was approved for \$135,916,000 from Measures A and W for eleven highway projects.
- They received a presentation on autonomous vehicles.
- They discussed data on safety on sidewalks, etc. resulting from Measure W funding.

Other Business

The Senior Mobility Guide is being updated and should be available soon.

ADA Refresher: Service animals are allowed to ride with their handlers and Redi-Wheels asks that riders notify them if travelling with a service animal. Comfort and emotional support animals are not accommodated.

The meeting was adjourned at 2:53pm.

The next meeting is on January 9th, in person and remotely via Zoom.

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

The minutes from the November PAL meeting were included in the meeting packet. Tina moved to approve the minutes; Sandra seconded the motion. The minutes were approved.

Legislative

No updates.

Advocacy

None.

Transit Recovery Update – Tina Dubost

Tina reported that as part of the Bay Area Transformative Action Plan, all transit agencies in the Bay Area have agreed to make services more consistent. Starting in January 2024, new and recertifying applicants will receive up to 5 years of paratransit eligibility. People with temporary disabilities will continue for the anticipated time of the disability.

Ridership is continuing to slowly increase compared to last year, but the increase is slowing.

Policy Issues.

Tina advised that same-day service will begin on December 18th, 2023, a time of the year when ridership is generally low. This service will be on a space-available basis and operate between 9:30am and 3pm. Customers can call between 8:30 am and 1:30pm for a ride and trips will be offered within plus or minus 90 minutes of the requested time. There are no limits on how often a same-day ride can be requested, however it is on a space-available basis so trips could be denied if there is no capacity. They are hoping that this will result in more efficient scheduling of vehicles. All Redi-Wheels customers should receive letters soon about this. The fare will be \$10 one way; \$8 for those qualifying for fare assistance. To guarantee a ride, customers should call one day ahead as normal.

For the same day service, the county will be divided into two zones, separated by Highway 92 to reduce the number of very long trips, increase productivity, while continuing to meet the 90% on-time standard. They will review comments from riders and staff.

Mike asked Tina to provide a report on this new service at upcoming meetings. She will provide a preliminary report for review in January. The program evaluation metrics are:

- The percentage of requested trips provided: The goal is to provide 50%.
- Productivity: The goal is the average productivity for the previous six months.
- On time performance: To continue to meet the standard of 90%.
- Qualitative data from a customer survey at about the halfway point, and customer comments. This new service should not have a negative impact on the existing Redi-Wheels service.

The next PAL meeting will be on January 9, 2024.

**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 | December 2023**

Action

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

Significance

SamTrans: Average weekday ridership (AWR) across all three modes (Bus, Paratransit, Shuttles) increased by 17.3 percent in December 2023 compared to December 2022. The total monthly ridership increased by 17.2 percent.

Post-pandemic SamTrans bus ridership recovery in December 2023 reached 89.4 percent compared to pre-pandemic total ridership in December 2019. SamTrans Adult fare usage recovery is 102.5 percent compared to pre-pandemic adult fare usage.

Ride Plus: For December 2023, average weekday ridership for Ride Plus was 126 trips. There was a total of 3,651 trips taken on Ride Plus in December 2023. Of the total ridership, 2,742 trips were taken in East Palo Alto/Belle Haven (75.1%) and 909 trips taken in Half Moon Bay/El Granada (24.9%).

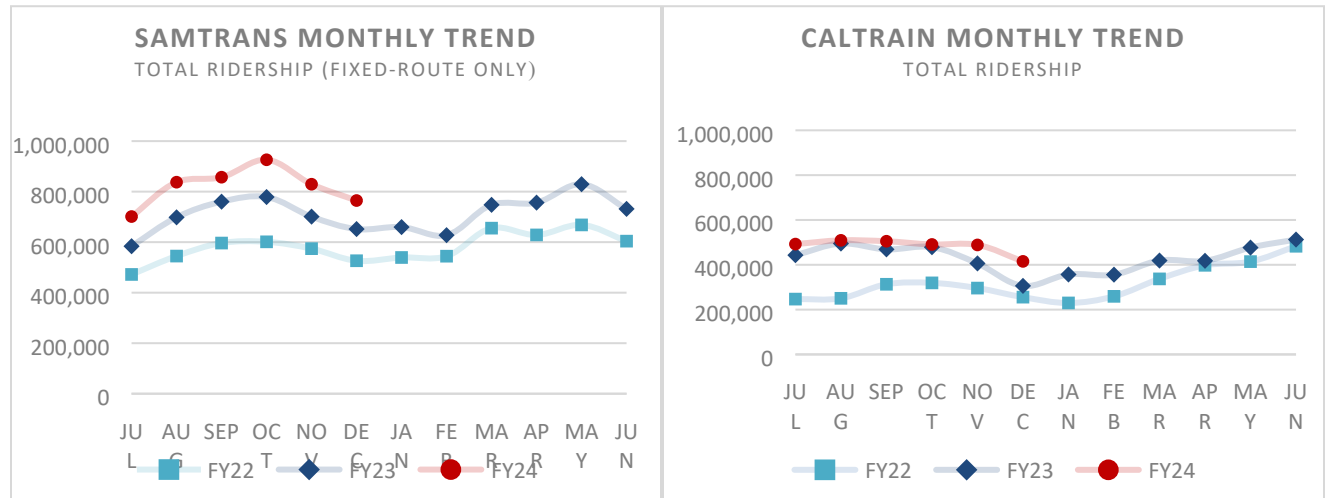
Other SamTrans Key Performance Indicators (includes Contracted Urban Bus [CUB] services):

- **Preventable Accidents** – In December 2023, there were 17 preventable accidents. The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 2.2 accidents per 100,000 miles this month.
- **Miles Between Service Calls (MBSC)** – SamTrans had 35 service calls in December 2023. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans did not meet its goal with 1.2 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** – OTP systemwide for December 2023 was 82.0 percent. This is below the goal of 85.0 percent.
- **Did Not Operate (DNOs)** – In December 2023, there were zero DNOs. SamTrans has had two consecutive months without any DNOs.

RIDERSHIP (ALL MODES)								
SAMTRANS Average Weekday Ridership								
Mode	Dec-21	Dec-22	Dec-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	20,277	25,599	29,981	17.1%	21,012	26,649	31,177	17.0%
Paratransit	528	618	685	10.8%	535	649	716	10.5%
Shuttles	1,140	1,054	1,189	12.8%	1,253	1,720	1,724	0.3%
Ride Plus	-	-	126		-	-	111	
Total	21,945	27,271	31,981	17.3%	22,800	29,017	33,728	16.2%
SAMTRANS Total Ridership								
Mode	Dec-21	Dec-22	Dec-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	526,600	652,008	764,912	17.3%	3,316,749	4,175,130	4,917,964	17.8%
Paratransit	14,211	15,897	17,502	10.1%	83,579	100,041	110,327	10.3%
Shuttles	25,089	22,153	22,454	1.4%	160,798	216,283	214,132	-1.0%
Ride Plus	-	-	3,651		-	0	18,835	
Total	565,900	690,058	808,519	17.2%	3,561,126	4,491,454	5,261,258	17.1%
CALTRAIN Average Weekday Ridership								
Mode	Dec-21	Dec-22	Dec-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	9,687	12,513	17,383	38.9%	10,474	17,034	20,035	17.6%
CALTRAIN Total Ridership								
Mode	Dec-21	Dec-22	Dec-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	255,679	305,926	415,202	35.7%	1,681,364	2,437,842	2,901,045	19.0%
OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Dec-21	Dec-22	Dec-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	50	60	83	37.7%	53	78	99	27.5%
BART (San Mateo County)	11,237	14,547	15,893	9.3%	11,271	17,101	18,254	6.7%
OTHER MODES in San Mateo County Total Ridership								
Mode	Dec-21	Dec-22	Dec-23	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	1,043	1,326	1,667	25.7%	6,857	10,020	12,495	24.7%
BART (San Mateo County)	311,811	398,164	437,585	9.9%	1,848,386	2,802,576	2,989,405	6.7%

Important Notes:

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



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Dec-21	Dec-22	Dec-23
Adult	306,484	392,326	466,241
Eligible Discount	144,862	151,035	174,489
Youth	75,037	108,469	124,017
— Youth Unlimited Pass	-	47,610	63,596
Total	526,383	651,830	764,747

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	Dec-21	Dec-22	Dec-23
On-Time Performance	80.0%	77.4%	82.0%
Preventable Accidents	9	12	17
Service Calls	21	27	35
Trips Scheduled	38,531	37,341	39,287
Did Not Operate DNOs	353	36	0

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.

Ride Plus started in June 2023.

SAMTRANS (BUS) Ride Plus Key Performance Indicators			
KPI	Dec-21	Dec-22	Dec-23
Total Ridership	--	--	3,651
— East Palo Alto Trips	--	--	2,742
— Half Moon Bay Trips	--	--	909
Active Users	--	--	408
New Registrations	--	--	111
Total Downloads			305
— iOS Downloads	--	--	253
— Android Downloads	--	--	52
Load Factor	--	--	1.3

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

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Dec-21	Dec-22	Dec-23
Revenue Hours (Sched.)	45,778	45,039	50,225
Revenue Miles (Sched.)	528,128	490,002	497,988
Total Fleet Miles (Actual)	709,649	714,129	763,080

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 44,887 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 21,802 miles between Service Calls this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Dec-21	Dec-22	Dec-23
On-Time Performance (RW)	95.1%	90.6%	90.4%
On-Time Performance (RC)	95.0%	93.0%	93.0%
Preventable Accidents (RW)	2	3	1
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	6	4	0
Service Calls (RC)	0	0	1

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

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

RW = Redi-Wheels
RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Dec-21	Dec-22	Dec-23
Revenue Miles (RW)	115,619	142,875	147,137
Revenue Miles (RC)	13,506	14,384	17,567
Fleet Miles (RW)	130,238	159,813	163,923
Fleet Miles (RC)	18,091	18,575	23,630

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Dec-19	Dec-21	Dec-22	Dec-23	% ³
Bus	34,494	20,277	25,599	29,981	86.9%
Paratransit	1,081	528	618	685	63.4%
Shuttles	9,195	1,140	1,054	1,189	12.9%
Ride Plus	-	-	-	126	-
Total	44,770	21,945	27,271	31,981	71.4%

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

SAMTRANS Total Ridership					
Mode	Dec-19	Dec-21	Dec-22	Dec-23	% ³
Bus	855,560	526,600	652,008	764,912	89.4%
Paratransit	25,750	14,211	15,897	17,502	68.0%
Shuttles	194,922	25,089	22,153	22,454	11.5%
Ride Plus	-	-	-	3,651	-
Total	1,076,232	565,900	690,058	808,519	75.1%

%³ indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2020). For example, SamTrans Bus Average Weekday Ridership reached 86.9 percent of pre-pandemic levels (2019) for this month.

CALTRAIN Average Weekday Ridership					
Mode	Dec-19	Dec-21	Dec-22	Dec-23	% ³
Caltrain	62,480	9,687	12,513	17,383	27.8%

CALTRAIN Total Ridership					
Mode	Dec-19	Dec-21	Dec-22	Dec-23	% ³
Caltrain	1,428,363	255,679	305,926	415,202	29.1%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Dec-19	Dec-21	Dec-22	Dec-23	% ³
Dumbarton	113	50	60	83	73.6%
BART (San Mateo County)	42,828	11,237	14,547	15,893	37.1%

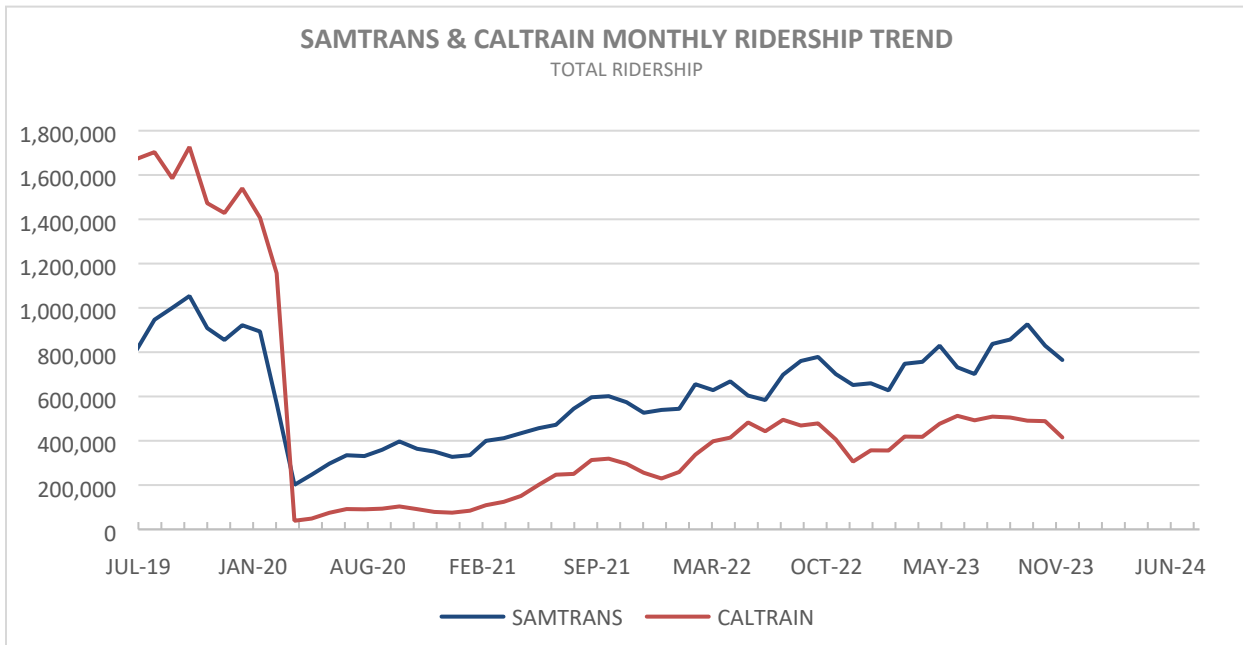
OTHER MODES in San Mateo County Total Ridership					
Mode	Dec-19	Dec-21	Dec-22	Dec-23	% ³
Dumbarton	2,368	1,043	1,326	1,667	70.4%
BART (San Mateo County)	1,035,884	311,811	398,164	437,585	42.2%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Dec-19	Dec-21	Dec-22	Dec-23	% ³
Adult	454,838	218,717	306,484	466,241	102.5%
Youth	170,519	20,244	75,037	124,017	72.7%
Eligible Discount	229,787	112,475	144,862	174,489	75.9%
Total	855,144	351,436	526,383	764,747	89.4%

%³ indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2020).

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Dec-21	Dec-22	Dec-23
Complaints	115	60	91
Accessibility	7	16	7
Compliments	16	21	22
Service Requests	24	31	40
Reports Total	162	128	160

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

The total number of reports for SamTrans increased from December 2023 (160) to December 2022 (128).

COMMUNICATIONS & MARKETING

Communications and Marketing:

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

- Press Release: "SamTrans to Offer Free New Year’s Eve Service"
- Press Release: "SamTrans, TA Release Year in Review Reports"
- Press Release: "SamTrans Provides Christmas Eve and Christmas Day Service"
- Press Release: "Board of Directors greenlights acquisition of new headquarters building"
- Press Release: "SamTrans launches first-ever same-day paratransit pilot program in San Mateo County"
- Press Release: "Updated fare policies coming to SamTrans next year"
- Press Release: "SamTrans set to make largest zero-emission bus purchase in the agency’s history"
- Bus Operator Recruitment
- Clipper Mobile (ongoing)
- Clipper START (ongoing)

Digital Communications Report:

December was heavily focused on events surrounding the holidays. The Annual Hometown Holidays Parade in Redwood City took place on the first weekend of the month, with live coverage and promotional material distributed across all platforms. Messaging and live coverage were also pushed out for the 'Shop with a Hero' event hosted by the San Mateo County Sheriff’s Office. SamTrans provided three buses to help transport over 100 children and 100 first responders (police officers, EMTs, firefighters, etc.) to provide underprivileged kids with a shopping spree at Target.

Outside of events, the SamTrans Board of Directors authorized the purchase of 108 hydrogen fuel cell electric buses, marking our largest zero-emission bus purchase to date, as well as a new headquarters located in Millbrae. The announcement of our first-ever same-day paratransit pilot program launching came out in mid-December. Ongoing campaign messaging for operator and mechanic recruitment, as well as Ride Plus free fares, continued throughout the month, along with holiday service messaging.

December Digital Communications Highlights:

- Hometown Holidays Parade
- Shop with a Hero
- SamTrans Board Approval Purchase of 108 FCEBs
- SamTrans Board Acquisition of New Headquarters
- Class 183 100% Graduation
- Mechanic Recruitment Campaign
- Ride Plus Free Fares
- Christmas Holiday Family Post
- Drive With Us Operator Recruitment Campaign
- North/South Base Holiday Potluck
- New Year's Eve Free Fares Messaging

Prepared By:	Kate Christopherson, AICP	Principal Planner, Operations Planning	650-622-7877
	Robert Casumbal	Director, Marketing	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845
	Jamie Vizmanos	Digital Communications Specialist	650-508-7704



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
Finance Committee
Committee of the Whole
San Mateo County Transit District

Wednesday, February 7, 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 Finance Committee Meeting of January 10, 2024 Motion
- 8.b.3. Authorize an Amendment to Include Drive Motor Retrofits for the 17 Buses Purchased Under Contract No. 21-S-M-050 with New Flyer of America, Inc., and Increase the Contract Value by \$1,570,802 for a Not-to-exceed Amount of \$23,405,148 Motion
- 8.b.4. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook Motion
- 8.b.5. Adjourn

Committee Members: Marie Chuang (Chair), David J. Canepa, 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 Finance Committee Meeting /
Committee of the Whole**

January 10, 2024

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

Committee Members Absent: M. Chuang

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

Other Board Members Absent: None

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

8.c.1. Call to Order

Committee Chair Jeff Gee called the meeting to order at 2:49 pm.

8.c.2. Approval of Minutes of the Finance Committee Meeting of December 6, 2023

Motion/Second: Ratto/Medina

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

Noes: None

Absent: Chuang

8.c.3. Acceptance of Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2023

Annie To, Director, Accounting, introduced Ahmad Gharaibeh, Partner, Eide Bailly LLP, who provided the presentation, which included an assessment of SamTrans' long-term fiscal health, the audit scope and results, and the auditor's opinions and communications. Ms. To presented a slide on SamTrans' long-term fiscal health that is trending positively from last year and thanked the Chief Financial Officer and General Manager/CEO for their support.

Joan Cassman, Legal Counsel, noted that the SamTrans Audit Committee had met in December to review the ACFR (Annual Comprehensive Financial Report). She said that the Audit Committee agreed to expand the scope of the committee to review other audits the agency is periodically subject to, including the triennial audits. Committee Chair Gee noted the importance of sharing and reviewing this information with the full Board and the public, especially when doing good work.

Motion/Second: Medina/Esser

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

Noes: None

Absent: Chuang

8.c.4. Adjourn

The meeting adjourned at 3:05 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer David Olmeda, Chief Operating Officer, Bus
Subject: **Authorize an Amendment to Include Drive Motor Retrofits for the 17 Buses Purchased Under Contract No. 21-S-M-050 with New Flyer of America, Inc., and Increase the Contract Value by \$1,570,802 for a Not-to-exceed Amount of \$23,405,148**

Action

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

1. Authorize an amendment to Contract No. 21-S-M-050 with New Flyer of America, Inc. of Winnipeg, Manitoba, Canada (New Flyer) to include the provision of drive motor retrofit of 17 New Flyer Battery Electric Buses (BEBs), and increase the contract value by \$1,570,802 for a new total not-to-exceed amount of \$23,405,148.
2. Authorize the General Manager/CEO or designee to execute an amendment to Contract No. 21-S-M-050, in a form approved by Legal Counsel.

Significance

This contract amendment will allow New Flyer to retrofit the 17 BEBs purchased under Contract No. 21-S-M-050 with a high torque 2022-PEM (PEM22) drive motor at a total additional cost of \$1,570,802.

The District originally ordered these BEBs with a 2016-PEM (PEM16) drive motor. Upon testing the buses on some of the steeper hills in the District's service area, staff discovered that the buses cannot summit the hills on certain SamTrans routes without making multiple stops because the PEM16 drive motor does not have sufficient torque.¹

To avoid operational inefficiency resulting from having a sub-fleet of 17 BEBs that can only be assigned to lower-grade and level roads, staff recommends retrofitting the 17 New Flyer BEBs with the PEM22 drive motor. This action will ensure fleet commonality and maximum operational flexibility since every BEB in the fleet will be capable of delivering all District routes.

¹ After making this discovery, the District has ensured that all subsequent bus orders have specified the high torque PEM22 drive motor.

Though the proposed retrofit will be performed following delivery of the BEBs by the manufacturer to the District, the BEBs would be sent back to New Flyer's facility in Hayward, California for the retrofit work. The retrofit would not limit nor void the buses' warranties.

Budget Impact

The Board of Directors originally approved a budget for the 17 Battery Electric Buses Procurement Project (Project) in Fiscal Year 2021. Since then, the Board has approved several amendments to increase the Project budget to \$25,338,021 using federal, state, and Measure W Sales Tax funding. Savings from California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) will cover the \$1,570,802 increase in this contract amendment.

Background

The Board awarded Contract No. 21-S-M-050 to New Flyer for the purchase of 17 BEBs in June 2021 pursuant to Resolution No. 2021-27.

During pre-production of the 17 BEBs, the bus specifications and options did not provide information regarding a high-torque electric motor. Moreover, staff could not have obtained a bus equipped with a PEM22 to perform real-world testing due to disruptions in the supply chain during and after the height of the Covid-19 pandemic, which adversely impacted bus production, nationwide.

During testing and commissioning of the District's initial pilot New Flyer BEB, the BEB stopped three times while climbing the steep hill on Crespi Dr. in Pacifica. This prompted staff and New Flyer's BEB Project Teams to delve into the capability of the New Flyer BEBs to accelerate up an incline grade with the standard PEM16 drive motor.

After in-depth discussions with New Flyer's Project Team and Lead Engineer, District staff concluded:

- The PEM16 drive motor (standard torque) can operate on no more than a 17 percent grade at spurts of 30 seconds with peak traction effort, and up to 7 percent grades with continuous traction effort. This performance specification conforms with industry standards and meets most transit agencies' expectations.
- The PEM22 drive motor (high torque) is capable of running up to a 19 percent grade at spurts of 30 seconds with peak traction effort, and up to 11 percent grades with continuous traction effort. The higher-torque capacity comes with an estimated 10 percent battery range loss.

Staff performed additional gradeability tests on other SamTrans routes with known steep hills and requested that the Planning Department identify all hills with grades above 7 percent in the District's service area. The Planning Department provided preliminary analysis listing routes with 7 percent to 20 percent grades. Staff also borrowed from AC Transit a New Flyer Fuel Cell Electric Bus equipped with a PEM22 drive motor to test performance gradeability on identified service routes. The test simulated a fully loaded bus using water barrels as ballast to verify the ascending capabilities of hills in SamTrans territory. The test successfully demonstrated that the

higher torque motor, PEM22, could climb the steepest hills without needing to stop and reset.² Based on this finding, the District's pending order for 10 New Flyer FCEBs was modified to include the PEM22 drive motor, rather than the PEM16, with the change made during production rather than later (as a retrofit).

Prepared by: Nita Vigil	Procurement Administrator III	650-508-7731
Natalie Chi Rasmussen	Bus Maintenance	650-508-6418

² Though the New Flyer buses at issue are BEBs rather than FCEBs, staff understands that the PEM16 and PEM22 drive motors should operate at similar strengths regardless of energy source.

Resolution No. 2024-

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

* * *

Authorizing an Amendment to Include Drive Motor Retrofits for the 17 Buses Purchased Under Contract No. 21-S-M-050 with New Flyer of America, Inc., and Increasing the Contract Value by \$1,570,802 for a Not-to-exceed Amount of \$23,405,148

Whereas, the San Mateo County Transit District (District) provides public transportation services to San Mateo County residents; and

Whereas, on June 30, 2021, the District entered into Contract No. 21-S-M-050 with New Flyer of America, Inc. of Winnipeg, Manitoba, Canada (New Flyer) to procure seven Battery Electric Buses (BEBs) for the Express Bus Pilot program (Contract); and

Whereas, on April 20, 2022, the District amended the Contract to add 10 BEBs for a total of 17 BEBs; and

Whereas, under the Contract, the District's original order for these BEBs were configured with a 2016-PEM (PEM16) drive motor; and

Whereas, staff discovered during testing of the BEBs on steeper hills in the District's service area that the PEM16 drive motor does not have sufficient torque to summit those hills without stopping multiple times; and

Whereas, staff determined that, to eliminate the operational inefficiency associated with having to assign these 17 BEBs only to certain routes, the BEBs should be retrofitted with the more powerful 2022-PEM (PEM22) drive motor; and

Whereas, staff recommends that the Board of Directors (Board) authorize an amendment to the Contract to increase its value by \$1,570,802, for a new total not-to-exceed amount of \$23,405,148, and allow New Flyer to retrofit the 17 New Flyer BEBs with the PEM22 drive motor.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District authorizes an amendment to Contract No. 21-S-M-050 with New Flyer of America, Inc. of Winnipeg, Manitoba, Canada to increase the contract value by \$1,570,802 for the work as described above, for a new total not-to-exceed amount of \$23,405,148; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute this amendment to Contract No. 21-S-M-050, in a form approved by Legal Counsel.

Regularly passed and adopted this 7th day of February, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

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

Action

Staff proposes the Committee recommend that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ending December 31, 2023 (FY24Q2).

Significance

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

Budget Impact

There is no impact on the budget.

Background

The District is required by State law to submit quarterly reports within 45 days¹ of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments, and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. Current market value, as of 12/31/2023 (FY24Q2), 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

The District's Investment Policy is being brought to the board in a separate item in Feb 2024 for updates. One of the updates, if accepted, will reflect changes to California Government Code Section 53646 which increased the 30 day requirement to 45 days.

5. Statement that the local agency has the ability to meet its expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 6 through 12. 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 following the September meeting and remained on pause through its December meeting, leaving the overnight target rate unchanged in its current range of 5.25% to 5.50%. The Fed's updated Summary of Economic Projections, released following their December meeting, showed a lower median estimate for the overnight target rate at the end of 2024, implying 75 basis points of rate cuts throughout the year. In response, U.S. Treasury yields moved lower over the final month of the year. Over the course of the quarter, yields ended lower by around 70 basis points for all maturities, excluding those under one year which mostly held steady.

Inflation continued to move lower throughout the quarter and the Consumer Price Index (CPI) reached 3.1% year-over-year for November, before rising to 3.4% for December. Energy prices moved lower, however, prices on food, transportation, and shelter were up. The labor market remained strong during the quarter. The unemployment rate ended the year at 3.7% and 494,000 jobs were added during the final three months of the year. Gross Domestic Product (GDP) for the quarter ended September 30, 2023 (the latest available data) showed the U.S. economy grew 4.9%, 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 \$525.7 million (M) investment portfolio into (a) managed portions (Reserve and Paratransit, \$205.9M, 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 slight reduction in the fair market value of the securities managed (see pages 21 and 28 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 \$4,788,812 in interest earnings recognized during the quarter, including \$1,303,951 from managed holdings. Managed funds are impacted by interest rate changes. Liquid holdings may have their value impacted, the pools they are held in maintain a stable asset value, meaning we are able to access the funds deposited without loss due to market value changes.

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

INVESTMENT GLOSSARY

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

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

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

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

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

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

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

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

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

trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

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

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

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

**EXHIBIT 1
SAN MATEO TRANSIT DISTRICT
REPORT OF INVESTMENTS
FOR QUARTER ENDING DECEMBER 31, 2023**

CUSIP	ABSs	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
02582JJZ4	AMXCA 2023-1 A	105,000.00	05/15/2028	104,990.69	105,769.65	105,996.92
05522RDG0	BACCT 2023-1 A	95,000.00	05/15/2026	94,978.49	95,330.60	95,532.84
05522RDH8	BACCT 2023-2 A	100,000.00	11/16/2026	99,986.57	101,164.00	101,399.17
14041NFW6	COMET 2021-1 A	255,000.00	07/15/2024	254,989.67	248,387.85	248,450.18
14041NFIY2	COMET 2021-3 A	215,000.00	11/15/2024	214,970.37	207,384.70	207,484.08
14044CAC6	COPAR 2021-1 A3	58,219.47	09/15/2026	58,218.38	56,345.97	56,365.90
14316HAC6	CARMX 2020-4 A3	17,210.04	08/15/2025	17,206.25	17,029.50	17,033.33
14316NAC3	CARMX 2021-1 A3	12,181.16	12/15/2025	12,178.75	11,957.39	11,959.23
14318MAD1	CARMX 2022-3 A3	195,000.00	04/15/2027	194,995.40	192,404.55	192,748.62
161571HT4	CHAIT 2023-1 A	220,000.00	09/15/2028	219,939.02	223,403.40	223,907.93
254683CP8	DCENT 2021-1 A	155,000.00	09/15/2024	154,966.81	149,950.10	149,990.06
254683CZ6	DCENT 2023-2 A	190,000.00	06/15/2028	189,974.33	191,449.70	191,866.01
31680EAD3	FITAT 2023-1 A3	195,000.00	08/15/2028	194,987.91	197,704.65	198,183.92
344928AD8	FORDO 2023-A A3	70,000.00	03/15/2026	69,992.70	69,741.00	69,885.67
362554AC1	GMCAR 2021-4 A3	46,828.28	09/16/2026	46,827.08	45,258.59	45,271.86
36260KAC8	GMCAR 2020-4 A3	10,546.50	08/18/2025	10,544.25	10,455.06	10,456.73
380140AC7	GMCAR 2021-3 A3	57,711.14	06/16/2026	57,707.58	56,059.45	56,070.99
438123AC5	HAROT 2023-4 A3	45,000.00	06/21/2028	44,992.08	45,940.50	46,011.38
43815GAC3	HAROT 2021-4 A3	59,206.94	01/21/2026	59,194.46	57,451.46	57,465.93
44891RAC4	HART 2020-C A3	28,572.41	05/15/2025	28,565.83	28,391.55	28,396.37
44933LAC7	HART 2021-A A3	18,798.14	09/15/2025	18,796.16	18,532.15	18,535.32
44935FAD6	HART 2021-C A3	41,430.84	05/15/2026	41,421.60	40,306.00	40,319.62
92868KAC7	VALET 2021-1 A3	76,377.16	06/22/2026	76,374.17	74,347.06	74,370.86
98163KAC6	WOART 2021-D A3	66,141.95	10/15/2026	66,132.94	64,190.77	64,214.58
02582JJZ4	AMXCA 2023-1 A	680,000.00	05/15/2028	679,939.68	684,984.40	686,456.22
05522RDG0	BACCT 2023-1 A	610,000.00	05/15/2026	609,861.90	612,122.80	613,421.42
05522RDH8	BACCT 2023-2 A	640,000.00	11/16/2026	639,914.05	647,449.60	648,954.67
14041NFW6	COMET 2021-1 A	1,475,000.00	07/15/2024	1,474,940.26	1,436,753.25	1,437,113.81
14041NFIY2	COMET 2021-3 A	1,145,000.00	11/15/2024	1,144,842.22	1,104,444.10	1,104,973.34
14044CAC6	COPAR 2021-1 A3	334,761.98	09/15/2026	334,755.65	323,989.34	324,103.90
14316HAC6	CARMX 2020-4 A3	73,142.65	08/15/2025	73,126.55	72,375.39	72,391.64
14316NAC3	CARMX 2021-1 A3	69,026.57	12/15/2025	69,012.93	67,758.55	67,768.98
14318MAD1	CARMX 2022-3 A3	1,230,000.00	04/15/2027	1,229,970.97	1,213,628.70	1,215,798.97
161571HT4	CHAIT 2023-1 A	1,450,000.00	09/15/2028	1,449,598.06	1,472,431.50	1,475,756.83
254683CP8	DCENT 2021-1 A	890,000.00	09/15/2024	889,809.45	861,003.80	861,233.22
254683CZ6	DCENT 2023-2 A	1,255,000.00	06/15/2028	1,254,830.45	1,264,575.65	1,267,325.49
31680EAD3	FITAT 2023-1 A3	1,265,000.00	08/15/2028	1,264,921.57	1,282,545.55	1,285,654.64
344928AD8	FORDO 2023-A A3	470,000.00	03/15/2026	469,950.98	468,261.00	469,232.33
362554AC1	GMCAR 2021-4 A3	277,367.49	09/16/2026	277,360.42	268,070.13	268,148.72
362590AC5	GMCAR 2020-3 A3	30,743.87	04/16/2025	30,736.84	30,640.88	30,646.65
36260KAC8	GMCAR 2020-4 A3	49,630.60	08/18/2025	49,620.00	49,200.31	49,208.16
380140AC7	GMCAR 2021-3 A3	335,274.27	06/16/2026	335,253.55	325,678.72	325,745.77
438123AC5	HAROT 2023-4 A3	310,000.00	06/21/2028	309,945.41	316,479.00	316,967.25
43815GAC3	HAROT 2021-4 A3	320,414.04	01/21/2026	320,346.49	310,913.76	310,992.08
44891RAC4	HART 2020-C A3	129,874.60	05/15/2025	129,844.69	129,052.49	129,074.43

44933LAC7	HART 2021-A A3	96,882.73	09/15/2025	96,872.54	95,511.84	95,528.20
44935FAD6	HART 2021-C A3	245,132.50	05/15/2026	245,077.78	238,477.15	238,557.77
50117TAC5	KCOT 2021-1 A3	173,512.86	08/15/2025	173,477.36	169,992.28	170,040.09
65480BAC1	NAROT 2021-A A3	657,489.23	10/15/2025	657,478.12	642,768.05	642,864.48
92868AAD7	VWALT 2022-A A4	605,000.00	01/20/2027	604,887.35	597,001.90	597,676.64
92868KAC7	VALET 2021-1 A3	454,942.22	06/22/2026	454,924.39	442,849.86	442,991.65
98163KAC6	WOART 2021-D A3	389,889.41	10/15/2026	389,836.30	378,387.67	378,528.03
	Sub-total	17,996,309.06		17,994,067.45	17,816,303.31	17,839,072.90

CUSIP	Agencies	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
3130AJHU6	FHLB	275,000.00	04/14/2025	273,636.00	261,195.00	261,489.10
3130AK5E2	FHLB	115,000.00	09/04/2025	114,655.00	107,530.75	107,670.91
3135G03U5	FNMA	275,000.00	04/22/2025	274,433.50	261,464.50	261,793.93
3135G04Z3	FNMA	275,000.00	06/17/2025	274,430.75	259,501.00	259,554.47
3135G05X7	FNMA	275,000.00	08/25/2025	273,713.00	257,103.00	257,463.94
3135G06G3	FNMA	275,000.00	11/07/2025	274,015.50	256,148.75	256,355.00
3137EAEU9	FHLMC	350,000.00	07/21/2025	348,257.00	328,905.50	329,488.83
3137EAEX3	FHLMC	550,000.00	09/23/2025	548,344.50	513,331.50	513,892.96
3130AJHU6	FHLB	1,000,000.00	04/14/2025	995,040.00	949,800.00	950,869.44
3130AK5E2	FHLB	550,000.00	09/04/2025	548,350.00	514,277.50	514,947.81
3135G03U5	FNMA	1,000,000.00	04/22/2025	997,940.00	950,780.00	951,977.92
3135G04Z3	FNMA	1,000,000.00	06/17/2025	997,930.00	943,640.00	943,834.44
3135G05X7	FNMA	1,300,000.00	08/25/2025	1,293,916.00	1,215,396.00	1,217,102.25
3135G06G3	FNMA	1,200,000.00	11/07/2025	1,195,704.00	1,117,740.00	1,118,640.00
3137EAEU9	FHLMC	1,600,000.00	07/21/2025	1,592,032.00	1,503,568.00	1,506,234.67
3137EAEX3	FHLMC	1,300,000.00	09/23/2025	1,296,087.00	1,213,329.00	1,214,656.08
	Sub-total	11,340,000.00		11,298,484.25	10,653,710.50	10,665,971.75

CUSIP	Cash	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
BofA	Cash	113,680,650.99	12/31/2023	113,680,650.99	113,680,650.99	113,680,650.99
CCYUSD	Cash	147,508.62	12/31/2023	147,508.62	147,508.62	147,508.62
902656602	UBS PRIME MM	1,044,386.70	12/31/2023	1,044,632.94	1,044,386.70	1,044,386.70
31846V534	FIRST AMER MM	1,311,401.82	12/31/2023	1,311,401.82	1,311,401.82	1,311,401.82
31846V534	FIRST AMER MM	8,903,044.58	12/31/2023	8,903,044.58	8,903,044.58	8,903,044.58
31846V534	FIRST AMER MM	4,808,691.20	12/31/2023	4,808,691.20	4,808,691.20	4,808,691.20
65558UYF3	Nordea ABP	400,000.00	11/03/2025	400,000.00	404,768.00	408,393.22
89115B6K1	Toronto-Dominion	400,000.00	10/27/2025	400,000.00	405,124.00	409,174.41
89115B6K1	Toronto-Dominion	2,500,000.00	10/27/2025	2,500,000.00	2,532,025.00	2,557,340.07
	Sub-total	133,195,683.91		133,195,930.15	133,237,600.91	133,270,591.61

CUSIP	Investment Pool	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
SM-CAMP	CAMP	182,100,077.55	12/31/2023	182,100,077.55	182,100,077.55	182,100,077.55
SM - LAIF	LAIF	5,530,783.81	12/31/2023	5,530,783.81	5,530,783.81	5,530,783.81
	Sub-total	187,630,861.36		187,630,861.36	187,630,861.36	187,630,861.36

CUSIP	Corporate Bonds	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
023135BW5	AMAZON	245,000.00	05/12/2024	244,642.30	240,670.85	240,820.91
023135CE4	AMAZON	130,000.00	04/13/2025	129,793.30	127,194.60	128,039.60

02665WCZ2	AMERICAN HONDA	250,000.00	06/27/2024	249,660.00	246,315.00	246,381.67
037833DT4	APPLE INC	275,000.00	05/11/2025	275,552.75	262,229.00	262,658.69
04636NAF0	ASTRAZENECA	200,000.00	03/03/2028	199,596.00	203,904.00	207,099.83
05531FBH5	TRUIST FINANCIAL	250,000.00	08/01/2024	250,415.00	245,272.50	247,876.67
05565EBU8	BMW US CAPITAL	55,000.00	08/12/2024	54,995.05	53,434.70	53,593.97
05565EBW4	BMW US CAPITAL	150,000.00	08/12/2026	149,955.00	137,485.50	138,209.46
06051GJD2	BANK OF AMERICA	200,000.00	06/19/2026	200,918.00	188,226.00	188,313.93
06051GJR1	BANK OF AMERICA	200,000.00	04/22/2025	200,000.00	196,794.00	197,168.13
06406RBA4	BANK OF NEW YORK	425,000.00	01/26/2027	424,056.50	394,897.25	398,648.47
084664CZ2	BERKSHIRE HATHAWAY	400,000.00	03/15/2027	392,496.00	378,320.00	381,028.89
14913R2U0	CATERPILLAR	200,000.00	01/08/2027	198,990.00	184,822.00	186,455.89
17252MAP5	CINTAS	60,000.00	05/01/2025	59,986.80	58,923.00	59,268.00
17325FBB3	CITIBANK	400,000.00	09/29/2028	398,016.00	417,652.00	423,583.96
24422EXB0	JOHN DEERE	200,000.00	07/14/2028	201,528.00	205,042.00	209,634.50
254687FK7	WALT DISNEY CO	270,000.00	08/30/2024	268,898.40	263,673.90	265,262.03
38141EC23	GOLDMAN SACHS	250,000.00	07/08/2024	261,645.00	247,745.00	252,370.35
437076CM2	HOME DEPOT INC	20,000.00	04/15/2025	19,965.00	19,506.40	19,620.40
459200KS9	IBM	200,000.00	07/27/2025	200,000.00	197,790.00	201,212.22
46647PCH7	JPMORGAN CHASE	205,000.00	06/01/2025	205,000.00	200,610.95	200,751.72
46647PCV6	JPMORGAN CHASE	100,000.00	02/24/2026	100,000.00	96,842.00	97,757.46
539830BZ1	LOCKHEED MARTIN	30,000.00	05/15/2028	29,946.00	30,159.00	30,329.58
58933YBH7	MERCK & CO	80,000.00	05/17/2028	79,935.20	79,648.80	80,044.80
61747YET8	MORGAN STANLEY	200,000.00	07/17/2026	200,000.00	198,080.00	202,343.09
63743HFC1	NAT'L RURAL UTILITIES	60,000.00	02/07/2025	59,998.20	57,919.80	58,369.80
63743HFE7	NAT'L RURAL UTILITIES	35,000.00	06/15/2025	34,990.55	34,270.25	34,323.92
693475AV7	PNC FINANCIAL	250,000.00	01/23/2024	251,780.00	249,635.00	253,475.28
69371IRR40	PACCAR FINANCIAL	105,000.00	08/09/2024	104,943.30	101,915.10	102,122.18
771196BT8	ROCHE HOLDINGS	365,000.00	03/10/2025	365,000.00	353,871.15	356,270.54
808513BN4	CHARLES SCHWAB	85,000.00	03/18/2024	84,957.50	84,127.05	84,309.45
857477BR3	STATE STREET CORP	60,000.00	02/06/2026	60,000.00	57,654.60	58,076.55
87612EBM7	TARGET CORP	35,000.00	01/15/2027	34,940.50	32,653.95	32,968.66
89236TGT6	TOYOTA MOTOR	125,000.00	02/13/2025	126,221.25	120,898.75	121,761.25
89236TGT6	TOYOTA MOTOR	50,000.00	02/13/2025	50,488.50	48,359.50	48,704.50
89236TGT6	TOYOTA MOTOR	25,000.00	02/13/2025	25,348.00	24,179.75	24,352.25
90327QD89	USAA CAPITAL CORP	200,000.00	05/01/2025	199,346.00	195,782.00	196,907.00
91324PEC2	UNITED HEALTH GROUP	200,000.00	05/15/2026	199,652.00	185,144.00	185,437.89
931142FB4	WALMART INC	140,000.00	04/15/2028	139,742.40	138,488.00	139,640.67
023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2024	1,313,080.10	1,291,763.95	1,292,569.39
023135CE4	AMAZON.COM INC	880,000.00	04/13/2025	878,600.80	861,009.60	866,729.60
02665WCZ2	AMERICAN HONDA	900,000.00	06/27/2024	898,776.00	886,734.00	886,974.00
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,002,010.00	953,560.00	955,122.50
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,026,120.00	953,560.00	955,122.50
037833DT4	APPLE INC	700,000.00	05/11/2025	718,249.00	667,492.00	668,585.75
04636NAF0	ASTRAZENECA	1,300,000.00	03/03/2028	1,297,374.00	1,325,376.00	1,346,148.92
05531FBH5	TRUIST FINANCIAL	900,000.00	08/01/2024	901,494.00	882,981.00	892,356.00
05565EBU8	BMW US CAPITAL	325,000.00	08/12/2024	324,970.75	315,750.50	316,691.65
05565EBW4	BMW US CAPITAL	850,000.00	08/12/2026	849,745.00	779,084.50	783,186.93
06051GFS3	B of A	800,000.00	08/01/2025	907,952.00	787,904.00	800,820.67
06051GJD2	B of A	1,100,000.00	06/19/2026	1,105,049.00	1,035,243.00	1,035,726.63
06051GJR1	B of A	400,000.00	04/22/2025	400,000.00	393,588.00	394,336.27
06406RBA4	BANK OF NEW YORK	2,700,000.00	01/26/2027	2,694,006.00	2,508,759.00	2,532,590.25
084664CZ2	BERKSHIRE HATHAWAY	2,700,000.00	03/15/2027	2,649,348.00	2,553,660.00	2,571,945.00
14913R2U0	CATERPILLAR	1,350,000.00	01/08/2027	1,343,182.50	1,247,548.50	1,258,577.25

166764BW9	CHEVRON	900,000.00	05/11/2025	934,353.00	862,974.00	864,916.50
17252MAP5	CINTAS	390,000.00	05/01/2025	389,914.20	382,999.50	385,242.00
17325FBB3	CITIBANK NA	2,600,000.00	09/29/2028	2,587,104.00	2,714,738.00	2,753,295.71
24422EXB0	JOHN DEERE	1,300,000.00	07/14/2028	1,309,932.00	1,332,773.00	1,362,624.25
254687FK7	WALT DISNEY CO	950,000.00	08/30/2024	946,124.00	927,741.50	933,329.35
30231GBC5	EXXON MOBIL	900,000.00	08/16/2024	945,567.00	882,468.00	889,282.13
38141EC23	GOLDMAN SACHS	900,000.00	07/08/2024	941,922.00	891,882.00	908,533.25
437076CM2	HOME DEPOT INC	140,000.00	04/15/2025	139,755.00	136,544.80	137,342.80
459200KS9	IBM	1,300,000.00	07/27/2025	1,300,000.00	1,285,635.00	1,307,879.44
46625HMN7	JPMORGAN CHASE	450,000.00	07/15/2025	509,647.50	443,011.50	451,104.00
46647PCH7	JPMORGAN CHASE	580,000.00	06/01/2025	580,000.00	567,582.20	567,980.47
46647PCV6	JPMORGAN CHASE	750,000.00	02/24/2026	750,000.00	726,315.00	733,180.94
539830BZ1	LOCKHEED MARTIN	205,000.00	05/15/2028	204,631.00	206,086.50	207,252.15
58933YBH7	MERCK & CO INC	515,000.00	05/17/2028	514,582.85	512,739.15	515,288.40
61747YET8	MORGAN STANLEY	1,300,000.00	07/17/2026	1,300,000.00	1,287,520.00	1,315,230.08
63743HFC1	NAT'L RURAL UTILITIES	390,000.00	02/07/2025	389,988.30	376,478.70	379,403.70
63743HFE7	NAT'L RURAL UTILITIES	220,000.00	06/15/2025	219,940.60	215,413.00	215,750.33
693475AV7	PNC FINANCIAL PACCAR FINANCIAL	900,000.00	01/23/2024	906,408.00	898,686.00	912,511.00
69371RR40	CORP	635,000.00	08/09/2024	634,657.10	616,343.70	617,596.06
771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2025	2,330,000.00	2,258,958.30	2,274,274.94
808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2024	494,752.50	489,916.35	490,978.54
857477BR3	STATE STREET CORP	400,000.00	02/06/2026	400,000.00	384,364.00	387,177.00
87612EBM7	TARGET CORP	240,000.00	01/15/2027	239,592.00	223,912.80	226,070.80
89236TGT6	TOYOTA MOTOR	450,000.00	02/13/2025	454,396.50	435,235.50	438,340.50
89236TGT6	TOYOTA MOTOR	140,000.00	02/13/2025	141,367.80	135,406.60	136,372.60
89236TGT6	TOYOTA MOTOR	135,000.00	02/13/2025	136,879.20	130,570.65	131,502.15
89236TJK2	TOYOTA MOTOR	260,000.00	06/18/2026	259,422.80	240,084.00	240,189.63
90327QD89	USAA CAPITAL CORP	1,255,000.00	05/01/2025	1,250,896.15	1,228,532.05	1,235,591.43
904764BN6	UNILEVER CAPITAL	280,000.00	08/12/2024	280,000.00	271,874.40	272,551.18
91159HHX1	US BANCORP	1,800,000.00	07/30/2024	1,920,420.00	1,768,878.00	1,786,998.00
91324PEC2	UNITEDHEALTH GROUP	1,150,000.00	05/15/2026	1,147,999.00	1,064,578.00	1,066,267.86
931142FB4	WALMART INC	930,000.00	04/15/2028	928,288.80	919,956.00	927,613.00
62479LJ63	MUFG Bank, Ltd.	800,000.00	09/06/2024	769,608.00	770,792.00	770,792.00
62479LJ63	MUFG Bank, Ltd.	5,400,000.00	09/06/2024	5,194,854.00	5,202,846.00	5,202,846.00
63254ABD9	NAT'L AUSTRALIA BANK	250,000.00	06/09/2025	250,000.00	245,715.00	246,249.72
63254ABD9	NAT'L AUSTRALIA BANK	1,395,000.00	06/09/2025	1,395,000.00	1,371,089.70	1,374,073.45
63254ABE7	NAT'L AUSTRALIA BANK	1,250,000.00	06/09/2027	1,238,825.00	1,224,950.00	1,227,932.99
	Sub-total	59,235,000.00		59,380,183.95	57,639,742.30	58,066,241.76

CUSIP	Agency MBS and CMO	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
3132CWMM3	FH SB0364	150,579.54	06/01/2035	162,249.45	145,602.88	146,042.07
3133L7LB1	FH RC1222	161,572.00	12/01/2034	173,689.90	158,222.62	158,693.87
3133L9AJ2	FH RC2709	161,631.09	09/01/2037	158,701.53	160,979.72	161,585.84
3137BGK24	FHMS K-043 A2	172,482.27	12/25/2024	181,025.53	169,074.02	169,514.14
3137F62S5	FHMS K-J31 A1	4,346.25	05/26/2026	4,346.17	4,313.48	4,315.54
3137H4RZ5	FHMS K-J36 A1	9,888.84	12/25/2026	9,888.80	9,338.92	9,349.62
3137H8B42	FHMS K-J40 A1	137,284.94	06/25/2028	137,283.29	132,548.61	132,937.58
3137H8H79	FHMS K-J41 A1	281,947.72	01/25/2029	281,944.34	267,551.47	268,288.53
3137H92N8	FHMS K-J42 A1	182,485.06	07/25/2029	182,478.13	177,943.01	178,536.39
3137H9MM8	FHMS K-J43 A1	273,672.87	12/25/2028	273,668.22	271,770.85	271,970.49
3137H9QT9	FHMS K-J44 A1	273,029.16	01/25/2029	273,020.70	272,977.28	274,014.34

3137HA4K9	FHMS K-J45 A1	274,387.15	11/25/2028	274,386.61	272,897.23	273,915.89
3137HACX2	FHMS K-505 A2	275,000.00	06/25/2028	277,746.70	279,625.50	280,729.85
3137HAD45	FHMS K-J46 A1	224,394.03	06/25/2028	224,388.43	225,372.39	226,265.66
3137HAGY6	FHMS K-752 A1	129,265.40	01/25/2029	125,447.03	128,356.66	128,818.14
3137HAMH6	FHMS K-506 A2	275,000.00	08/25/2028	270,931.93	277,296.25	278,361.88
3137HAMS2	FHMS K-507 A2	275,000.00	09/25/2028	271,712.93	278,877.50	279,977.50
3137HAQ74	FHMS K-508 A2	275,000.00	08/25/2028	268,967.60	278,806.00	279,892.25
3137HAST4	FHMS K-509 A2	205,000.00	09/25/2028	198,463.98	208,564.95	209,393.49
3137HB3D4	FHMS K-510 A2	100,000.00	10/25/2028	99,710.90	102,982.00	103,404.42
3132CWMM3	FH SB0364	811,247.25	06/01/2035	874,118.91	784,435.53	786,801.67
3133L7LB1	FH RC1222	897,622.23	12/01/2034	964,943.89	879,014.52	881,632.58
3133L9AJ2	FH RC2709	996,823.39	09/01/2037	978,755.97	992,806.19	996,544.28
3137BGK24	FHMS K-043 A2	640,648.42	12/25/2024	672,380.54	627,989.21	629,623.93
3137F62S5	FHMS K-J31 A1	18,428.11	05/26/2026	18,427.74	18,289.16	18,297.90
3137H4RZ5	FHMS K-J36 A1	62,158.44	12/25/2026	62,158.19	58,701.81	58,769.05
3137H8B42	FHMS K-J40 A1	823,709.62	06/25/2028	823,699.74	795,291.64	797,625.48
3137H8H79	FHMS K-J41 A1	1,691,686.33	01/25/2029	1,691,666.03	1,605,308.83	1,609,731.18
3137H92N8	FHMS K-J42 A1	1,089,978.33	07/25/2029	1,089,936.91	1,062,848.77	1,066,393.02
3137H9MM8	FHMS K-J43 A1	1,791,313.36	12/25/2028	1,791,282.91	1,778,863.73	1,780,170.50
3137H9QT9	FHMS K-J44 A1	1,787,099.94	01/25/2029	1,787,044.54	1,786,760.39	1,793,548.39
3137HA4K9	FHMS K-J45 A1	1,795,988.65	11/25/2028	1,795,985.05	1,786,236.43	1,792,904.04
3137HACX2	FHMS K-505 A2	1,800,000.00	06/25/2028	1,817,978.40	1,830,276.00	1,837,504.50
3137HAD45	FHMS K-J46 A1	1,446,094.86	06/25/2028	1,446,058.71	1,452,399.83	1,458,156.50
3137HAGY6	FHMS K-752 A1	835,253.34	01/25/2029	810,580.80	829,381.51	832,363.37
3137HAMH6	FHMS K-506 A2	1,800,000.00	08/25/2028	1,773,372.60	1,815,030.00	1,822,005.00
3137HAMS2	FHMS K-507 A2	1,800,000.00	09/25/2028	1,778,484.60	1,825,380.00	1,832,580.00
3137HAQ74	FHMS K-508 A2	1,800,000.00	08/25/2028	1,760,515.20	1,824,912.00	1,832,022.00
3137HAST4	FHMS K-509 A2	1,350,000.00	09/25/2028	1,306,957.95	1,373,476.50	1,378,932.75
3137HB3D4	FHMS K-510 A2	655,000.00	10/25/2028	653,106.40	674,532.10	677,298.93
3137F7DH5	FHR 5048 B	125,047.95	05/25/2033	126,630.59	111,884.16	111,988.36
3137HB3G7	FHMS K-511 A2	150,000.00	10/25/2028	149,569.05	153,141.00	153,748.50
3133Q5GZ3	FHS 370 A3	892,186.20	09/25/2033	904,802.27	839,797.03	840,540.51
3137F7DH5	FHR 5048 B	591,135.78	05/25/2033	598,617.34	528,906.92	529,399.53
3137HB3G7	FHMS K-511 A2	1,000,000.00	10/25/2028	997,127.00	1,020,940.00	1,024,990.00
3140K7XA6	FN BP0672	160,169.20	03/01/2035	171,631.30	152,364.15	152,764.57
3140Q9FM0	FN CA1971	166,154.32	06/01/2033	175,318.77	161,767.85	162,252.46
3140QGKN6	FN CA8400	184,331.16	12/01/2035	201,669.81	179,827.95	180,365.58
3140X92C8	FN FM6170	122,784.40	07/01/2035	133,067.59	120,841.95	121,251.23
3140X9K46	FN FM5714	106,626.40	11/01/2035	116,156.13	105,201.87	105,557.29
3140XALC4	FN FM6622	203,482.88	02/01/2036	213,974.97	187,904.23	188,328.16
3140XC4K1	FN FM8925	201,858.56	08/01/2034	218,890.38	200,899.73	201,572.59
3140XJHF3	FN FS2929	251,173.58	09/01/2037	243,677.61	246,509.28	247,346.53
3140XJJ87	FN FS2986	188,870.14	10/01/2032	183,263.05	185,906.76	186,536.33
3140K7XA6	FN BP0672	907,625.44	03/01/2035	972,577.39	863,396.86	865,665.92
3140Q9FM0	FN CA1971	1,107,695.48	06/01/2033	1,168,791.81	1,078,452.32	1,081,683.10
3140QGKN6	FN CA8400	941,763.24	12/01/2035	1,030,347.85	918,755.97	921,502.78
3140X92C8	FN FM6170	654,850.11	07/01/2035	709,693.81	644,490.38	646,673.22
3140X9K46	FN FM5714	597,107.83	11/01/2035	650,474.34	589,130.47	591,120.82
3140XALC4	FN FM6622	1,085,242.05	02/01/2036	1,141,199.84	1,002,155.92	1,004,416.84
3140XC4K1	FN FM8925	1,076,578.99	08/01/2034	1,167,415.35	1,071,465.24	1,075,053.84
3140XHQQ3	FN FS2262	1,495,173.35	06/01/2037	1,514,096.64	1,473,403.62	1,478,387.54
3140XJHF3	FN FS2929	1,507,041.45	09/01/2037	1,462,065.68	1,479,055.69	1,484,079.16
3140XJJ87	FN FS2986	1,333,975.41	10/01/2032	1,294,373.02	1,313,045.34	1,317,491.92

31394CP22	FNR 2005-33 QE	242,873.25	04/25/2035	247,550.45	243,259.41	244,271.39
31394CP22	FNR 2005-33 QE	<u>1,600,106.09</u>	04/25/2035	<u>1,630,920.63</u>	<u>1,602,650.26</u>	<u>1,609,317.37</u>
	Sub-total	44,628,871.85		45,171,409.90	44,100,189.84	44,245,218.07

CUSIP	Municipal Bonds	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
13077DQD7	CALIFORNIA ST UNIV	75,000.00	11/01/2025	75,000.00	70,035.00	70,142.75
157411TK5	CHAFFEY JUHSD	60,000.00	08/01/2024	60,000.00	59,020.20	59,545.45
341271AD6	FLORIDA ST BRD	55,000.00	07/01/2025	55,388.85	52,185.65	52,531.60
341271AD6	FLORIDA ST BRD	75,000.00	07/01/2025	75,497.25	71,162.25	71,634.00
341271AD6	FLORIDA ST BRD	130,000.00	07/01/2025	130,000.00	123,347.90	124,165.60
54438CYK2	LA CMNTY COLLEGE	115,000.00	08/01/2025	115,000.00	108,029.85	108,400.25
60412AVJ9	MINNESOTA ST	85,000.00	08/01/2025	85,000.00	79,900.00	80,123.13
646140DP5	NEW JERSEY ST TPK	55,000.00	01/01/2026	55,000.00	51,364.50	51,652.43
650036DT0	NY ST URBAN DEV	275,000.00	03/15/2025	275,000.00	262,031.00	262,735.46
798306WN2	SAN JUAN CALIF USD	125,000.00	08/01/2024	125,000.00	121,901.25	122,266.88
13077DQD7	CALIFORNIA ST UNIV	430,000.00	11/01/2025	430,000.00	401,534.00	402,151.77
157411TK5	CHAFFEY JUHSD	230,000.00	08/01/2024	230,000.00	226,244.10	228,257.56
341271AD6	FLORIDA ST BRD	350,000.00	07/01/2025	352,320.50	332,090.50	334,292.00
341271AD6	FLORIDA ST BRD	650,000.00	07/01/2025	650,000.00	616,739.50	620,828.00
341271AD6	FLORIDA ST BRD	250,000.00	07/01/2025	251,767.50	237,207.50	238,780.00
54438CYK2	LA CMNTY COLLEGE	550,000.00	08/01/2025	550,000.00	516,664.50	518,435.96
574193TQ1	MARYLAND ST	750,000.00	08/01/2024	749,790.00	729,097.50	730,691.25
60412AVJ9	MINNESOTA ST	405,000.00	08/01/2025	405,000.00	380,700.00	381,763.13
646140DP5	NEW JERSEY ST TPK	330,000.00	01/01/2026	330,000.00	308,187.00	309,914.55
650036DT0	NY ST URBAN DEV	1,600,000.00	03/15/2025	1,600,000.00	1,524,544.00	1,528,642.67
798306WN2	SAN JUAN CALIF USD	<u>575,000.00</u>	08/01/2024	<u>575,000.00</u>	<u>560,745.75</u>	<u>562,427.63</u>
	Sub-total	7,170,000.00		7,174,764.10	6,832,731.95	6,859,382.03

CUSIP	Supranational	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
459058KJ1	IBRD	275,000.00	06/15/2027	274,857.00	266,510.75	266,892.69
459058KJ1	IBRD	<u>1,800,000.00</u>	06/15/2027	<u>1,799,064.00</u>	<u>1,744,434.00</u>	<u>1,746,934.00</u>
	Sub-total	2,075,000.00		2,073,921.00	2,010,944.75	2,013,826.69

CUSIP	US Treasury Bonds/Notes	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
912828U24	US TREASURY	150,000.00	11/15/2026	138,246.09	141,808.50	142,195.86
912828U24	US TREASURY	100,000.00	11/15/2026	93,035.16	94,539.00	94,797.24
912828XX3	US TREASURY	1,050,000.00	06/30/2024	1,071,246.10	1,033,630.50	1,033,688.19
912828XX3	US TREASURY	450,000.00	06/30/2024	471,919.92	442,984.50	443,009.23
912828XX3	US TREASURY	125,000.00	06/30/2024	126,840.82	123,051.25	123,058.12
912828XX3	US TREASURY	425,000.00	06/30/2024	431,375.00	418,374.25	418,397.60
912828XX3	US TREASURY	175,000.00	06/30/2024	179,750.98	172,271.75	172,281.37
912828YY0	US TREASURY	250,000.00	12/31/2024	267,207.03	242,622.50	242,634.52
91282CBC4	US TREASURY	50,000.00	12/31/2025	49,101.56	46,338.00	46,338.52
91282CBC4	US TREASURY	525,000.00	12/31/2025	510,665.04	486,549.00	486,554.41
91282CBW0	US TREASURY	350,000.00	04/30/2026	341,468.75	323,806.00	324,253.12
91282CCP4	US TREASURY	450,000.00	07/31/2026	411,943.36	412,191.00	413,367.97
91282CCP4	US TREASURY	150,000.00	07/31/2026	136,593.75	137,397.00	137,789.32
91282CEN7	US TREASURY	650,000.00	04/30/2027	625,853.52	625,241.50	628,286.14
91282CFB2	US TREASURY	875,000.00	07/31/2027	845,434.57	839,930.00	849,999.63
91282CFB2	US TREASURY	300,000.00	07/31/2027	286,101.56	287,976.00	291,428.45

91282CFB2	US TREASURY	225,000.00	07/31/2027	212,115.23	215,982.00	218,571.33
91282CFB2	US TREASURY	250,000.00	07/31/2027	234,179.69	239,980.00	242,857.04
91282CFZ9	US TREASURY	325,000.00	11/30/2027	320,696.29	324,314.25	325,415.34
9128286R6	US TREASURY	4,000,000.00	04/30/2024	4,185,312.50	3,960,000.00	3,975,329.67
912828U24	US TREASURY	500,000.00	11/15/2026	460,820.31	472,695.00	473,986.21
912828U24	US TREASURY	2,000,000.00	11/15/2026	1,861,015.63	1,890,780.00	1,895,944.84
912828U24	US TREASURY	1,550,000.00	11/15/2026	1,442,044.92	1,465,354.50	1,469,357.25
912828XX3	US TREASURY	650,000.00	06/30/2024	659,572.27	639,866.50	639,902.21
912828XX3	US TREASURY	450,000.00	06/30/2024	462,216.80	442,984.50	443,009.23
912828XX3	US TREASURY	5,000,000.00	06/30/2024	5,101,171.88	4,922,050.00	4,922,324.73
912828XX3	US TREASURY	1,475,000.00	06/30/2024	1,497,125.00	1,452,004.75	1,452,085.79
912828XX3	US TREASURY	1,350,000.00	06/30/2024	1,415,759.77	1,328,953.50	1,329,027.68
912828YY0	US TREASURY	850,000.00	12/31/2024	908,503.91	824,916.50	824,957.37
912828ZW3	US TREASURY	2,400,000.00	06/30/2025	2,391,187.50	2,254,224.00	2,254,240.48
91282CBC4	US TREASURY	350,000.00	12/31/2025	344,859.38	324,366.00	324,369.61
91282CBC4	US TREASURY	1,200,000.00	12/31/2025	1,167,234.38	1,112,112.00	1,112,124.36
91282CBC4	US TREASURY	7,200,000.00	12/31/2025	6,983,437.50	6,672,672.00	6,672,746.18
91282CBV2	US TREASURY	11,350,000.00	04/15/2024	11,250,687.50	11,193,937.50	11,203,008.20
91282CEN7	US TREASURY	4,400,000.00	04/30/2027	4,236,546.88	4,232,404.00	4,253,013.89
91282CFB2	US TREASURY	5,950,000.00	07/31/2027	5,748,955.08	5,711,524.00	5,779,997.51
91282CFB2	US TREASURY	1,900,000.00	07/31/2027	1,811,976.56	1,823,848.00	1,845,713.49
91282CFB2	US TREASURY	1,525,000.00	07/31/2027	1,437,669.92	1,463,878.00	1,481,427.93
91282CFB2	US TREASURY	1,600,000.00	07/31/2027	1,498,750.00	1,535,872.00	1,554,285.04
91282CFZ9	US TREASURY	3,100,000.00	11/30/2027	3,058,949.22	3,093,459.00	3,103,961.73
	Sub-total	65,675,000.00		64,677,571.33	63,426,888.75	63,645,736.77

CUSIP	Hedge Asset [Kept with hedge]	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
CCYUSD	US T-bill	62,968.87	12/31/2023	62,968.87	62,968.87	62,968.87
CCYUSD	US TREASURY	2,090,000.00	12/31/2023	2,090,000.00	2,046,049.36	2,046,049.36
	Sub-total	2,152,968.87		2,152,968.87	2,109,018.23	2,109,018.23
	Grand Total	531,099,695.05		530,750,162.36	525,457,991.89	526,345,921.17



SAN MATEO COUNTY TRANSIT DISTRICT

Investment Performance Review For the Quarter Ended December 31, 2023

Client Management Team

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

PFM Asset Management LLC

1 California Street Ste. 1000
San Francisco, CA 94111-5411
415-393-7270

213 Market Street
Harrisburg, PA 17101-2141
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

Current Market Themes



- ▶ The U.S. economy is characterized by:
 - ▶ Economic resilience but expectations for a slowdown
 - ▶ Cooling inflation that still remains above the Federal Reserve's ("Fed") target
 - ▶ The labor market coming into better balance
 - ▶ Consumers that continue to support growth through spending



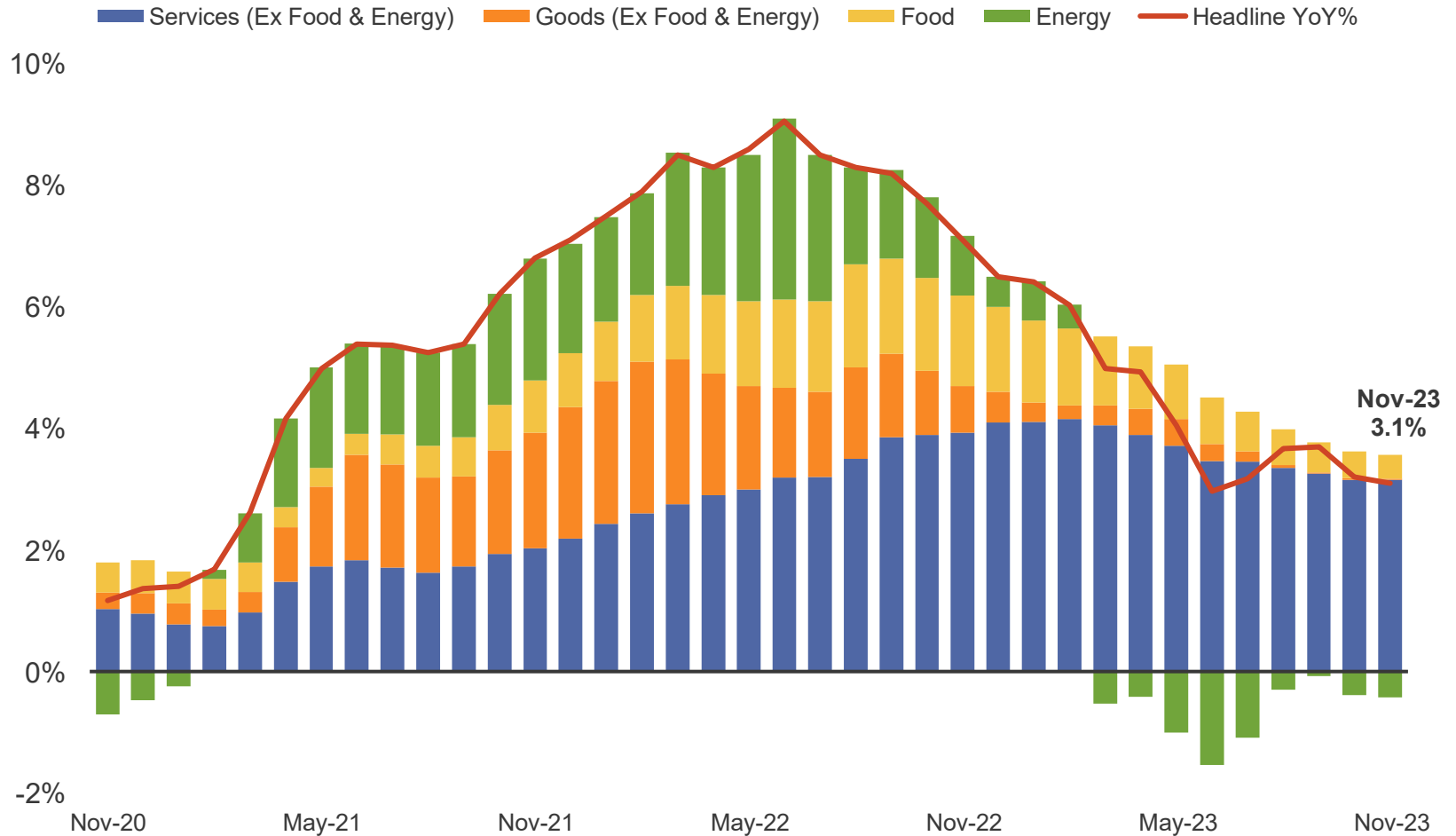
- ▶ Federal Reserve signals end to rate hiking cycle
 - ▶ Fed projected to cut the short-term Fed funds rate by 75 basis points by December 2024, with the overnight rate falling to 4.50% to 4.75%
 - ▶ Markets are pricing a more aggressive 6 rate cuts by year end
 - ▶ Fed officials reaffirm that restoring price stability is the priority



- ▶ Treasury yields ended the quarter materially lower
 - ▶ After peaking in October, yields reversed course on dovish Fed pivot
 - ▶ Yield curve inversion persisted throughout the rally
 - ▶ Credit spreads narrowed sharply on increased expectations for a soft landing

Inflation Continues to Trend Lower

Consumer Prices (CPI)
 Year-over-Year Change in Top-Line Contributions



Lower energy and goods prices help to offset increases in wage-driven services costs

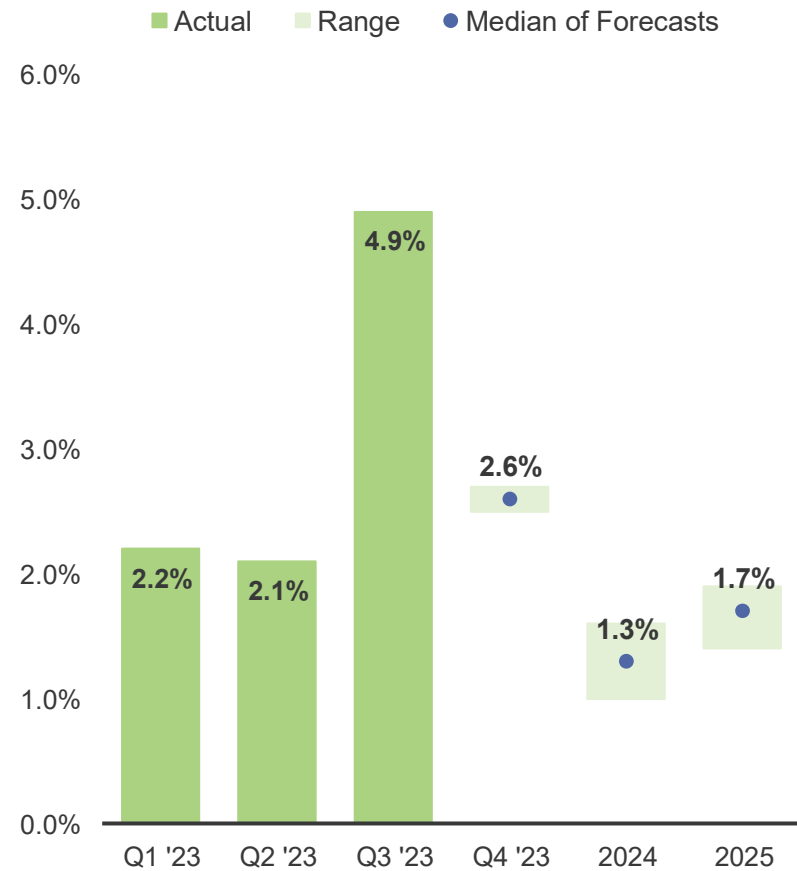
Source: Bloomberg, as of November 2023.

Balanced Risks Support Soft Landing

Consumer	○	●	○
Wages	○	○	●
Credit spreads	○	○	●
Employment	○	○	●
Inflation	○	●	○
Housing	●	○	○
Manufacturing	●	○	○
Inverted yield curve	○	●	○
Rate hike cycle	○	●	○

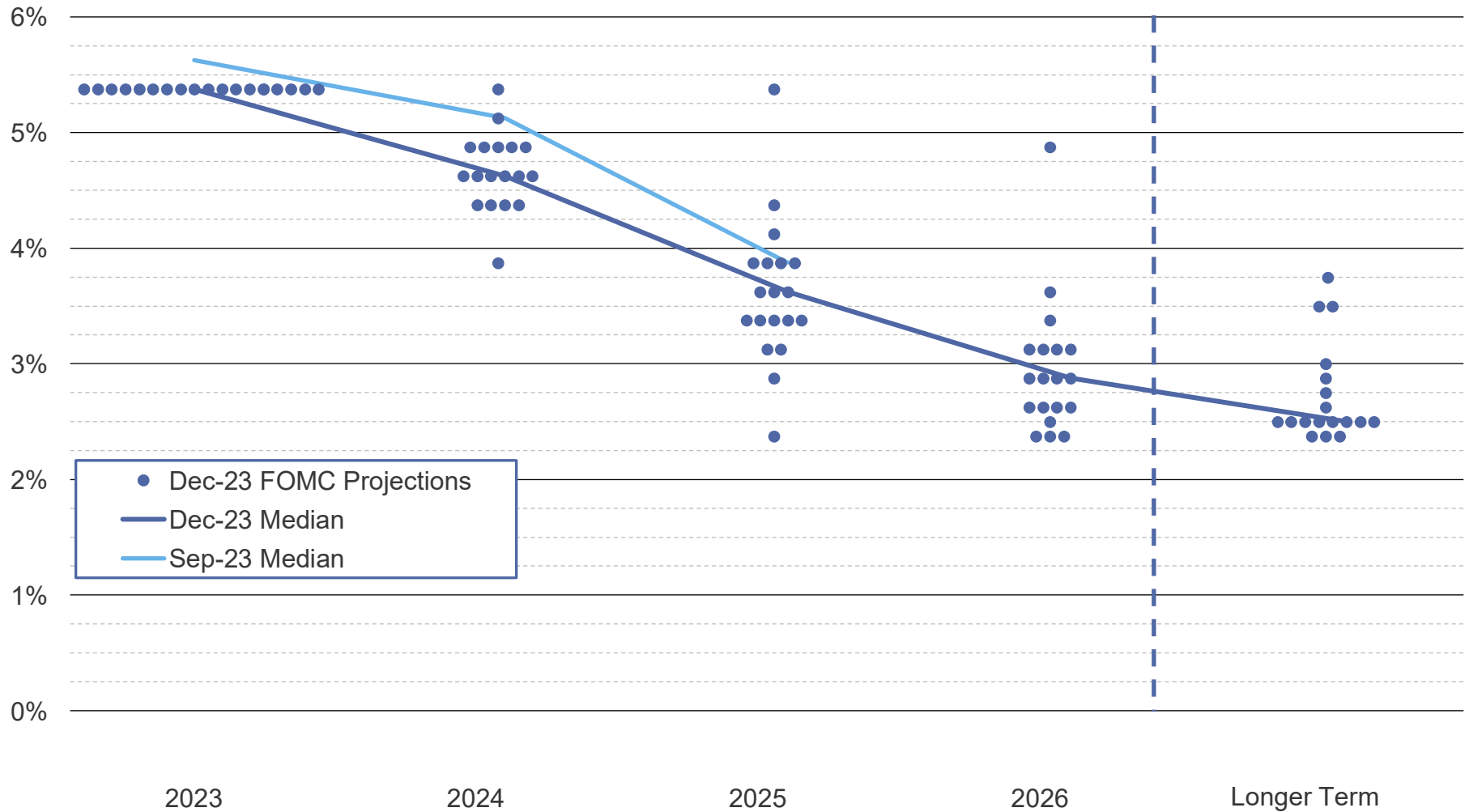
Source: Bloomberg, Economist Forecasts.

U.S. GDP Forecasts Annualized Rate



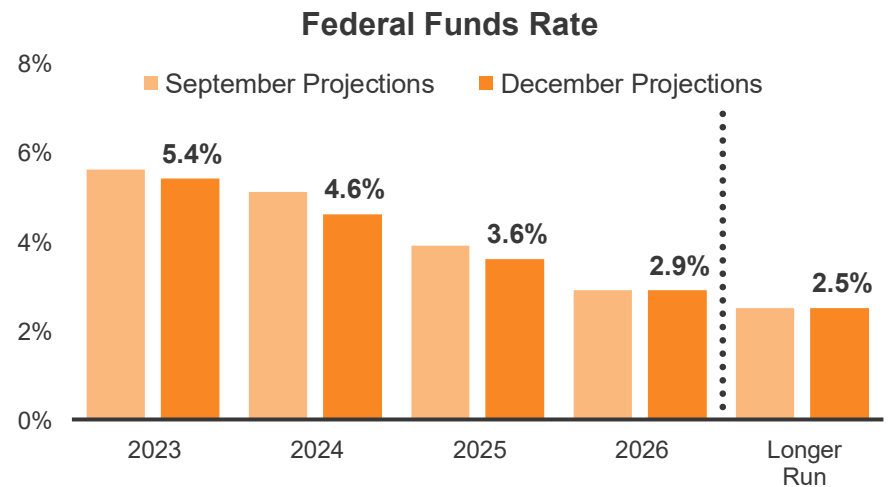
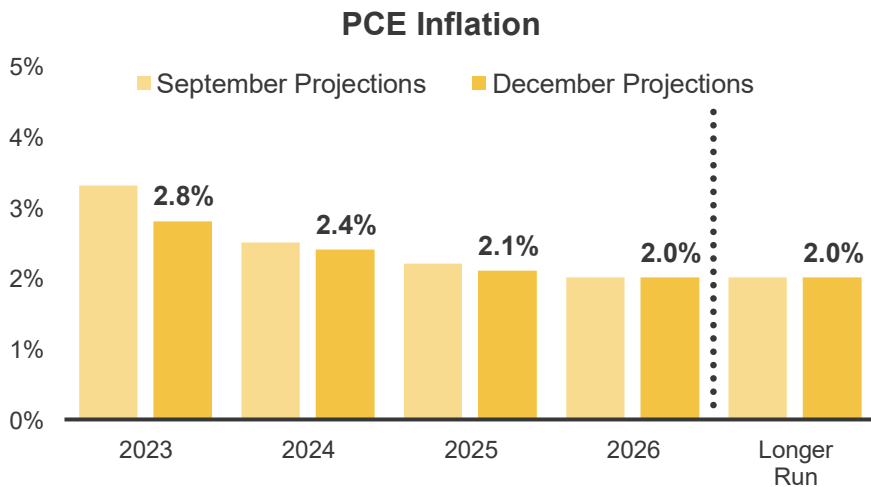
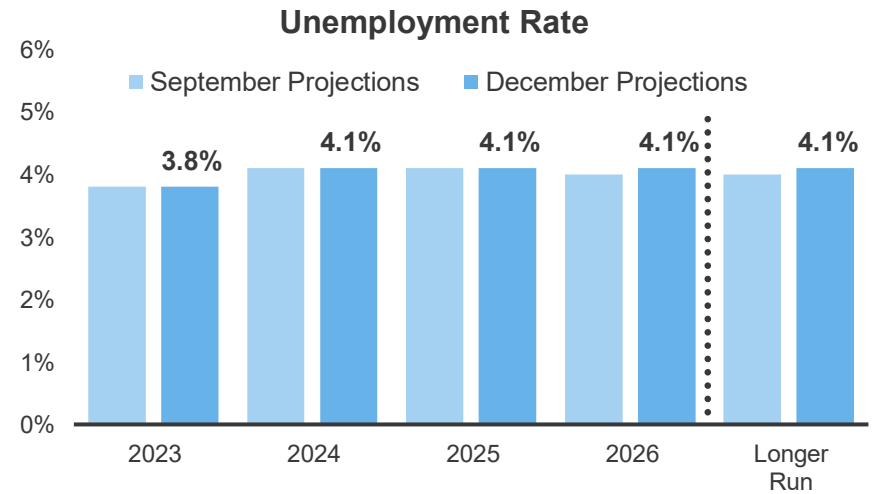
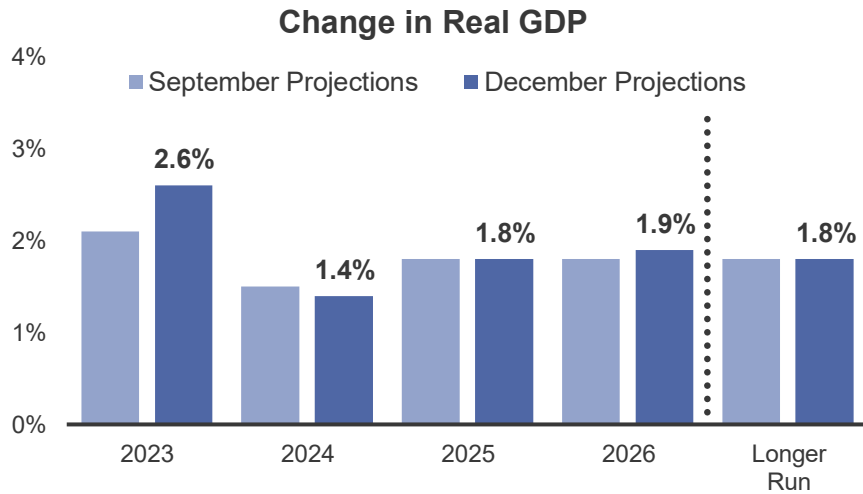
Fed's Updated "Dot Plot" Also Shows Lower Rate Trajectory

Fed Participants' Assessments of 'Appropriate' Monetary Policy



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

Federal Reserve Projects a Soft Landing



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

Rates Fall on Softer Inflation and Fed Pivot

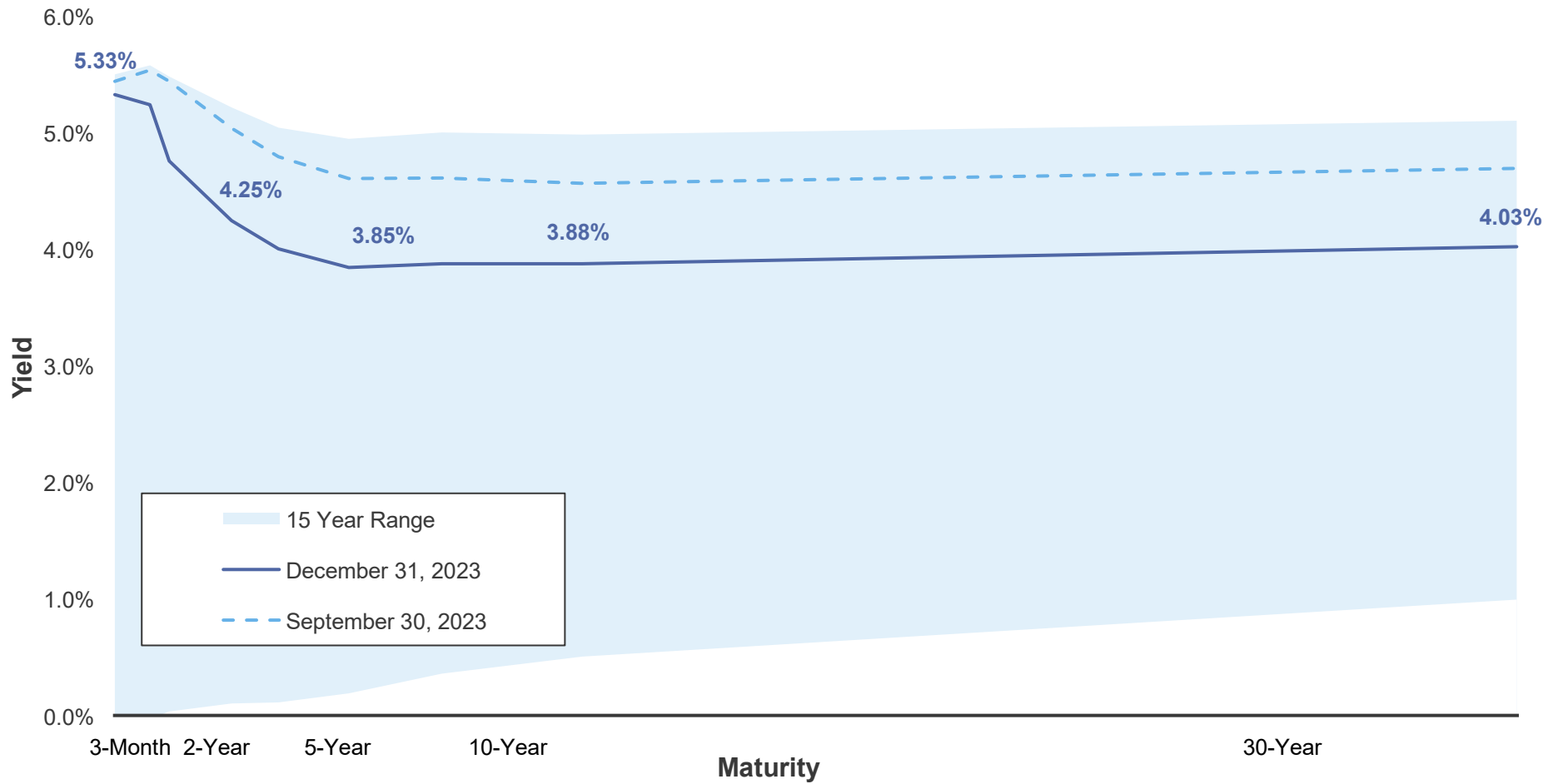
2-Year US Treasury Yield



Source: Bloomberg, as of 12/31/2023.

Interest Rates Moderate But Remain High

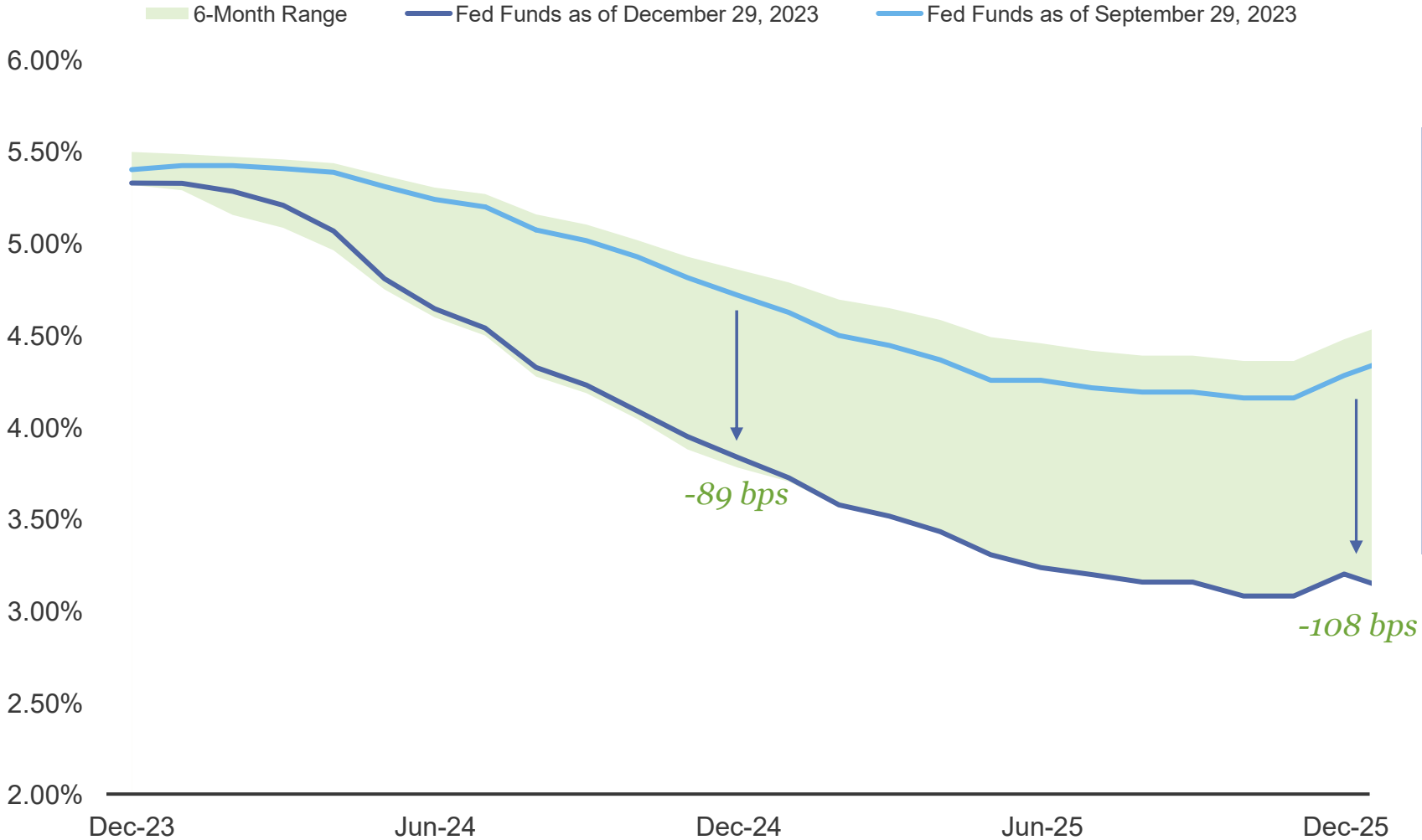
U.S. Treasury Yield Curve



Source: Bloomberg, as of December 31, 2023.

Market Expects Lower Rates

Implied Fed Funds Rate

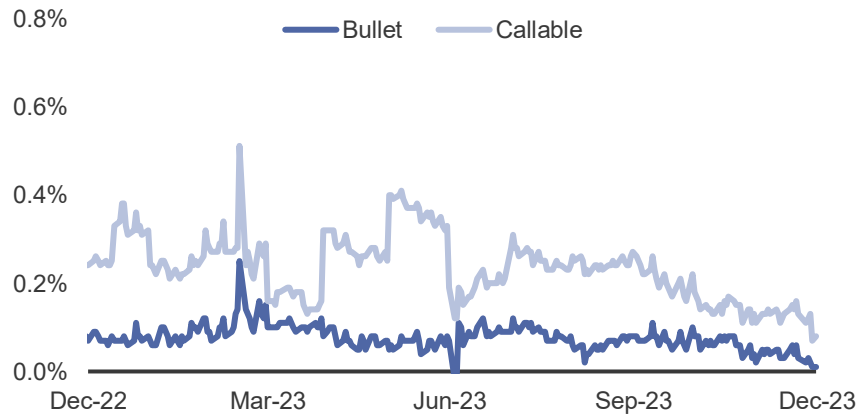


Expectations for Fed Funds have reached their most dovish levels in 6 months in response to falling inflation, Fed pivot and moderating labor market

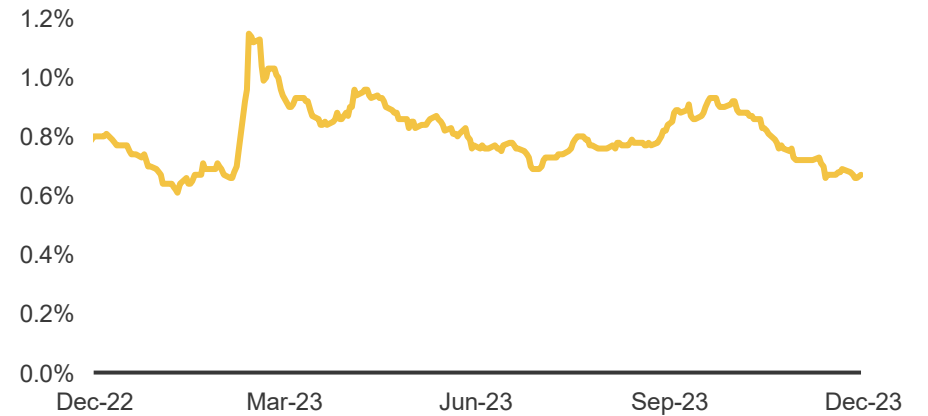
Source: Bloomberg, as of December 2023.

Sector Yield Spreads

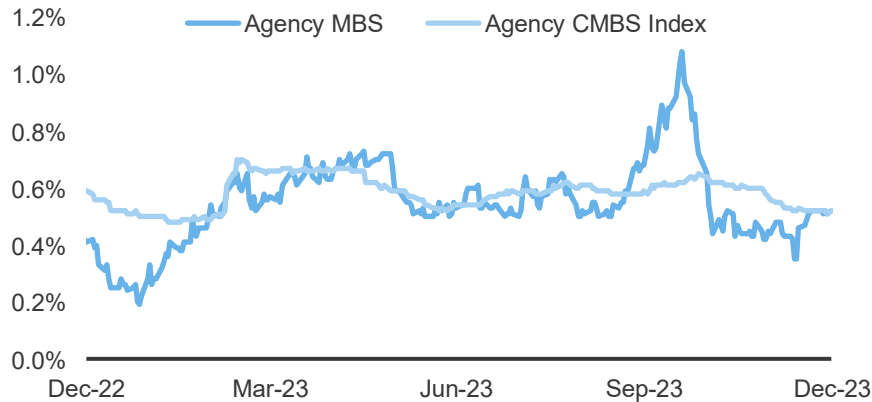
Federal Agency Yield Spreads



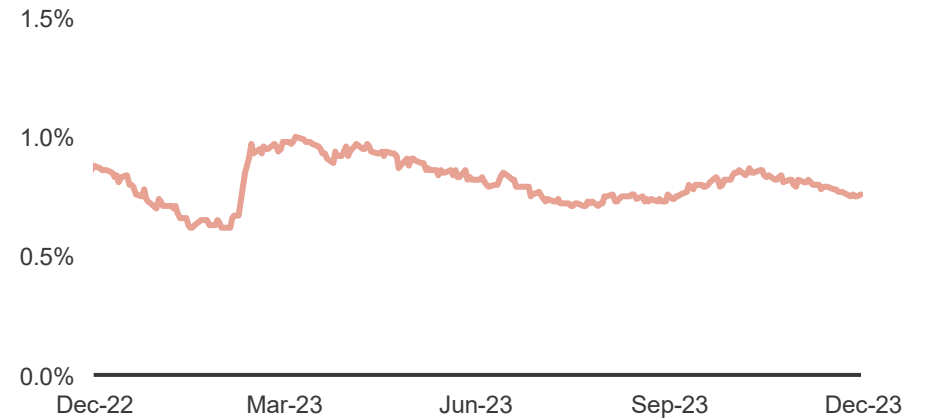
Corporate Notes A-AAA Yield Spreads



Mortgage-Backed Securities Yield Spreads



Asset-Backed Securities AAA Yield Spreads



Source: ICE BofA 1-5 year Indices via Bloomberg, MarketAxess and PFMAM as of December 31, 2023. Spreads on ABS and MBS are option-adjusted spreads of 0-5 year indices based on weighted average life; spreads on agencies are relative to comparable maturity Treasuries. CMBS is Commercial Mortgage-Backed Securities and represented by the ICE BofA Agency CMBS Index.

Fixed-Income Markets in 4Q 2023

1-5 Year Indices



Source: ICE BofA Indices. ABS indices are 0-5 year, based on weighted average life. As of December 31, 2023.

Fixed-Income Sector Commentary – 4Q 2023

- ▶ **U.S. Treasuries** yields are lower by 70-80 basis points over the quarter for maturities greater than one year as markets have now priced five to six rate cuts in 2024. While the curve remains inverted, yield levels remain above their 30-year averages.
- ▶ **Federal agency** spreads remained tight and issuance was light. As a result, value during Q4 was limited. Excess returns of callable structures outperformed bullets as spreads narrowed from historical wides.
- ▶ **Supranational** spreads, similar to agencies, remained low and range-bound on limited supply, favoring opportunities in other sectors.
- ▶ **Taxable Municipal** issuance remained heavily oversubscribed due to a lack of supply. The secondary market had limited opportunities to pick up yield versus similarly-rated corporates.
- ▶ **Investment-Grade Corporates** were one of the best performing fixed-income sectors for both Q4 and calendar year 2023. After a brief broad market de-risking in late September and most of October, the IG corporate sector did an about-face and finished the year with spreads rallying to their lowest levels in over nine months. Strong economic conditions, the increasing perception of a soft landing, and robust demand for the sector fueled the market rally, as longer duration and lower quality issuers outperformed.
- ▶ **Asset-Backed Securities** generated positive excess returns in Q4, although not to the same extent as corporates. While spreads tightened into year-end, the relatively muted rally vs. other non-government sectors possibly underscores the market expectation for modestly weaker consumer fundamentals moving forward. Incremental income from the sector remains attractive and our fundamental outlook for the economy is supportive for the sector.
- ▶ **Mortgage-Backed Securities** were one of the best performing investment grade sectors in Q4 despite a roller coaster pathway. After widening in October to their highest levels since the spring of 2020, spreads proceeded to rally into year-end, finishing near nine-month lows.
- ▶ **Short-term credit** (commercial paper and negotiable CDs) spreads tightened over the quarter and the credit curve flattened modestly. Shorter-term maturities are less attractive and we prefer issuers with maturities between 6 and 12 months.

Fixed-Income Sector Outlook – 4Q 2023

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



Account Summary

Certificate of Compliance

During the reporting period for the quarter ended December 31, 2023, the account(s) managed by PFM Asset Management ("PFMAM") were in compliance with the applicable investment policy and guidelines as furnished to PFMAM.

Acknowledged : *PFM Asset Management LLC*

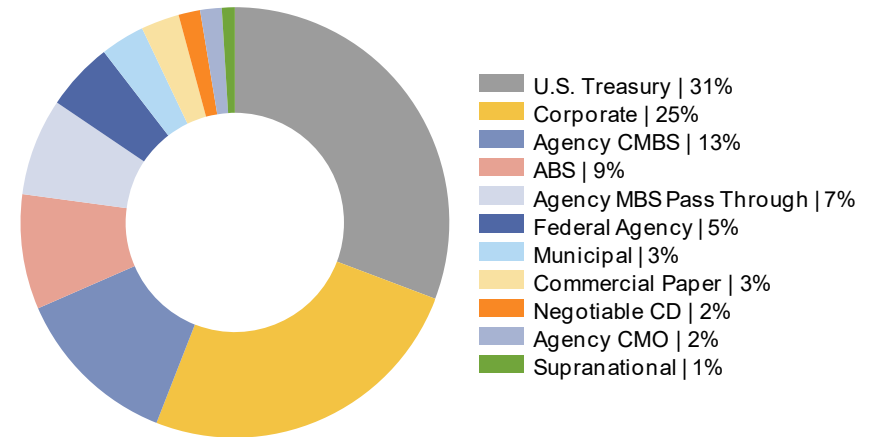
Note: Pre- and post-trade compliance for the account(s) managed by PFM Asset Management is provided via Bloomberg Asset and Investment Management ("AIM").

Consolidated Summary

Account Summary

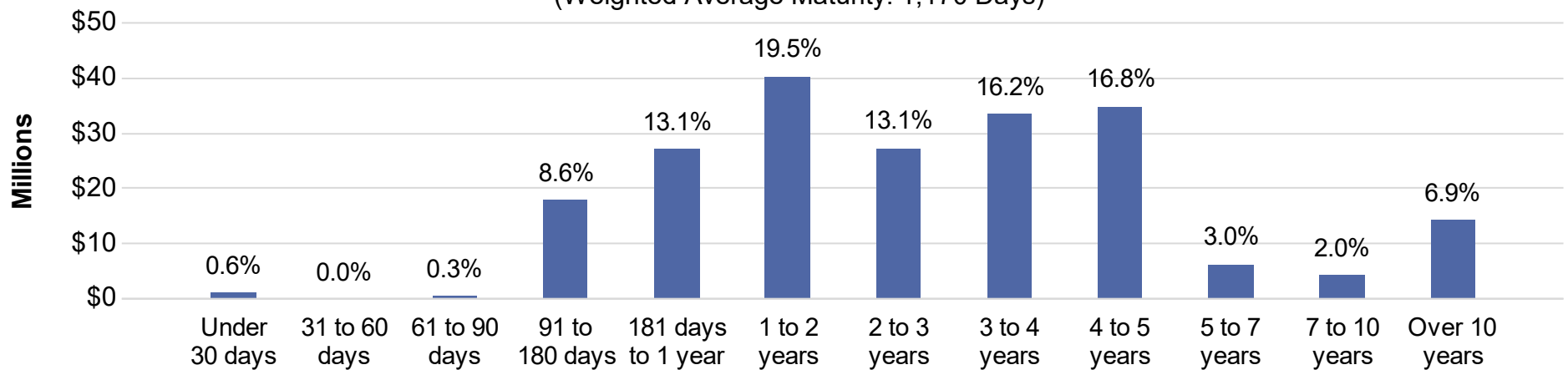
PFMAM Managed Account	\$213,081,042
Total Program	\$213,081,042

Sector Allocation



Maturity Distribution

(Weighted Average Maturity: 1,170 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

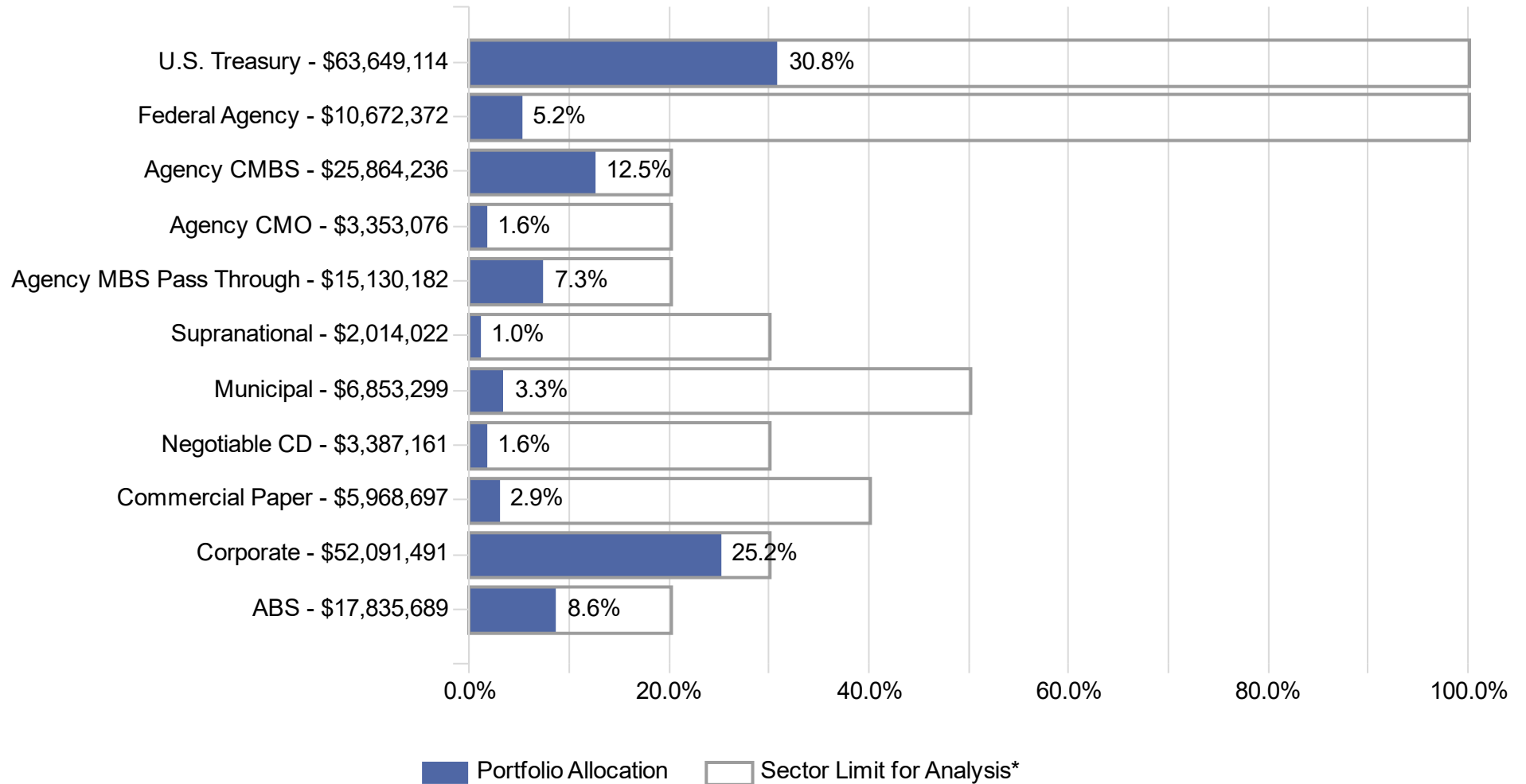
Account Summary

SAN MATEO COUNTY TRANS DIST RESERVE			
Portfolio Values	December 31, 2023	Analytics ¹	December 31, 2023
PFMAM Managed Account	\$179,227,234	Yield at Market	4.46%
Amortized Cost	\$183,264,469	Yield on Cost	2.73%
Market Value	\$179,227,234	Portfolio Duration	2.07
Accrued Interest	\$775,608		
Cash	\$4,924,785		

SAN MATEO COUNTY TRANS DIST PARATRANSIT			
Portfolio Values	December 31, 2023	Analytics ¹	December 31, 2023
PFMAM Managed Account	\$26,696,902	Yield at Market	4.43%
Amortized Cost	\$27,337,524	Yield on Cost	2.87%
Market Value	\$26,696,902	Portfolio Duration	2.12
Accrued Interest	\$119,595		
Cash	\$1,336,917		

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

Sector Allocation Analytics



For informational/analytical purposes only and is not provided for compliance assurance. Includes accrued interest.

*Sector Limit for Analysis is as derived from our interpretation of your most recent Investment Policy as provided.

Issuer Diversification

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
U.S. Treasury	30.8%	
UNITED STATES TREASURY	30.8%	AA / Aaa / AA
Federal Agency	5.2%	
FANNIE MAE	2.5%	AA / Aaa / AA
FEDERAL HOME LOAN BANKS	0.9%	AA / Aaa / NR
FREDDIE MAC	1.7%	AA / Aaa / AA
Agency CMBS	12.5%	
FREDDIE MAC	12.5%	AA / Aaa / AA
Agency CMO	1.6%	
FANNIE MAE	0.9%	AA / Aaa / AA
FREDDIE MAC	0.7%	AA / Aaa / AA
Agency MBS Pass Through	7.3%	
FANNIE MAE	5.8%	AA / Aaa / AA
FREDDIE MAC	1.5%	AA / Aaa / AA
Supranational	1.0%	
INTL BANK OF RECONSTRUCTION AND DEV	1.0%	AAA / Aaa / AAA
Municipal	3.3%	
CALIFORNIA STATE UNIVERSITY	0.2%	AA / Aa / NR
CHAFFEY JOINT UNION HIGH SCHOOL DISTRICT	0.1%	AA / Aa / NR
FLORIDA STATE BOARD OF ADMIN FIN CORP	0.7%	AA / Aa / AA
LOS ANGELES COMMUNITY COLLEGE DISTRICT	0.3%	AA / Aaa / NR
NEW JERSEY TURNPIKE AUTHORITY	0.2%	AA / A / A
NEW YORK ST URBAN DEVELOPMENT CORP	0.9%	NR / NR / AA
SAN JUAN UNIFIED SCHOOL DISTRICT	0.3%	NR / Aa / NR
STATE OF MARYLAND	0.4%	AAA / Aaa / AAA
STATE OF MINNESOTA	0.2%	AAA / Aaa / AAA

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
Negotiable CD	1.6%	
NORDEA BANK ABP	0.2%	AA / Aa / AA
TORONTO-DOMINION BANK	1.4%	A / A / NR
Commercial Paper	2.9%	
MITSUBISHI UFJ FINANCIAL GROUP INC	2.9%	A / Aa / A
Corporate	25.2%	
AMAZON.COM INC	1.2%	AA / A / AA
AMERICAN HONDA FINANCE	0.5%	A / A / A
APPLE INC	1.4%	AA / Aaa / NR
ASTRAZENECA PLC	0.8%	A / A / A
BANK OF AMERICA CO	1.3%	A / A / AA
BERKSHIRE HATHAWAY INC	1.4%	AA / Aa / A
BMW FINANCIAL SERVICES NA LLC	0.6%	A / A / NR
CATERPILLAR INC	0.7%	A / A / A
CHARLES SCHWAB	0.3%	A / A / A
CHEVRON CORPORATION	0.4%	AA / Aa / NR
CINTAS CORPORATION NO. 2	0.2%	A / A / NR
CITIGROUP INC	1.5%	A / Aa / A
DEERE & COMPANY	0.8%	A / A / A
EXXON MOBIL CORP	0.4%	AA / Aa / NR
GOLDMAN SACHS GROUP INC	0.6%	BBB / A / A
HOME DEPOT INC	0.1%	A / A / A
IBM CORP	0.7%	A / A / A
JP MORGAN CHASE & CO	1.0%	A / A / AA
LOCKHEED MARTIN CORP	0.1%	A / A / A
MERCK & CO INC	0.3%	A / A / NR
MORGAN STANLEY	0.7%	A / A / A

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

Issuer Diversification

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
Corporate	25.2%	
NATIONAL AUSTRALIA BANK LTD	1.4%	AA / Aa / NR
NATIONAL RURAL UTILITIES CO FINANCE CORP	0.3%	A / A / A
PACCAR FINANCIAL CORP	0.3%	A / A / NR
PNC FINANCIAL SERVICES GROUP	0.6%	A / A / A
ROCHE HOLDINGS INC	1.3%	AA / Aa / AA
STATE STREET CORPORATION	0.2%	A / A / AA
TARGET CORP	0.1%	A / A / A
THE BANK OF NEW YORK MELLON CORPORATION	1.4%	A / A / AA
THE WALT DISNEY CORPORATION	0.6%	A / A / A
TOYOTA MOTOR CORP	0.6%	A / A / A
TRUIST FIN CORP	0.6%	A / A / A
UNILEVER PLC	0.1%	A / A / A
UNITEDHEALTH GROUP INC	0.6%	A / A / A
US BANCORP	0.9%	A / A / A
USAA CAPITAL CORP	0.7%	AA / Aa / NR
WAL-MART STORES INC	0.5%	AA / Aa / AA
ABS	8.6%	
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	0.8%	AAA / NR / AAA
CHASE ISSURANCE	0.8%	AAA / NR / AAA
DISCOVER FINANCIAL SERVICES	1.2%	AAA / Aaa / NR
FIFTH THIRD AUTO TRUST	0.7%	AAA / Aaa / NR
FORD CREDIT AUTO OWNER TRUST	0.3%	AAA / NR / AAA

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
ABS	8.6%	
GM FINANCIAL CONSUMER AUTOMOBILE TRUST	0.4%	AAA / Aaa / AAA
HONDA AUTO RECEIVABLES	0.4%	NR / Aaa / AAA
HYUNDAI AUTO RECEIVABLES	0.3%	AAA / NR / AAA
KUBOTA CREDIT OWNER TRUST	0.1%	NR / Aaa / AAA
NISSAN AUTO RECEIVABLES	0.3%	AAA / Aaa / NR
VOLKSWAGEN AUTO LEASE TURST	0.3%	NR / Aaa / AAA
VOLKSWAGEN OF AMERICA	0.3%	AAA / Aaa / NR
WORLD OMNI AUTO REC TRUST	0.2%	AAA / NR / AAA
Total	100.0%	

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

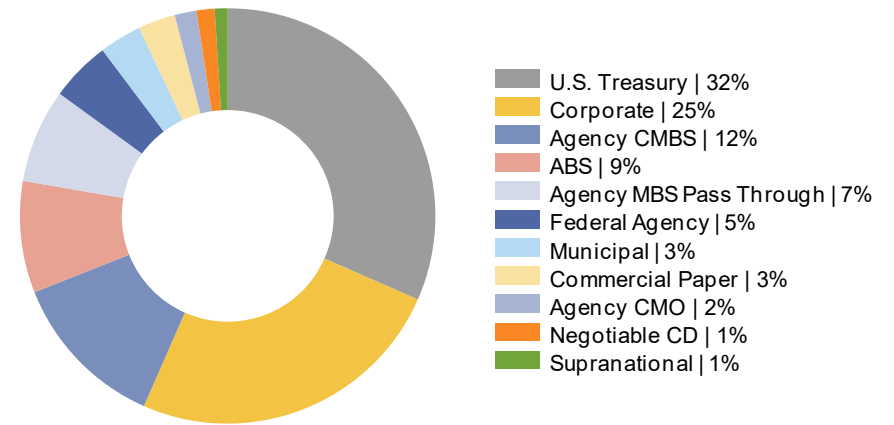
Portfolio Review: SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST RESERVE¹

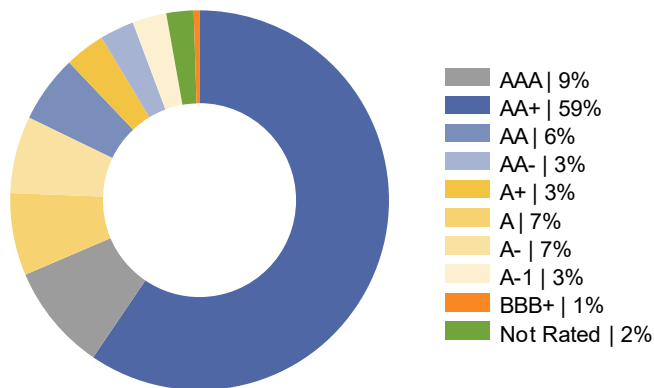
Portfolio Statistics

Total Market Value	\$184,927,627.40
<i>Securities Sub-Total</i>	\$179,227,233.96
<i>Accrued Interest</i>	\$775,608.49
<i>Cash</i>	\$4,924,784.95
Portfolio Effective Duration	2.07 years
Benchmark Effective Duration	2.02 years
Yield At Cost	2.73%
Yield At Market	4.46%
Portfolio Credit Quality	AA

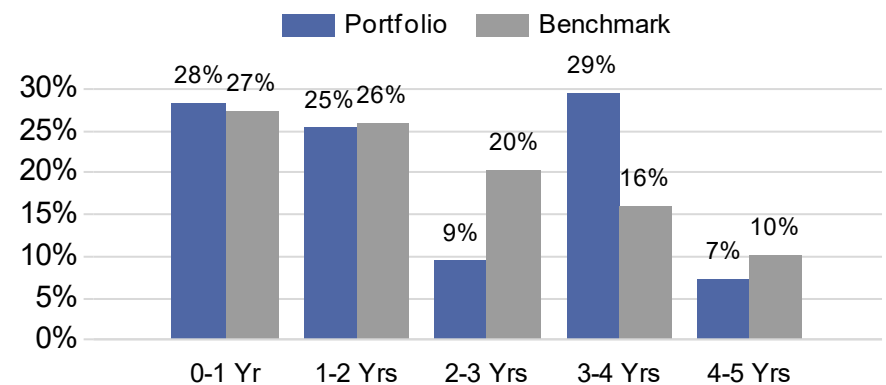
Sector Allocation



Credit Quality - S&P



Duration Distribution

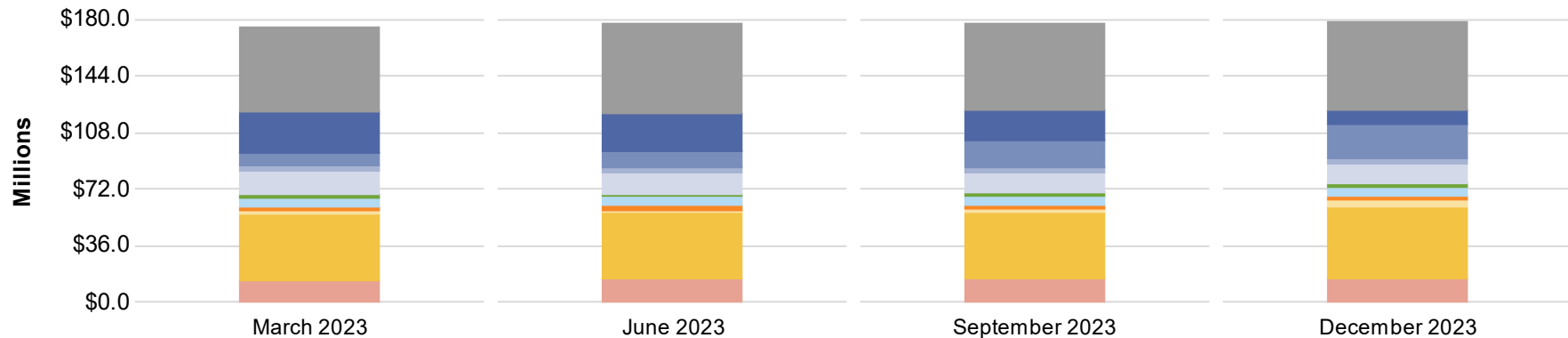


1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate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

Sector Allocation Review - SAN MATEO COUNTY TRANS DIST RESERVE

Security Type	Mar-23	% of Total	Jun-23	% of Total	Sep-23	% of Total	Dec-23	% of Total
U.S. Treasury	\$53.7	30.6%	\$56.3	31.7%	\$55.6	31.3%	\$56.8	31.6%
Federal Agency	\$26.5	15.1%	\$24.6	13.9%	\$19.8	11.1%	\$8.4	4.7%
Agency CMBS	\$8.1	4.6%	\$9.7	5.5%	\$16.9	9.5%	\$22.2	12.4%
Agency CMO	\$3.5	2.0%	\$3.3	1.9%	\$3.1	1.7%	\$3.0	1.7%
Agency MBS Pass Through	\$14.9	8.5%	\$14.1	7.9%	\$13.2	7.4%	\$13.1	7.3%
Supranational	\$1.8	1.0%	\$1.7	1.0%	\$1.7	1.0%	\$1.7	1.0%
Municipal	\$6.0	3.4%	\$5.9	3.4%	\$5.7	3.2%	\$5.8	3.3%
Negotiable CD	\$2.5	1.4%	\$2.5	1.4%	\$2.5	1.4%	\$2.5	1.4%
Commercial Paper	\$1.9	1.1%	\$2.0	1.1%	\$2.0	1.1%	\$5.2	2.9%
Corporate	\$42.5	24.2%	\$42.2	23.8%	\$42.1	23.6%	\$44.9	25.0%
ABS	\$14.1	8.1%	\$14.8	8.4%	\$15.5	8.7%	\$15.5	8.7%
Total	\$175.5	100.0%	\$177.1	100.0%	\$178.2	100.0%	\$179.2	100.0%

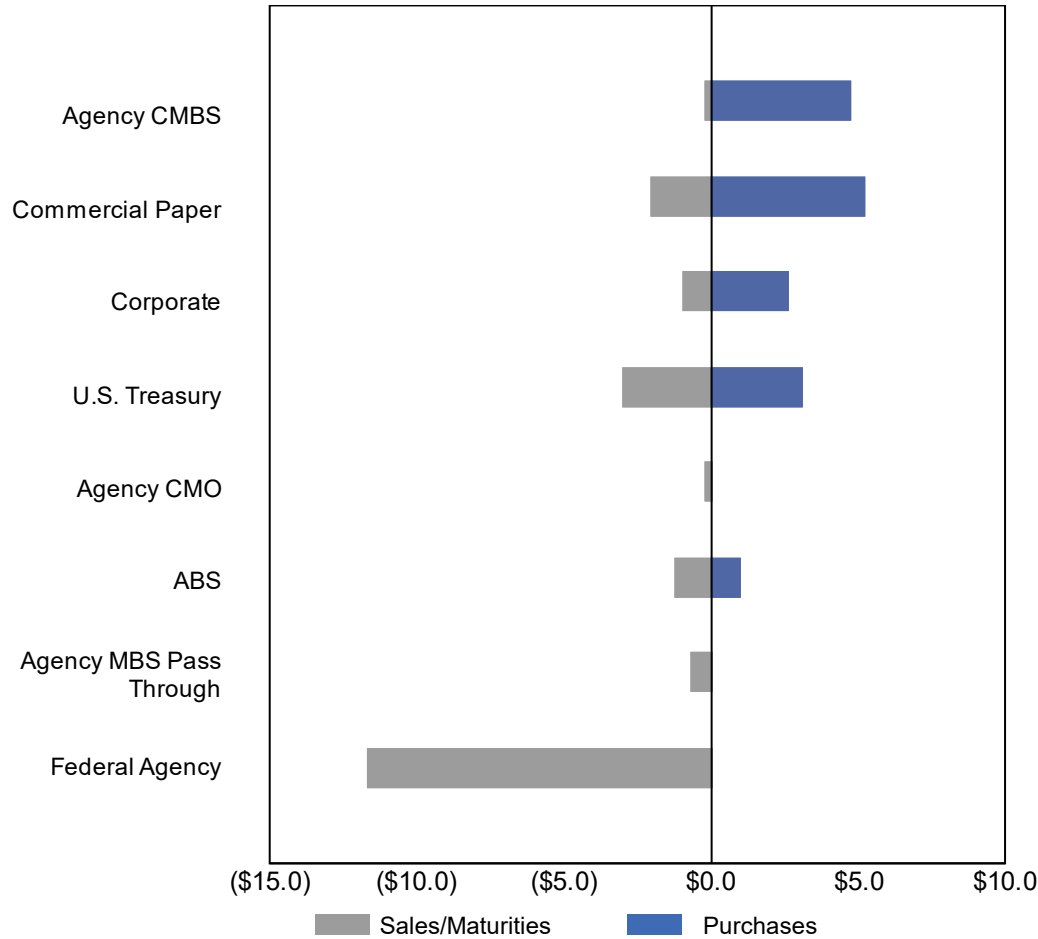
U.S. Treasury
 Agency CMBS
 Agency MBS Pass Through
 Municipal
 Negotiable CD
 Commercial Paper
 Corporate
 ABS
 Federal Agency
 Agency CMO
 Supranational



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

Portfolio Activity - SAN MATEO COUNTY TRANS DIST RESERVE

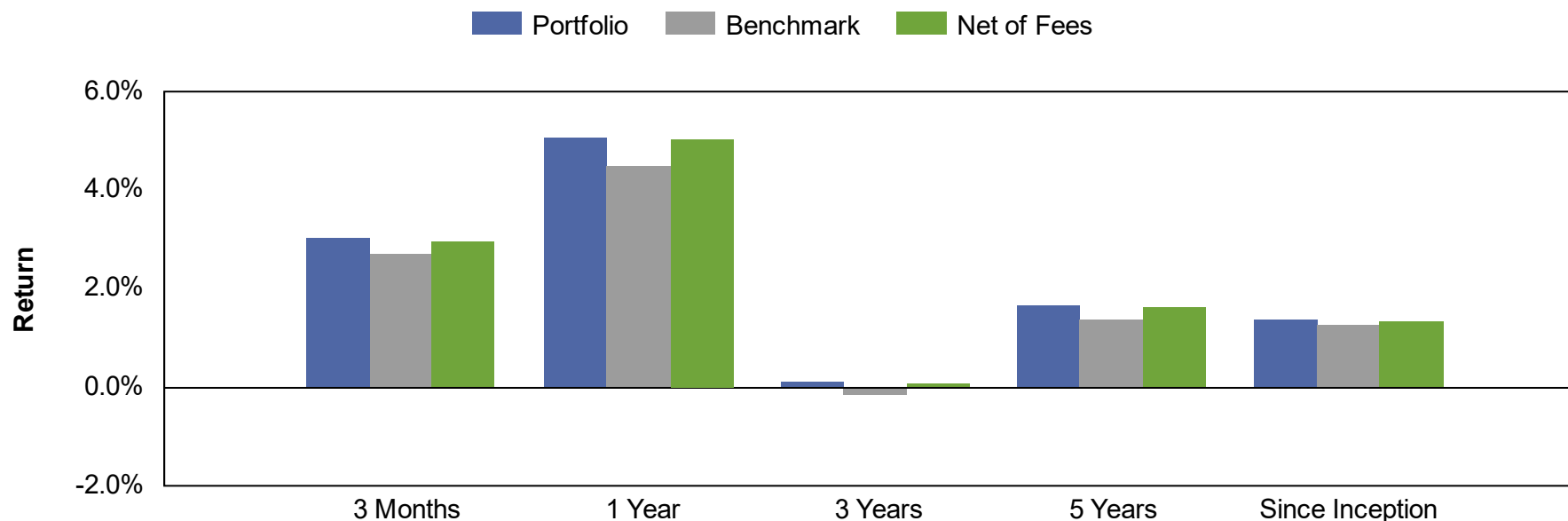
Net Activity by Sector
 (\$ millions)



Sector	Net Activity
Agency CMBS	\$4,573,323
Commercial Paper	\$3,194,854
Corporate	\$1,673,900
U.S. Treasury	\$72,800
Agency CMO	(\$184,413)
ABS	(\$267,154)
Agency MBS Pass Through	(\$660,195)
Federal Agency	(\$11,663,813)
Total Net Activity	(\$3,260,698)

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

Portfolio Performance - SAN MATEO COUNTY TRANS DIST RESERVE



Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	Since Inception ¹
Interest Earned ²	\$1,115,455	\$3,699,180	\$8,224,828	\$12,045,977	\$16,619,766
Change in Market Value	\$4,308,131	\$5,186,157	(\$7,532,602)	(\$3,650,475)	(\$4,898,585)
Total Dollar Return	\$5,423,586	\$8,885,337	\$692,226	\$8,395,502	\$11,721,181
Total Return³					
Portfolio	3.02%	5.05%	0.10%	1.67%	1.38%
Benchmark ⁴	2.72%	4.49%	-0.15%	1.38%	1.25%
Basis Point Fee	0.01%	0.03%	0.04%	0.04%	0.05%
Net of Fee Return	3.01%	5.01%	0.07%	1.63%	1.33%

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

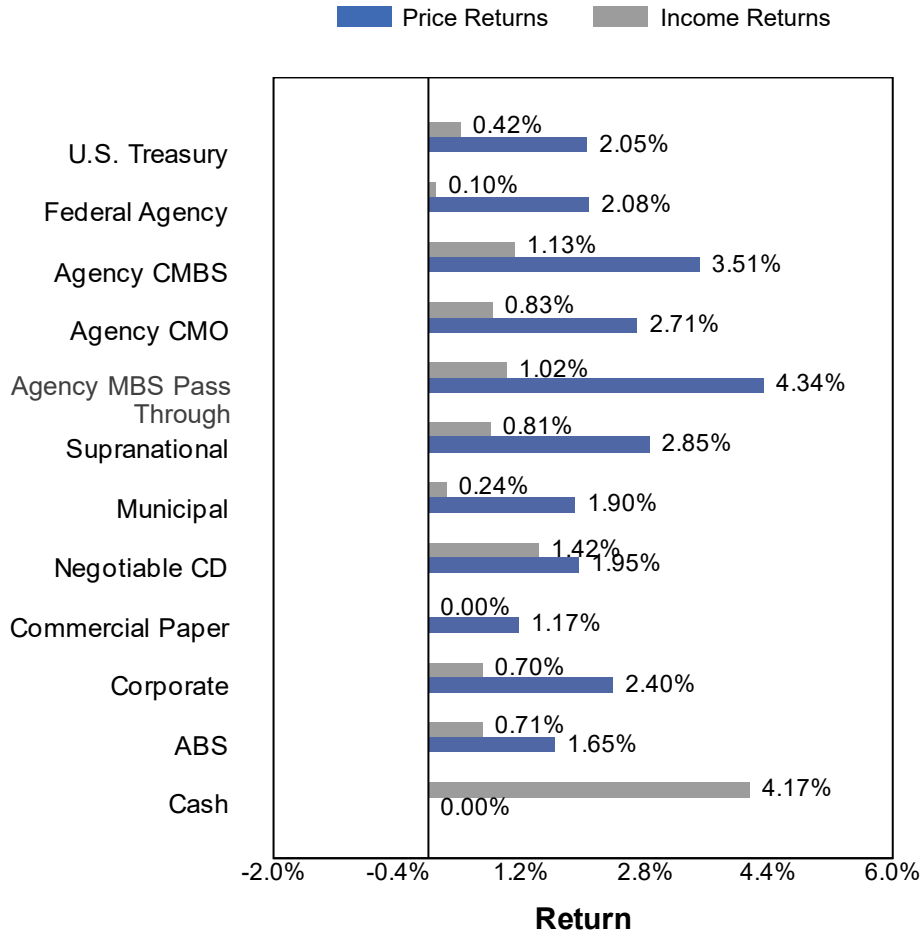
2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.

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

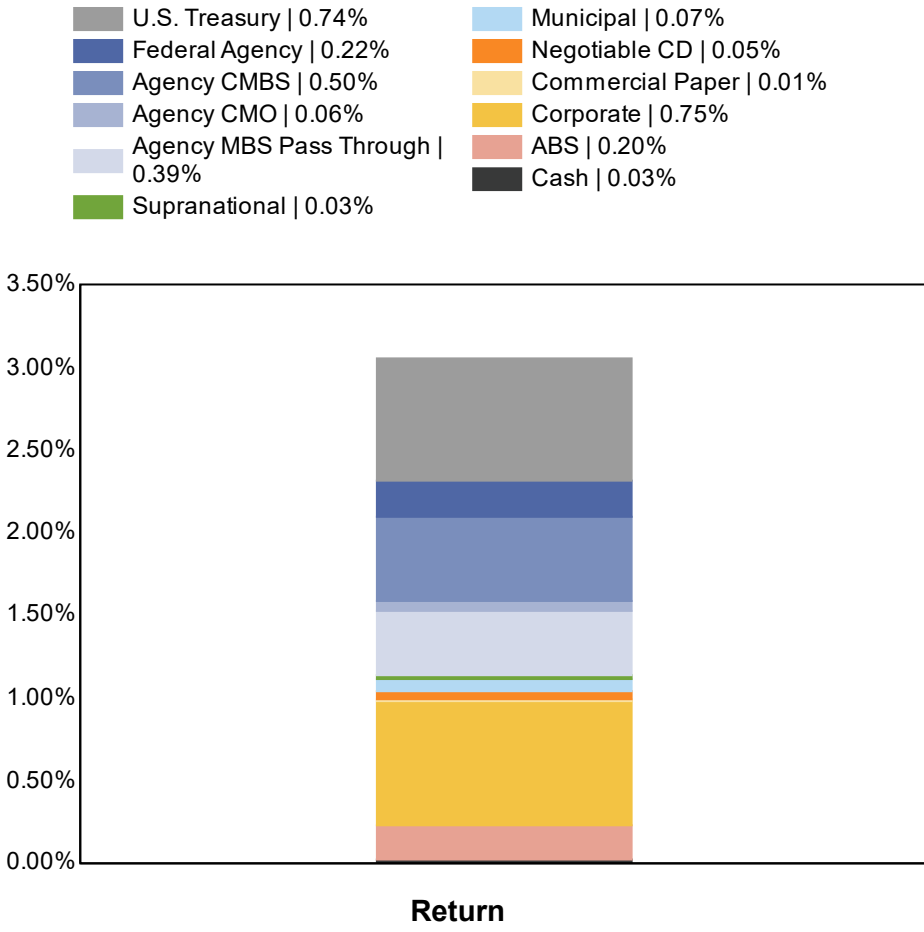
4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index.. Source: Bloomberg.

Quarterly Sector Performance - SAN MATEO COUNTY TRANS DIST RESERVE

Total Return by Sector

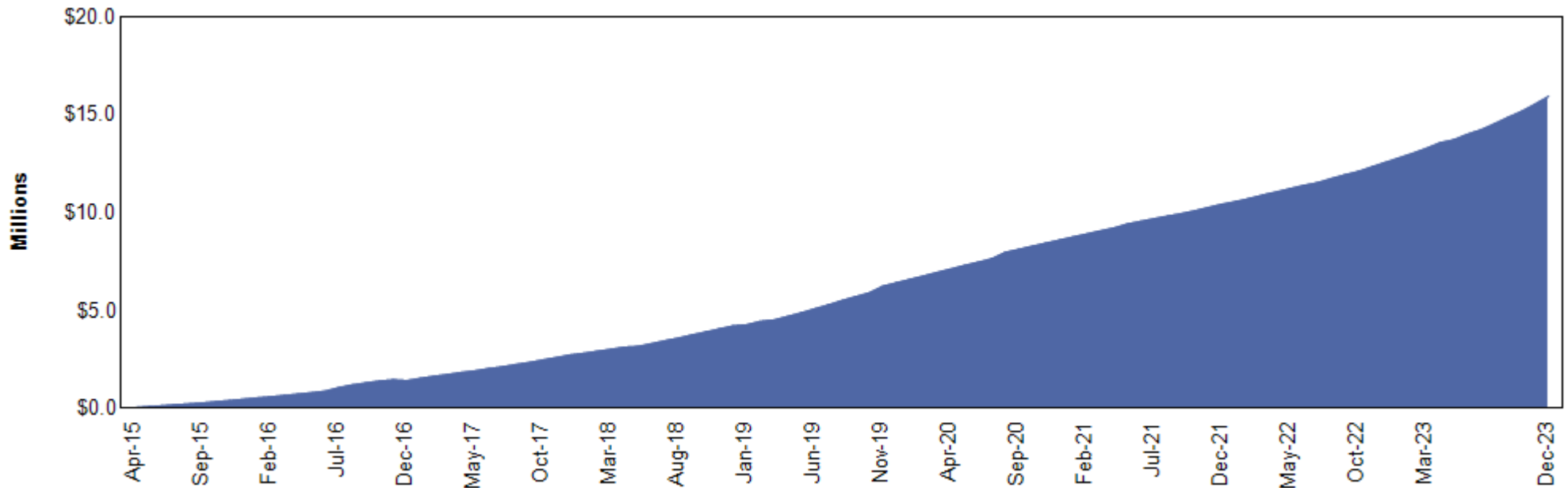


Contribution to Total Return



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

Accrual Basis Earnings - SAN MATEO COUNTY TRANS DIST RESERVE



Accrual Basis Earnings	3 Months	1 Year	3 Years	5 Year	Since Inception ¹
Interest Earned ²	\$1,115,455	\$3,699,180	\$8,224,828	\$12,045,977	\$16,619,766
Realized Gains / (Losses) ³	(\$64,199)	(\$341,901)	(\$350,595)	(\$130,672)	(\$439,137)
Change in Amortized Cost	\$23,383	\$19,468	(\$524,626)	(\$182,495)	(\$228,223)
Total Earnings	\$1,074,638	\$3,376,748	\$7,349,606	\$11,732,810	\$15,952,406

1. The lesser of 10 years or since inception is shown. Performance inception date is March 31, 2015.
 2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.
 3. Realized gains / (losses) are shown on an amortized cost basis.

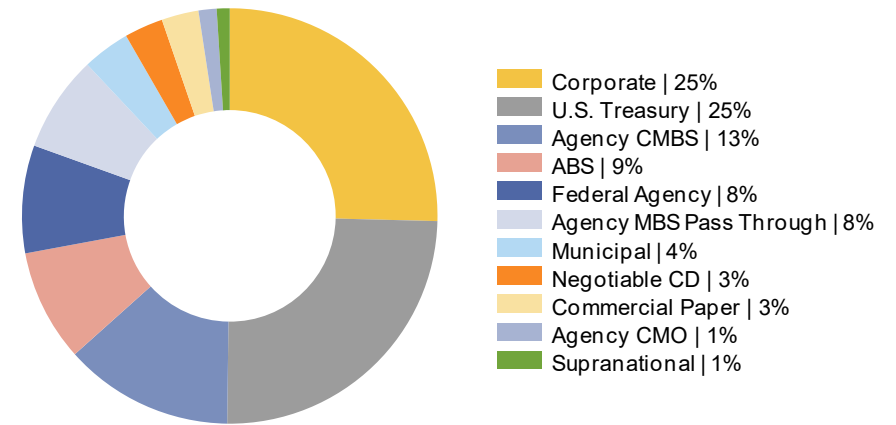
Portfolio Review: SAN MATEO COUNTY TRANS DIST PARATRANSIT

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST PARATRANSIT¹

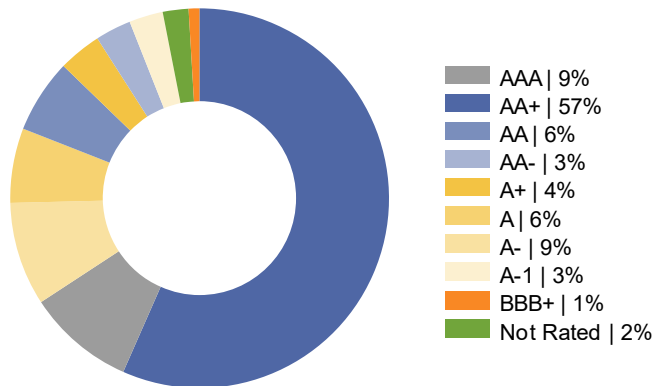
Portfolio Statistics

Total Market Value	\$28,153,414.10
<i>Securities Sub-Total</i>	\$26,696,901.59
<i>Accrued Interest</i>	\$119,595.06
<i>Cash</i>	\$1,336,917.45
Portfolio Effective Duration	2.12 years
Benchmark Effective Duration	2.02 years
Yield At Cost	2.87%
Yield At Market	4.43%
Portfolio Credit Quality	AA

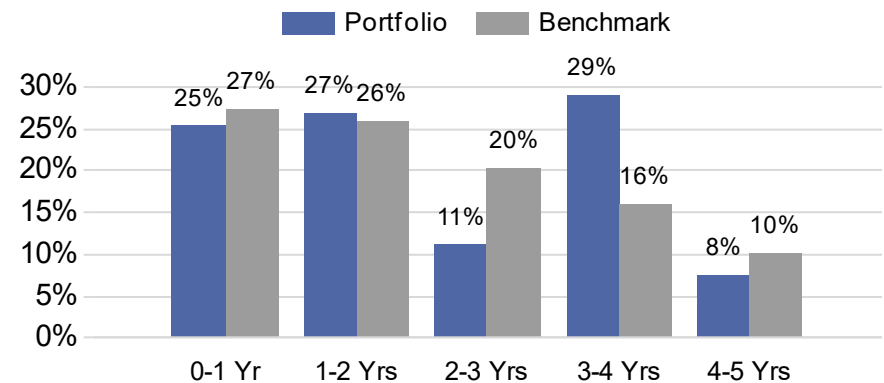
Sector Allocation



Credit Quality - S&P



Duration Distribution



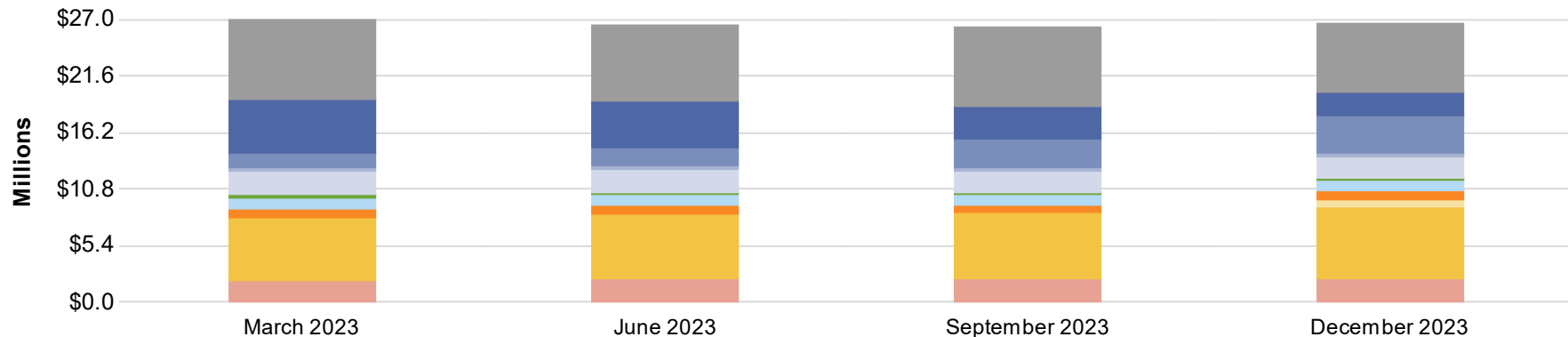
1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate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

Sector Allocation Review - SAN MATEO COUNTY TRANS DIST PARATRANSIT

Security Type	Mar-23	% of Total	Jun-23	% of Total	Sep-23	% of Total	Dec-23	% of Total
U.S. Treasury	\$7.5	27.9%	\$7.3	27.3%	\$7.6	29.1%	\$6.6	24.8%
Federal Agency	\$5.1	18.9%	\$4.5	17.1%	\$3.0	11.3%	\$2.2	8.4%
Agency CMBS	\$1.4	5.1%	\$1.6	6.1%	\$2.7	10.3%	\$3.5	13.2%
Agency CMO	\$0.4	1.5%	\$0.4	1.5%	\$0.4	1.4%	\$0.4	1.4%
Agency MBS Pass Through	\$2.3	8.5%	\$2.2	8.2%	\$2.0	7.7%	\$2.0	7.5%
Supranational	\$0.3	1.0%	\$0.3	1.0%	\$0.3	1.0%	\$0.3	1.0%
Municipal	\$1.0	3.8%	\$1.0	3.9%	\$1.0	3.7%	\$1.0	3.7%
Negotiable CD	\$0.8	3.0%	\$0.8	3.0%	\$0.8	3.0%	\$0.8	3.0%
Commercial Paper	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.8	2.9%
Corporate	\$6.1	22.6%	\$6.3	23.7%	\$6.3	23.8%	\$6.8	25.4%
ABS	\$2.1	7.7%	\$2.2	8.2%	\$2.3	8.7%	\$2.3	8.7%
Total	\$26.9	100.0%	\$26.5	100.0%	\$26.3	100.0%	\$26.7	100.0%

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

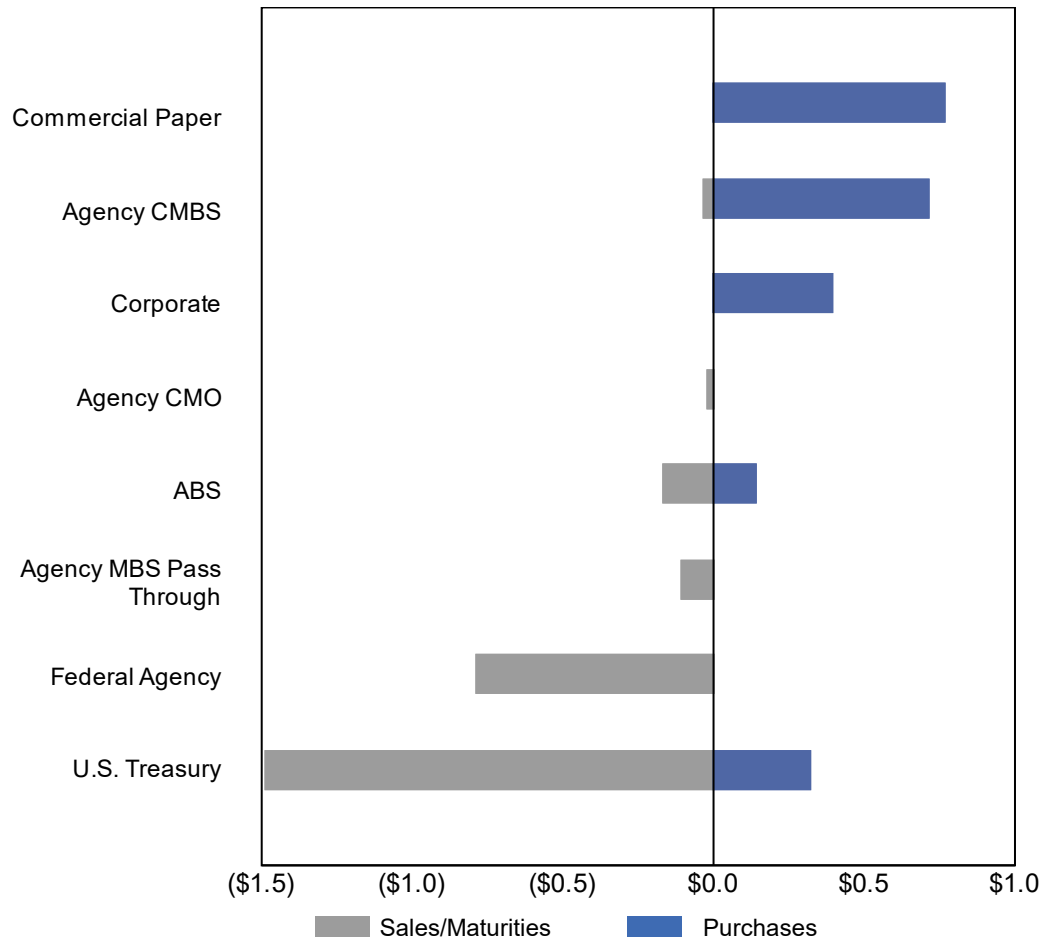
Federal Agency
 Agency CMO
 Supranational



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

Portfolio Activity - SAN MATEO COUNTY TRANS DIST PARATRANSIT

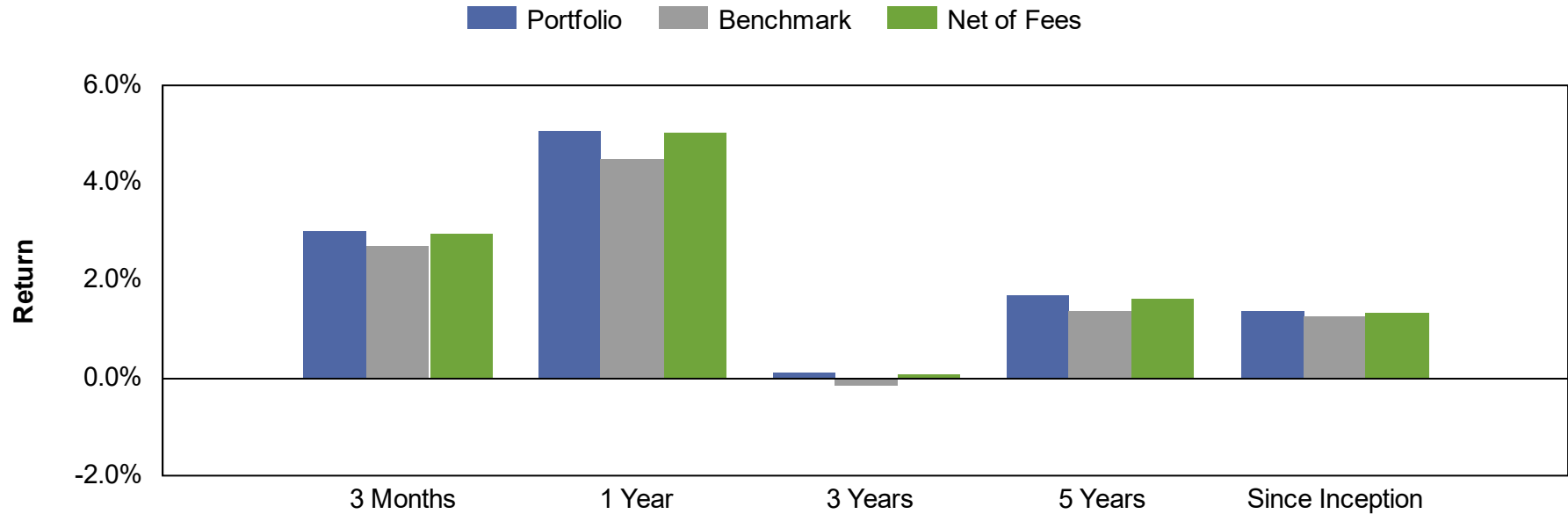
Net Activity by Sector
 (\$ millions)



Sector	Net Activity
Commercial Paper	\$769,608
Agency CMBS	\$690,471
Corporate	\$398,338
Agency CMO	(\$18,583)
ABS	(\$22,127)
Agency MBS Pass Through	(\$106,916)
Federal Agency	(\$785,819)
U.S. Treasury	(\$1,166,116)
Total Net Activity	(\$241,144)

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

Portfolio Performance - SAN MATEO COUNTY TRANS DIST PARATRANSIT

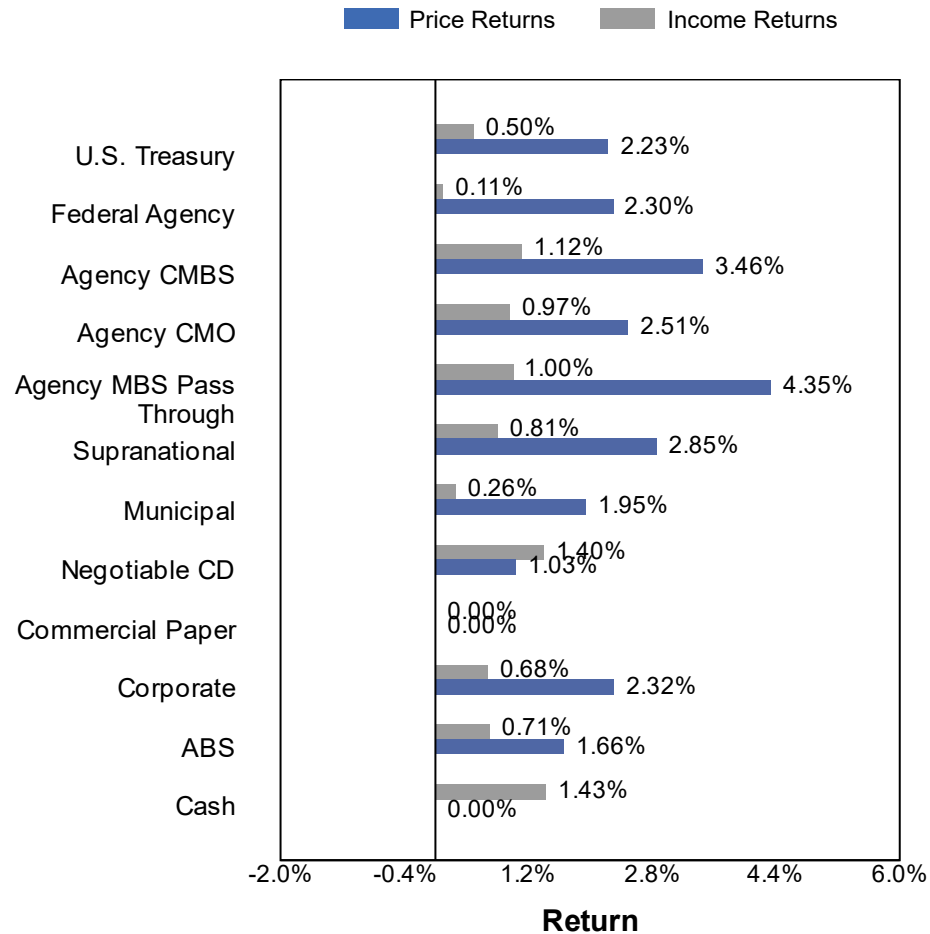


Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	Since Inception ¹
Interest Earned ²	\$188,496	\$610,013	\$1,441,151	\$2,488,561	\$3,775,086
Change in Market Value	\$634,258	\$743,041	(\$1,343,194)	(\$249,476)	(\$632,589)
Total Dollar Return	\$822,754	\$1,353,054	\$97,957	\$2,239,085	\$3,142,497
Total Return³					
Portfolio	3.01%	5.05%	0.12%	1.68%	1.37%
Benchmark ⁴	2.72%	4.49%	-0.15%	1.38%	1.25%
Basis Point Fee	0.01%	0.03%	0.04%	0.05%	0.05%
Net of Fee Return	3.01%	5.01%	0.08%	1.63%	1.32%

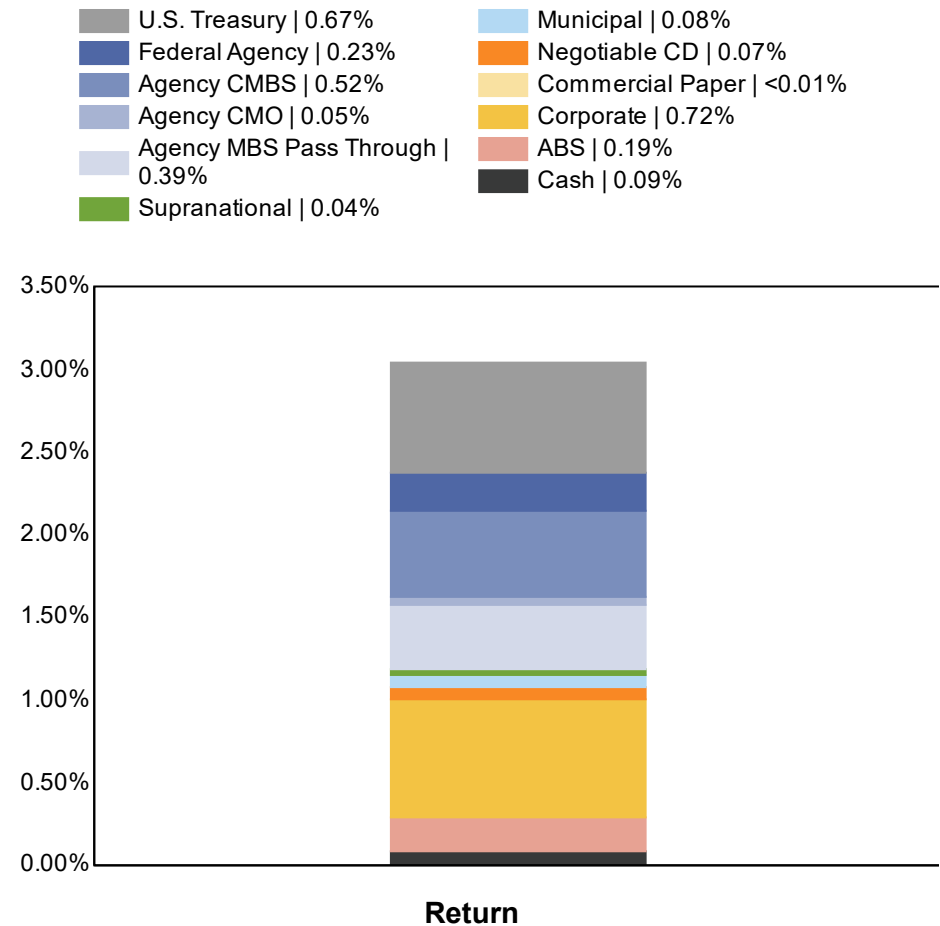
1. The lesser of 10 years or since inception is shown. Since inception returns for periods one year or less are not shown. Performance inception date is March 31, 2015.
 2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.
 3. Returns 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

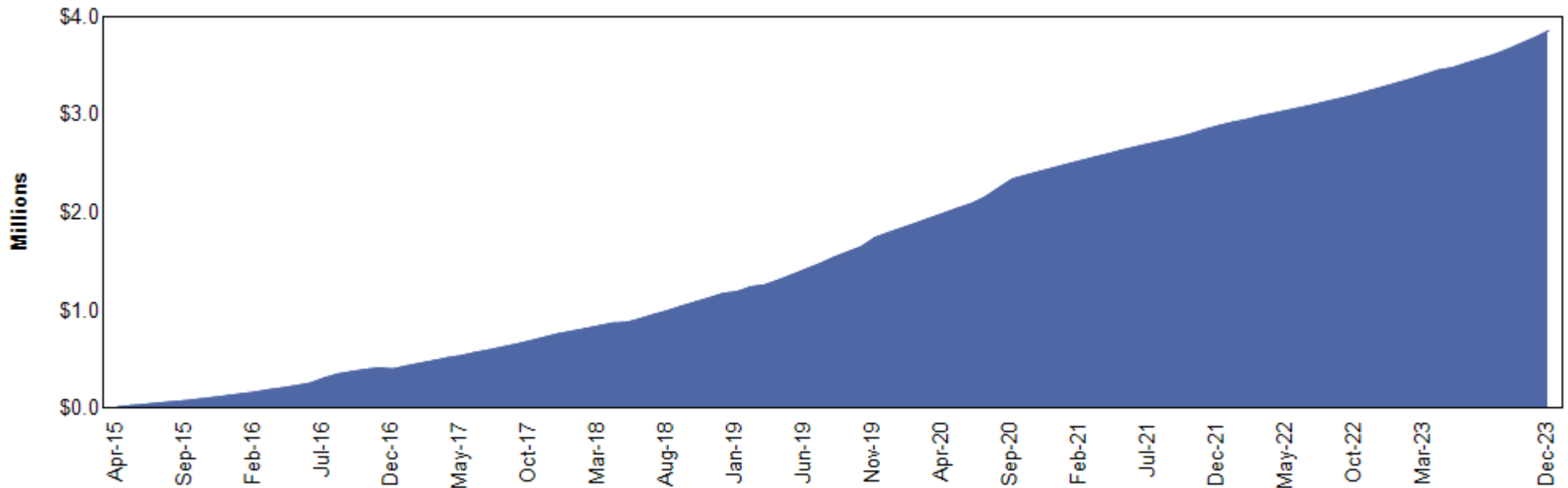


Contribution to Total Return



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 ¹
Interest Earned ²	\$188,496	\$610,013	\$1,441,151	\$2,488,561	\$3,775,086
Realized Gains / (Losses) ³	-	(\$39,505)	(\$49)	\$133,363	\$41,457
Change in Amortized Cost	\$3,005	\$2,928	(\$38,635)	\$63,584	\$43,735
Total Earnings	\$191,501	\$573,436	\$1,402,466	\$2,685,508	\$3,860,278

1. The lesser of 10 years or since inception is shown. Performance inception date is March 31, 2015.
 2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.
 3. Realized gains / (losses) are shown on an amortized cost basis.

Important Disclosures

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

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

The views expressed within this material constitute the perspective and judgment of PFMAM at the time of distribution and are subject to change. Any forecast, projection, or prediction of the market, the economy, economic trends, and equity or fixed-income markets are based upon certain assumptions and current opinion as of the date of issue and are also subject to change. Some, but not all assumptions are noted in the report. Assumptions may or may not be proven correct as actual events occur, and results may depend on events outside of your or our control. Changes in assumptions may have a material effect on results. Opinions and data presented are not necessarily indicative of future events or expected performance.

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Important Disclosures

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

Glossary

- **Accrued Interest:** Interest that is due on a bond or other fixed income security since the last interest payment was made.
- **Agencies:** Federal agency securities and/or Government-sponsored enterprises.
- **Amortized Cost:** The original cost of the principal of the security is adjusted for the amount of the periodic reduction of any discount or premium from the purchase date until the date of the report. Discount or premium with respect to short-term securities (those with less than one year to maturity at time of issuance) is amortized on a straight line basis. Such discount or premium with respect to longer-term securities is amortized using the constant yield basis.
- **Asset-Backed Security:** A financial instrument collateralized by an underlying pool of assets – usually ones that generate a cash flow from debt, such as loans, leases, credit card balances, and receivables.
- **Bankers' Acceptance:** A draft or bill 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.



Agenda

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

San Mateo County Transit District

Wednesday, February 7, 2024 – 3:00 pm

or immediately following the Finance Committee meeting

- | | | |
|--------|--|---------------|
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of January 10, 2024 | Motion |
| 8.c.3. | SamTrans 2023 Sustainability Report | Informational |
| 8.c.4. | 1-Year Reimagine SamTrans and 6-Months Ride Plus Evaluation | Informational |
| 8.c.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**

January 10, 2024

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

Committee Members Absent: None

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

Other Board Members Absent: M. Chuang

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

8.d.1. Call to Order

Committee Chair David Canepa called the meeting to order at 3:06 pm.

8.d.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of November 1, 2023

Motion/Second: Ratto/Powell

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

Noes: None

Absent: Chuang

8.d.3. Reimagine SamTrans Phase 3 Implementation

Millie Tolleson, Director, Planning, provided the presentation on service changes starting February 11, briefly reviewed the guiding principles for designing and implementing service, and current and future service routes that are to come.

Director Josh Powell said he was excited to see the changes.

Chair Marina Fraser thanked Ms. Tolleson and her staff and said that Pacifica riders would be happy with the changes to Route 110.

Committee Member Peter Ratto asked if all pre-pandemic service levels had been restored. Ms. Tolleson said that service levels may reach 100 percent by February. Committee Member Ratto said that riders of Route 249 would be happy to have that service return and noted the success of mailers as an effective community outreach approach.

Committee Chair Canepa said it was great to see the increased service frequency and noted that Route ECR's (El Camino Real) new 15-minute frequency was a significant improvement.

Ms. Chan thanked Ms. Tolleson and the Planning team. She invited the Board Members to attend the future launch of the new Route EPX, which will provide express service between East Palo Alto and San Francisco.

Public Comment:

Dylan Finch, Redwood City, said he was supportive of the new ECR route changes and improved service. He said he was excited about the introduction of the new EPX express service.

Director Brooks Esser noted the success of having had members of the Planning staff present at the North Fair Oaks Community Council, which led him to explore more about SamTrans and to ultimately apply to join the Board.

8.d.4. Adjourn

The meeting adjourned at 3:28 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Strategic Planning, Development, and Sustainability Committee
Through: April Chan, General Manager/CEO
From: Josh Mello, Executive Officer, Planning and Development
Subject: **SamTrans 2023 Sustainability Report**

Action

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

Significance

The purpose of this presentation is to provide an overview of the SamTrans 2023 Sustainability Report, covering fiscal years 2021 and 2022, which will be published on our website and made available to the public later this month. Staff will present a review of the Sustainability Program's progress, most recent report's findings, current initiatives, and future opportunities.

Budget Impact

There is no budget impact associated with this informational item.

Background

Sustainability is a driving principle at SamTrans, both as an organization and a transit provider for San Mateo County and the wider San Francisco Bay Area. Despite lingering COVID-19 effects and shifts in the broader public transportation landscape, SamTrans continues to improve its environmental performance and provide its riders the greenest service yet. Since the start of the monitoring program in 2010, SamTrans has reduced or improved its impact in almost every measurable category. In 2018, the organization was awarded the "Silver" level by APTA's Sustainability Committee.

SamTrans reports on its sustainability key performance indicators (KPIs) every two years. This report, the SamTrans 2023 Sustainability Report, will be found at SamTrans' Sustainability page [<https://www.samtrans.com/about-samtrans/sustainability>] and documents its progress for fiscal years 2021 and 2022. Given the unprecedented nature of the COVID-19 pandemic and the significant impacts it had on SamTrans operations and ridership, a number of these indicators appear regressive at first. However, when compared to the lifespan of the program and taking into consideration the unique circumstances of the reporting period, we see continued overall improvement as detailed in the table below:

KPI	FY2020	FY2021	FY2022	FY21–FY2022 % Change
GHG Emissions (MTCO₂e - Metric Tons of Carbon Dioxide Equivalent)	25,704	21,822	24,207	11%
Criteria Air Pollution (tons)	196	162	60	-63%
Facility Energy Use (kBTU)	20,631,392	20,925,263	19,120,966	-9%
Water Use (gallons)	7,012,986	9,336,436	10,498,909	12%
Generated Waste (tons)	1,206	1,232	1,206	-2%

Reviewing generated greenhouse gas (GHG) emissions, SamTrans recorded an 11 percent increase during the reporting period, a spike due more to global events than any operational decisions. The COVID-19 lockdown restrictions resulted in significant service contractions producing a steep reduction in FY2021, followed by the return of regular service in FY2022. When compared to a more standard year (FY2020), SamTrans saw generated-GHG-emissions drop 6 percent. Another KPI of interest is Criteria Air Pollutants (CAPs), a byproduct of diesel fuel combustion and harmful to humans in significant concentrations, which dropped 63 percent year over year due to SamTrans-instituted changes and improvements. The organization continues to be efficient in how it powers and heats its facilities, reducing facility energy use by 9 percent. Finally, a number of water leaks occurring at North and South Base have led to a 12 percent spike in water usage from FY2021 to FY2022. SamTrans staff are closely monitoring these meters to quickly catch any future leaks, as well as examining infrastructure improvements to replace older plumbing.

Looking forward, SamTrans’ environmental impacts will be reduced even further:

- SamTrans’ revenue fleet generates approximately 90 percent of its GHG emissions; the transition to a zero emissions bus (ZEB) fleet will eliminate tailpipe emissions entirely.
- Air pollution will decrease further as we use less and cleaner diesel in our buses.
- The implementation of an organization-wide environmental management system (EMS) will provide tools for SamTrans to reduce future environmental impacts, such as leaks, and respond to them more quickly if they do occur.
- As SamTrans prepares to relocate to its new headquarters in Millbrae, the move presents a singular opportunity to embed sustainable and efficient design features and reduce resource use in ways SamTrans never had the opportunity to do at the San Carlos headquarters facility.

Prepared By:	Bo Baney	Principal Sustainability Planner	(650) 508-7792
	Amelia Timbers	Manager, Environmental Compliance	(650) 508-7713



SamTrans 2023 Sustainability Report

Item #8.c.3.
2/7/2024



Agenda



- Background
- FY21-FY22 Sustainability Findings
- Ongoing Sustainability Initiatives
- Future Opportunities

Sustainability Program Background

- Founding signatory of APTA's Sustainability Commitment (2010)
 - Core principles: measuring specific indicators, employee outreach, designating sustainability as a strategic objective
- First report completed in 2017
- 2023 (FY21-FY22) Report Scope
 - SamTrans Operations & Services (Facilities, Fixed-Route Bus, Paratransit, Shuttle Service)
 - District-wide (non-revenue vehicles, employee commute, centralized facility function)



SamTrans Sustainability FY21 vs. FY22

GHGs

- Net: ↑11%
- Avoided:
↑44%

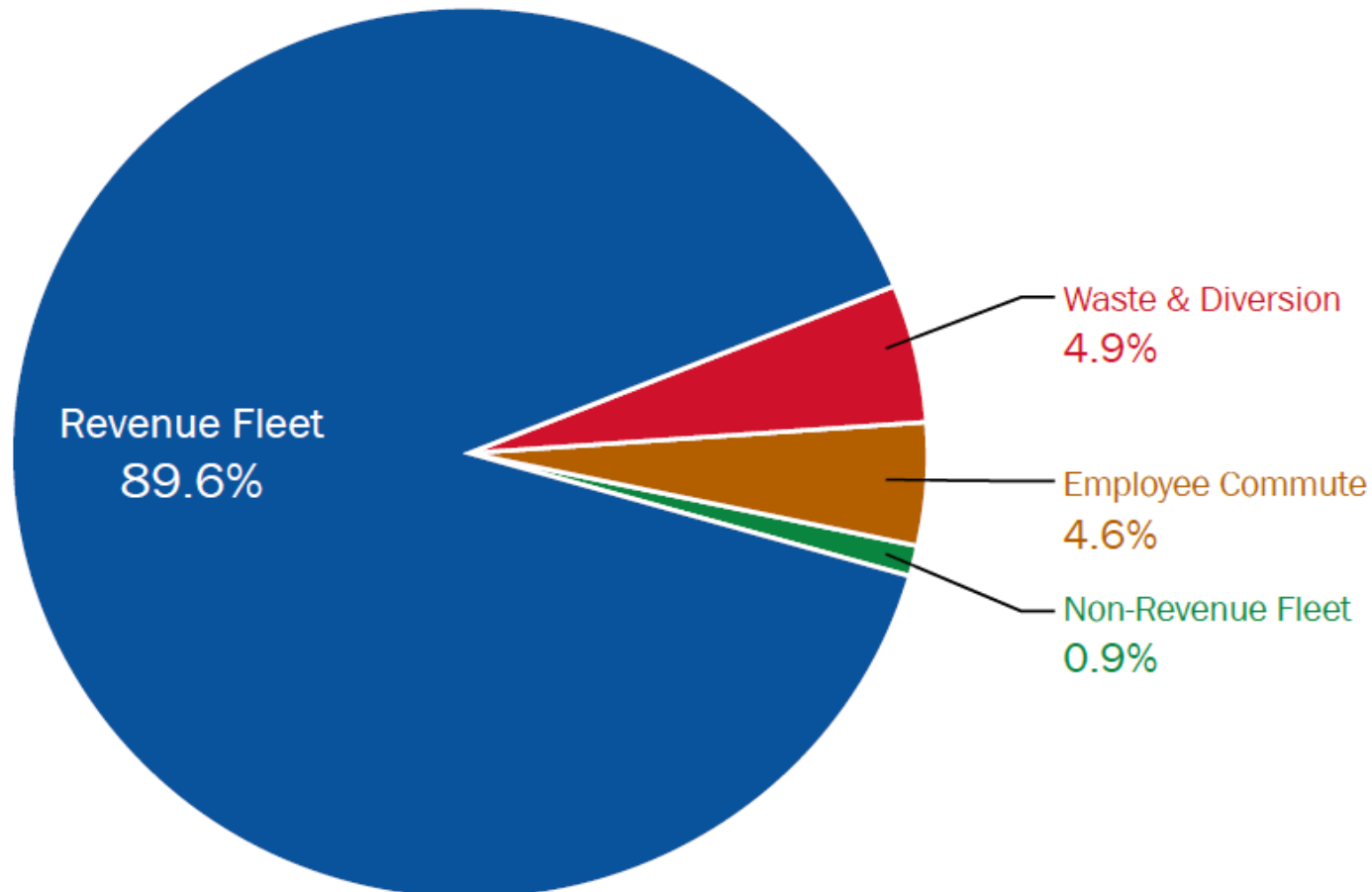
CAPs

- Generated:
↓63%
- Net: ↓72%

Facilities

- Electricity:
↓6%
- Natural
Gas: ↓13%

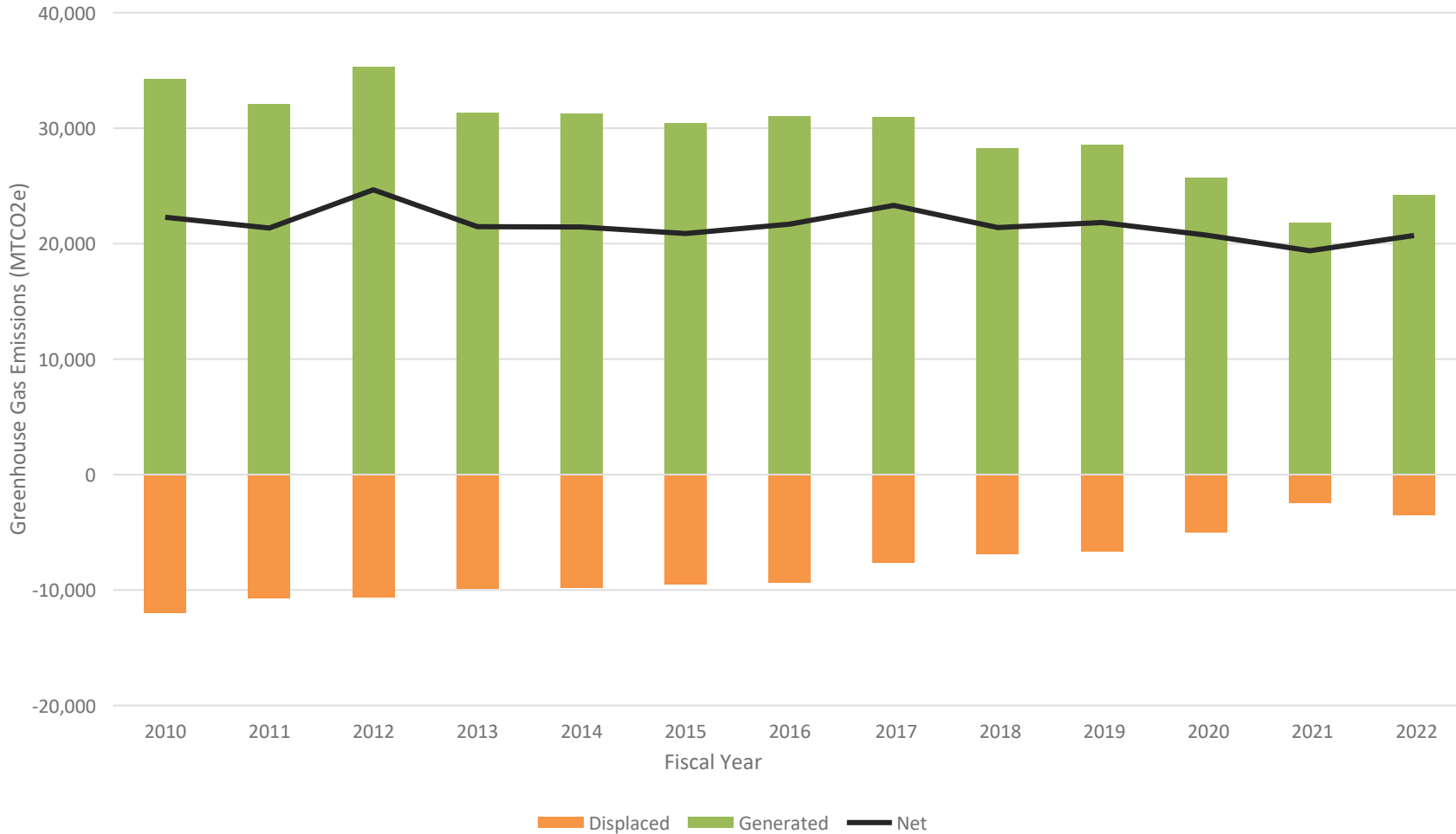
Greenhouse Gas (GHG) Snapshot



**No emissions from water have been generated since FY2020.*

- Generated emissions increased by approximately 11% FY21 vs. FY22
 - Return of service post-lockdown
- Zero GHG emissions from electricity for the 5th year in a row.

Greenhouse Gas (GHG) Emissions

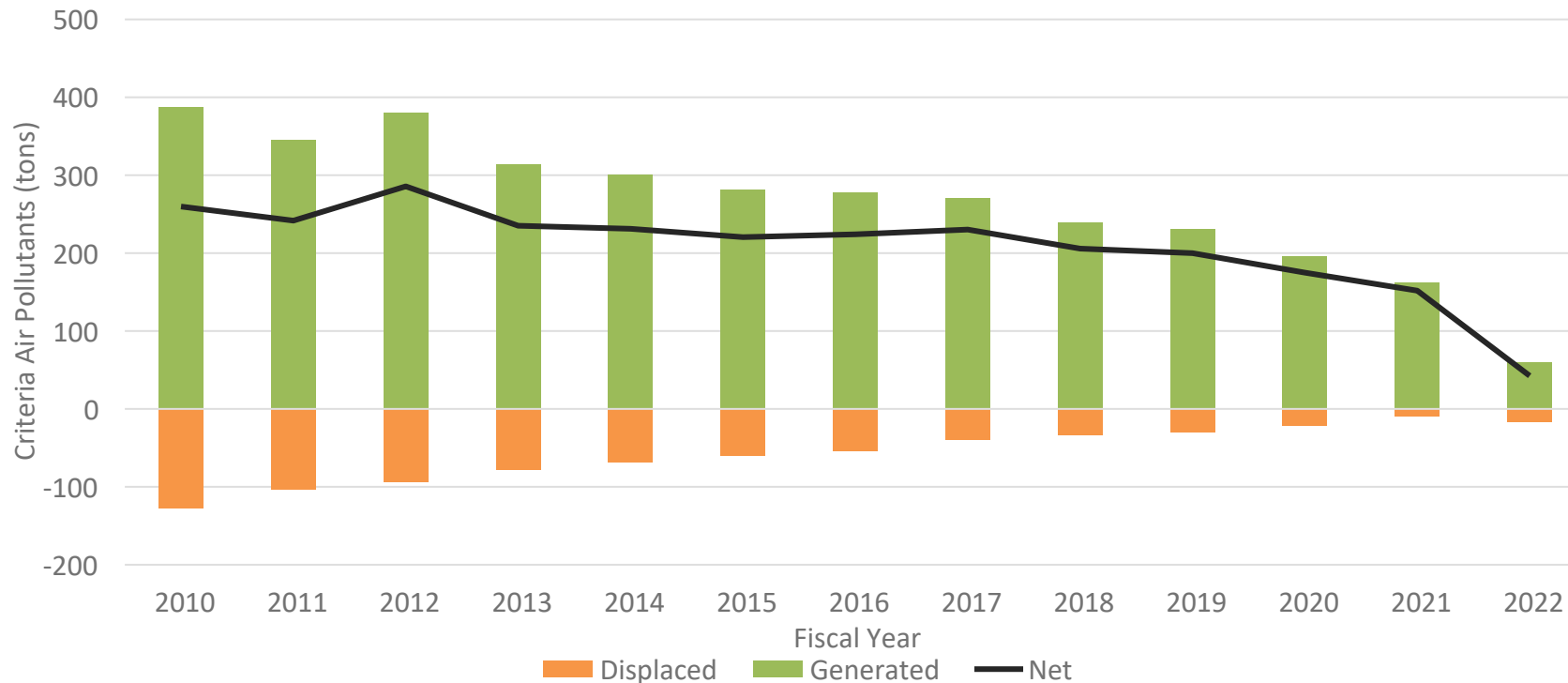


- Recorded a ~6% decrease in generated GHGs between FY2020 and FY2022
- Overall decrease of 7% (FY10-FY22)

Criteria Air Pollutants (CAPs)

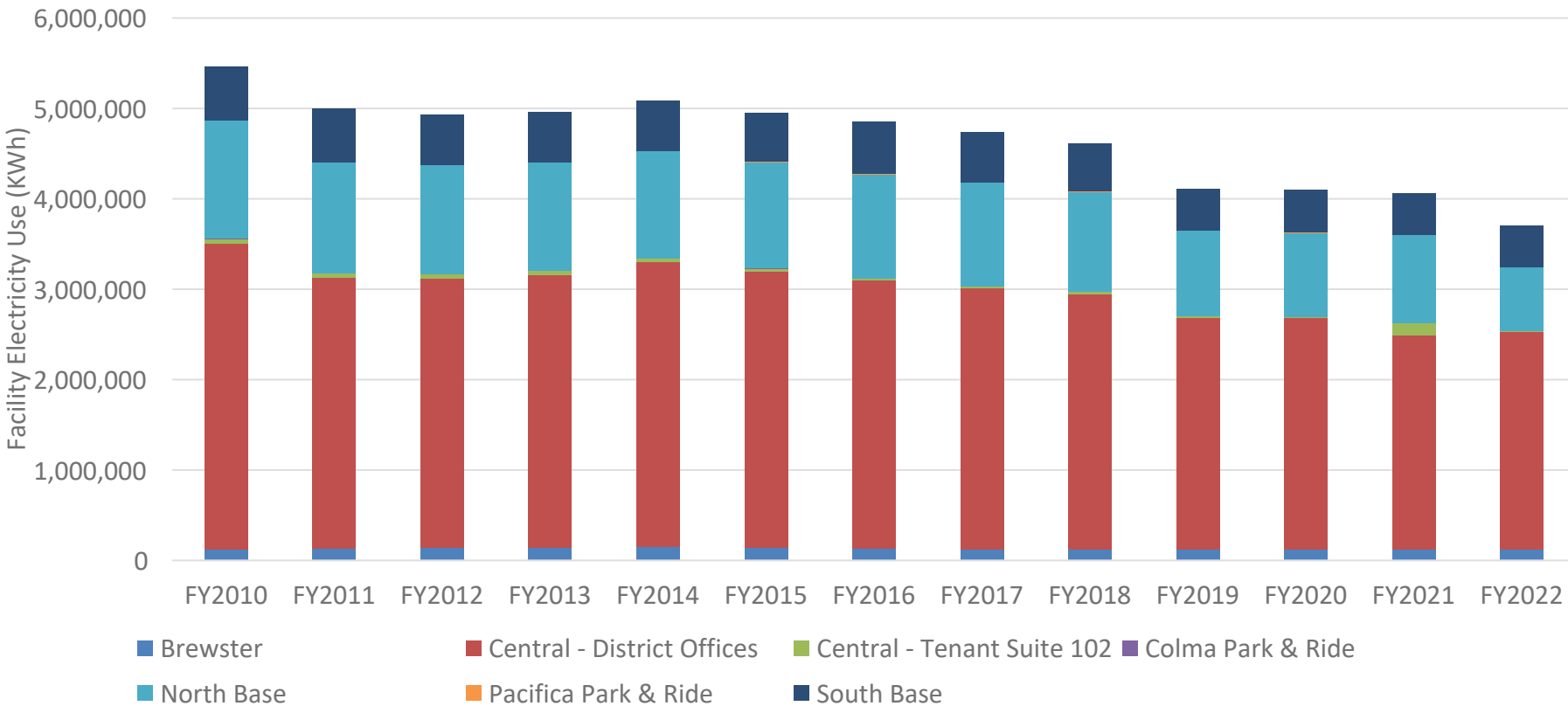
For FY21 vs. FY22, generated CAPs decreased by approximately 63% and net CAPs decreased by approximately 72%

- Combination of technology improvements, software (SensoTop), and cleaner fuel

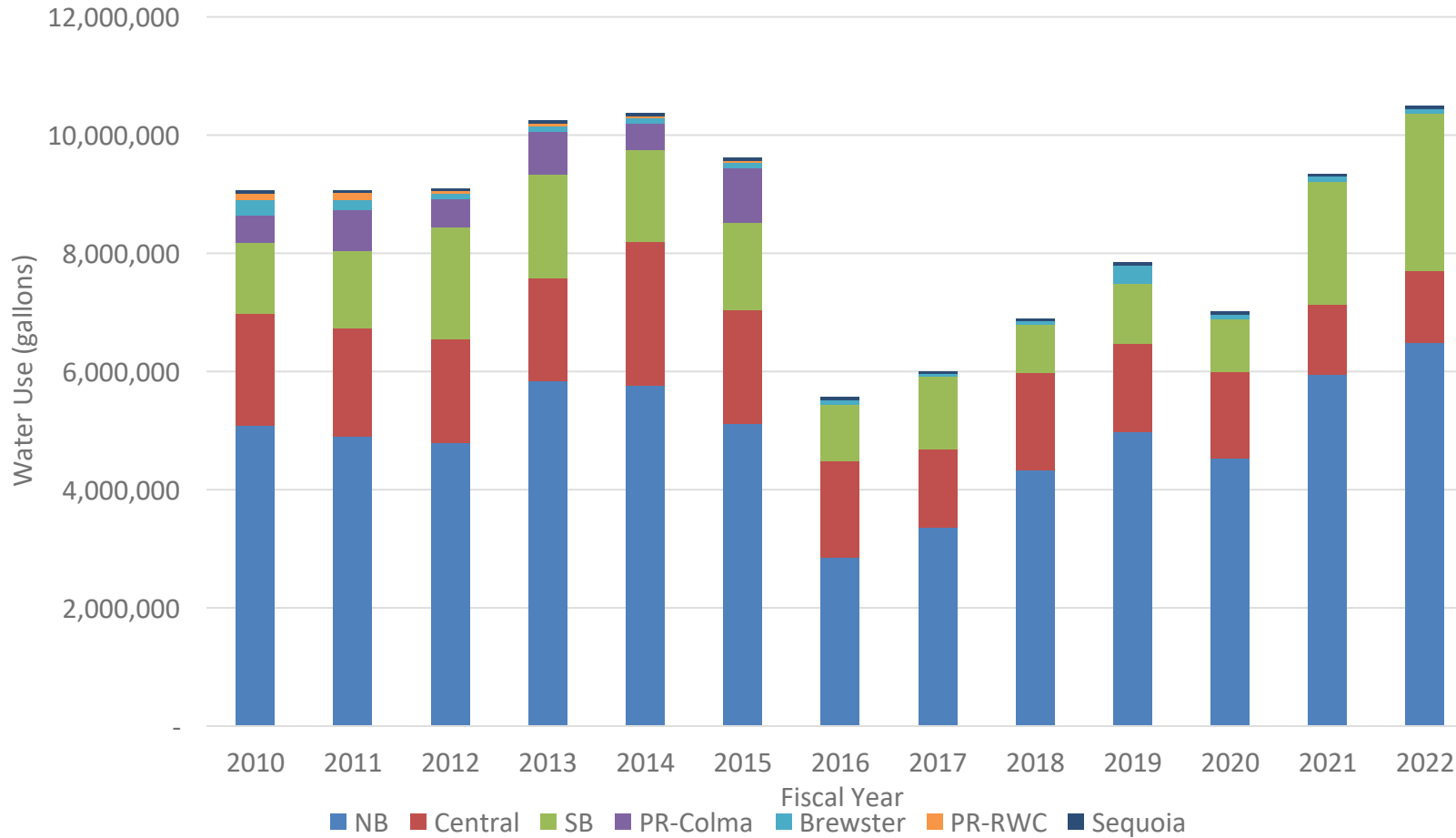


Facility Energy - Electricity

Electricity consumption decreased by ~6% (FY21 vs. FY22). Combined facility natural gas and electricity (kBtu) decreased by ~9%.

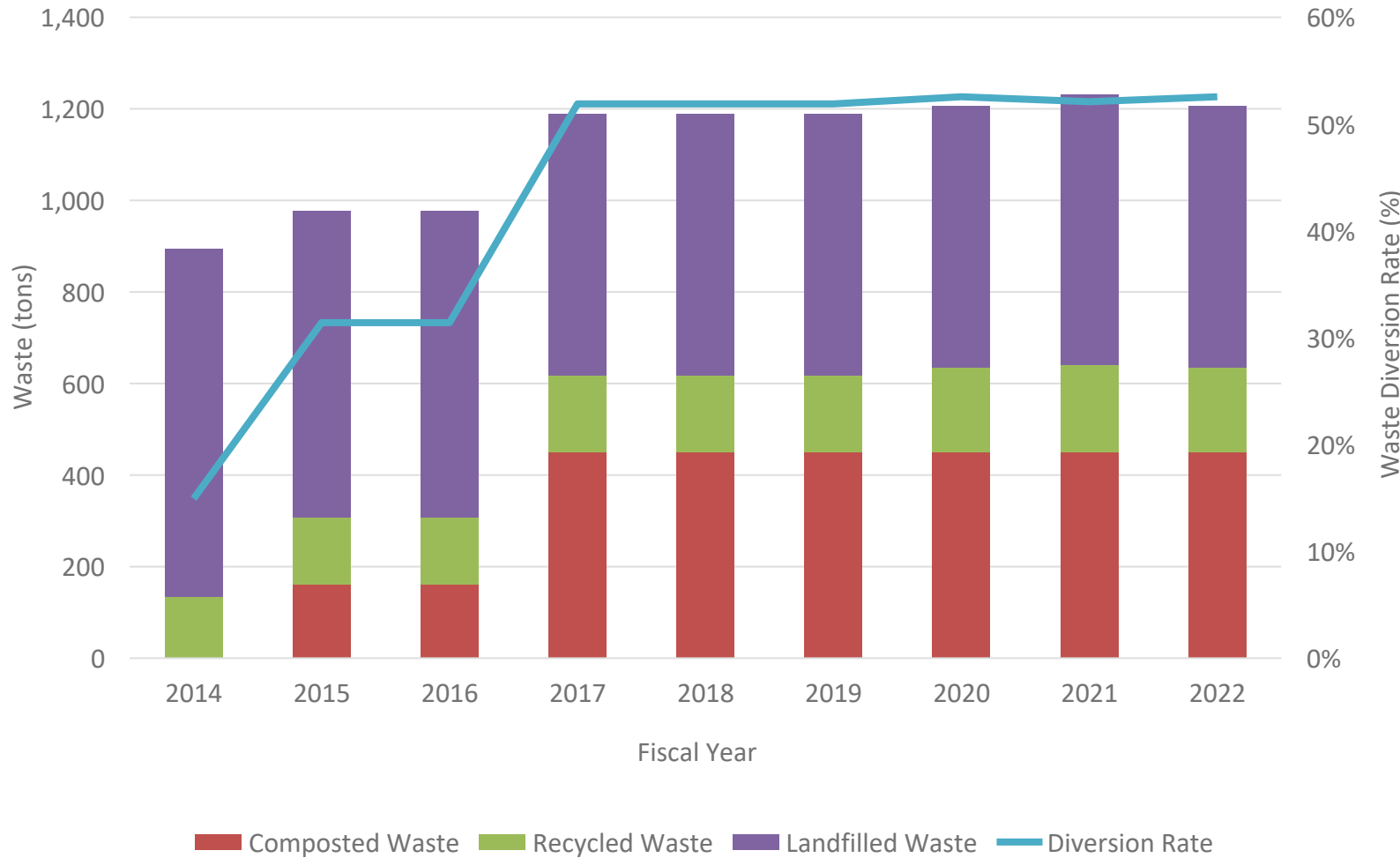


Water



- Water consumption increased by ~12% during reporting period
 - Facility usage ↑ each year since drought restrictions ended in 2016, esp. at NB
- Bus wash systems recycle 70-85% of water
 - Number of leaks led to increased usage

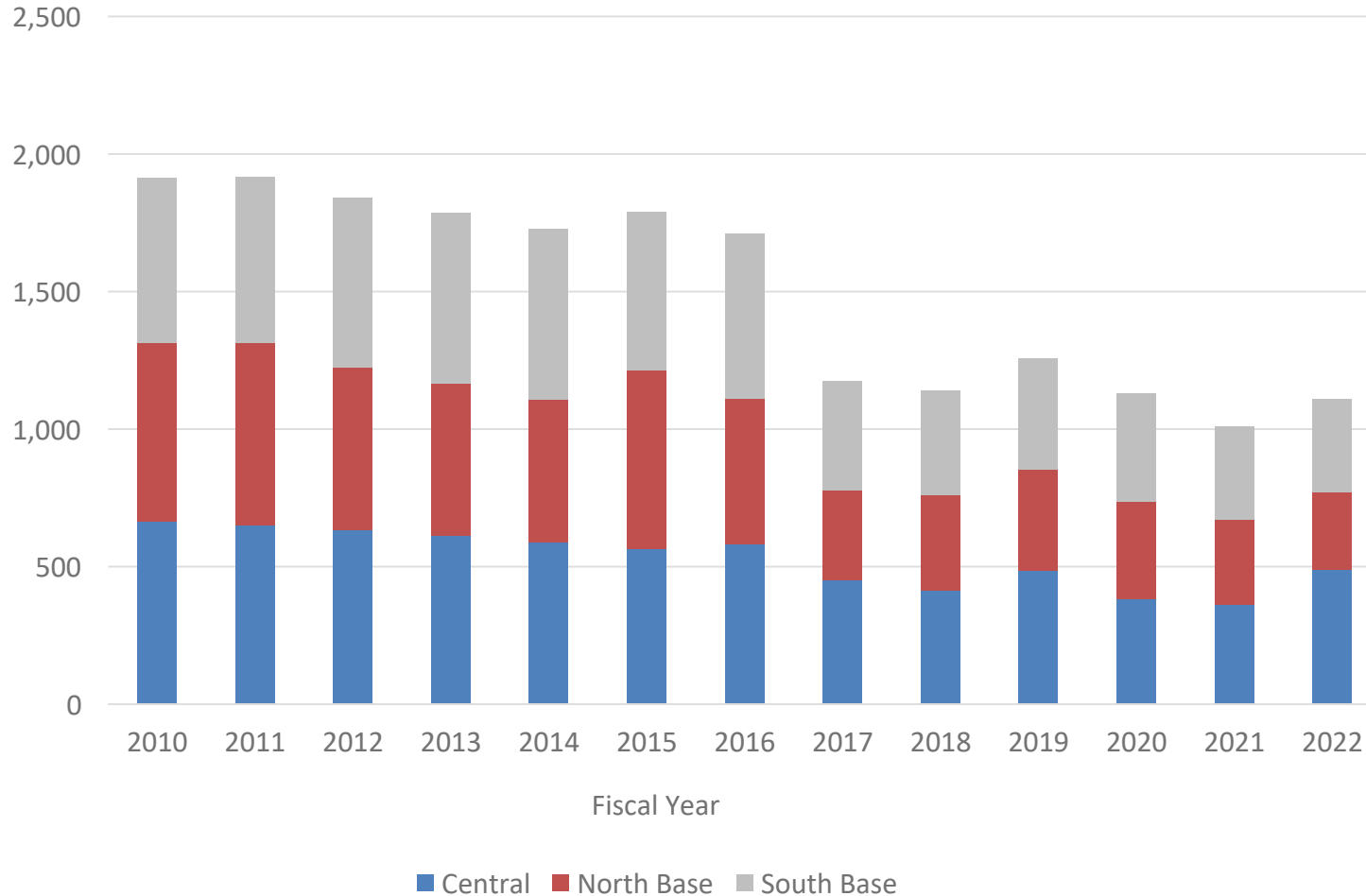
Waste



- From FY14 – FY22 diversion ↑38%
 - (15% -> 53%)
- Audit of current waste generation needed
 - Better tailor service requirements
 - More accurate diversion

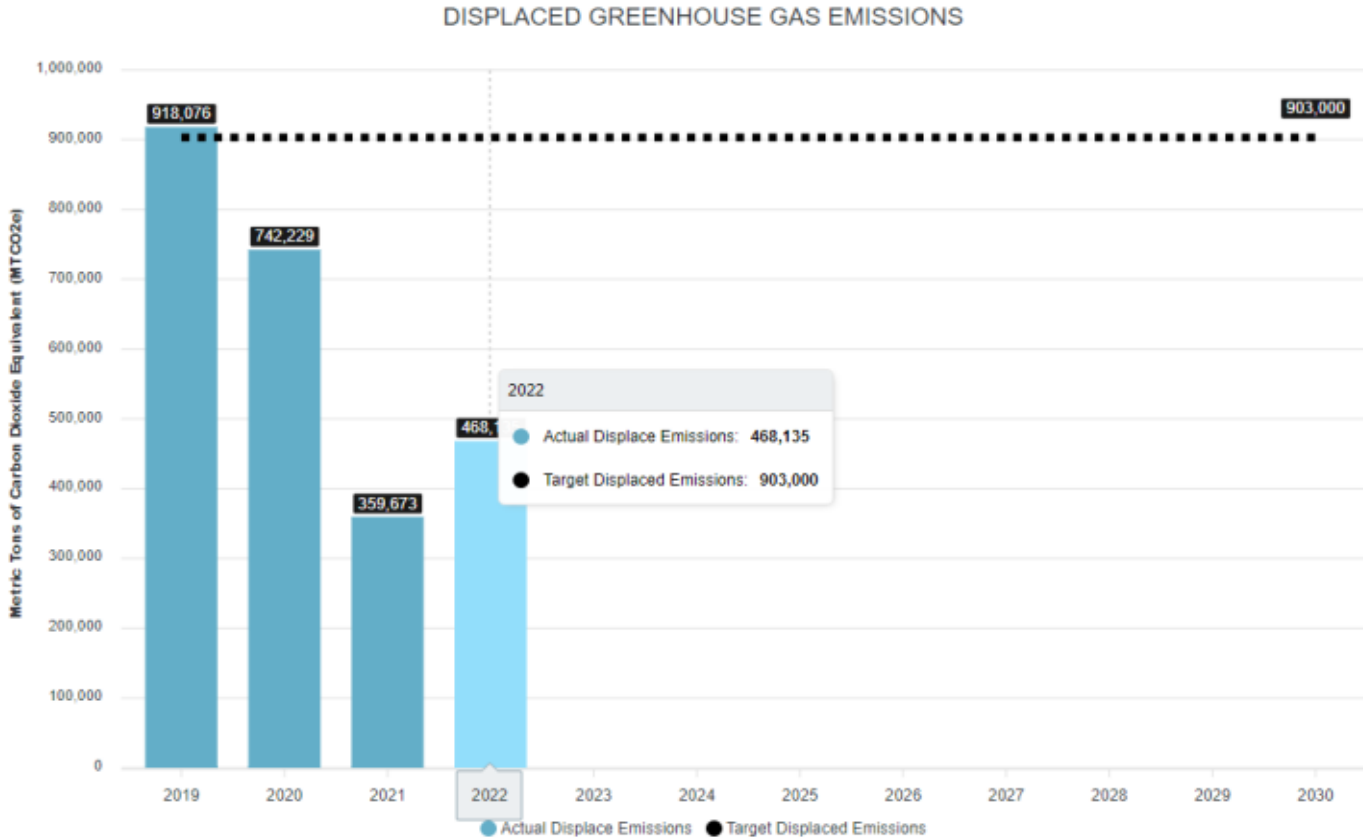
Employee Commuting

Employee Vehicle Commute GHG Emissions (MTCO₂)



- Assumptions made using regional commuter data (American Community Survey)
- For FY2022, assumed 2/3rds of Central staff in office
 - Assumed full-time commute for Base employees

Ongoing Initiatives



- Implementing EMS (environmental management system) – proactive management
- Zero-emission fleet transition
- North Base resiliency projects
- Increased employee engagement
- Environmental equity
- District Strategic Plan (2025-35)

LA Metro [Sustainability Performance Dashboard](#)

Future Opportunities

- APTA Certification (Gold)
- Comprehensive emissions tracking
 - Hydrogen fuel tracking, employee commute update/survey
- Waste and water footprint assessments, reduction
- New HQ sustainability measures
- Employee TDM Program

Thank You

Please email baneyb@samtrans.com with any questions



**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
Subject: **1-Year Reimagine SamTrans and 6-Months Ride Plus Evaluation**

Action

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

Significance

Reimagine SamTrans was a comprehensive operational analysis of the fixed route bus service, and through planning and community input, yielded a system redesign that was adopted in March 2022. While the system update could have been implemented in entirety, the update has been implemented over phases to ensure the agency has the number of operators necessary to execute the service successfully. Staff carefully evaluated the service updates with the number of operators available.

Two phases have been implemented with a third phase scheduled to be implemented on February 11th. The remaining updates to the system are projected to be implemented by summer 2024. As noted below, as Reimagine SamTrans has been implemented, ridership has not experienced a dip that is traditional with a large service change. Reimagine SamTrans has helped contribute to SamTrans' ridership recovery post-pandemic, which is leading recovery in the Bay Area and country.

As part of Reimagine SamTrans, on-demand service (Ride Plus) was implemented in East Palo Alto and Half Moon Bay. On-demand service was a new service type for SamTrans and continues the agency's efforts to be the mobility provider for San Mateo County. East Palo Alto and Half Moon Bay were identified as Equity Priority Areas within the county and are also areas where fixed route service was difficult to address the transportation needs of our customers. Ride Plus has been operating since June 2023, and staff have conducted a six-month review of the service.

Staff continuously review and look for improvements to service. Staff will continue to evaluate Reimagine and bring back another update to the Board once all service changes have been implemented as well as another review of Ride Plus as the service matures.

Although the Reimagine SamTrans full network is not yet fully implemented, staff have evaluated the impact of the first two phases of service changes. Staff collected ridership and service statistics from three time periods:

- Pre-pandemic, pre-Reimagine: January 2020 (Runbook 131),
- Post-pandemic, pre-Reimagine: May 2022 (Runbook 137), and

- Post-pandemic, post-Reimagine Phases 1 and 2: August 14-September 15, 2023 (Runbook 143).

Staff then averaged the data by day type (weekday, Saturday, Sunday, and weekly total) and compared across various performance metrics. Routes ECX, 713, and Dumbarton bus services were not included in the analysis. Staff used ridership data sourced from GFI and Clipper.

First Year of Reimagine SamTrans: With implementation of Reimagine SamTrans Phases 1 and 2, total fixed route ridership from an average week in August 2023 recovered 94.0 percent of ridership from an average week in January 2020. Weekend ridership saw the biggest gains with Saturday ridership up 7.1 percent, and Sunday ridership up 18.3 percent. Ridership on Frequent routes, which run approximately every 15-minutes, exceeded pre-pandemic levels on all service days.

The percentage of service on routes serving Equity Priority Areas increased with Reimagine SamTrans, and ridership followed suit. The share of ridership in Equity Priority Areas was 2.3 percentage points higher in August 2023 than January 2020, which is proportional to the change in service levels.

For productivity, the bus network was more productive in August 2023 than in January 2020. Boardings per revenue mile and trip exceed pre-pandemic levels for all service days, and boardings per revenue hour exceed pre-pandemic levels on weekends and match on weekdays.

SamTrans continues to experience on-time performance under its 85 percent goal. This was also an issue in January 2020. Owl routes, which run late at night, and Community routes, which have hourly frequency, struggled the most. Staff continue to seek ways to improve on-time performance.

Community routes and Express/Limited Stop routes saw ridership decreases after implementation of Reimagine SamTrans Phase 1 and 2. Between May 2022 and August 2023, Community routes saw a 7.8 percent decrease, and Express/Limited saw a 66.4 percent decrease. For the latter, this was largely due to the reduction of Route 398 from daily half-hour service to four weekday-only trips.

Finally, school-oriented route ridership recovery has been slow. As of August 2023, it was 77.2 percent recovered compared to January 2020.

The full report can be accessed here: <https://www.samtrans.com/projects>

First 6 Months of Ride Plus: Ride Plus started on June 18, 2023, with a free fare promotion. Due to issues obtaining Clipper 2.0 handheld readers, the free fare promotion lasted the entire first six months.

For Ride Plus, Planning is evaluating success based on whether Ride Plus is (1) expanding mobility in the two service areas, is a (2) high quality service that is (3) sustainable and efficient, and (4) advances equity.

In that time, there were 19,017 unlinked passenger trips. Nearly three quarters of those took place in the East Palo Alto/Belle Haven service area and one-quarter in the Half Moon Bay/El Granada service area. On an average weekday, there were approximately 108 unlinked passenger trips.

Other Ride Plus Key Performance Indicators from July through December 2023:

- **Average Active Users** – There were 221 active users in East Palo Alto and 130 in Half Moon Bay, on average.
- **Average Wait Time** – In East Palo Alto, users waited on average about 6 minutes 39 seconds to be picked up for their trip. Users waited on average 7 minutes and 46 seconds in Half Moon Bay.
- **Trip Length (Time)** – In East Palo Alto, the average trip was 8 minutes and 16 seconds long. The shortest trip was 3 minutes and 40 seconds long, and the longest trip was 20 minutes long. In Half Moon Bay, the average trip was 9 minutes and 41 seconds long. The shortest trip was 3 minutes and 20 seconds, and the longest trip was 28 minutes and 40 seconds.
- **Trip Length (Distance)** – In East Palo Alto, the average trip was 1.3 miles long. The shortest trip was 0.6 miles, and the longest trip was 8.7 miles. In Half Moon Bay, the average trip was 2.8 miles long. The shortest trip was 0.6 miles, and the longest trip was 24.2 miles.
- **Preventable Accidents** – There were three preventable accidents, all in East Palo Alto.

In the first six months, Ride Plus did expand mobility in the two service areas. Nearly three percent of Half Moon Bay trips started or ended outside of areas SamTrans serves with fixed-route buses. Overall transit boardings increased 21.5 percent in the East Palo Alto service area (9.8 percent due to Ride Plus) and 25.9 percent in Half Moon Bay service area (9.1 percent due to Ride Plus).

Service quality has been at a high level, but there is room for improvement. On-time performance was at 85.3 percent overall, which meets the 85 percent goal. By service area, on-time performance was at 86.0 percent in East Palo Alto and 83.5 percent in Half Moon Bay. The contractor is working to improve on-time performance in Half Moon Bay. Nearly all (99.0 percent) of possible requests were completed. The service is currently rated 4.9 out of 5.0, and the app is rated 4.1 on Google Play and 4.6 on the App Store.

In terms of efficiency, staff are working on identifying tactics to make Ride Plus a more efficient service. In the first six months, only 5.7 percent of trips were pooled in East Palo Alto and 9.9 percent in Half Moon Bay.

To determine how Ride Plus is advancing equity, staff will conduct a post-implementation survey in spring 2014. The survey will include questions related to demographics, changes in travel behavior, and any related transportation costs.

Budget Impact

There is no budget impact associated with this information item.

Background

In June 2019, the District launched Reimagine SamTrans, a comprehensive operational analysis that evaluated the current state of the SamTrans bus system to develop a redesigned network with the combined goals of providing more frequent, off-peak, efficient, and direct service throughout San Mateo County. After three years of analysis and focused public outreach, Reimagine SamTrans recommended several network and route modifications plus the creation of two new microtransit zones in the communities of Half Moon Bay and East Palo Alto. The Board approved Reimagine SamTrans in March 2022 and the microtransit contract in January 2023.

Reimagine SamTrans has been implemented in phases. Phase 1 was implemented in August 2022 and included routing and scheduling changes to nearly every route. Phase 2 was done in June 2023 and included the launch of microtransit (now known as Ride Plus). Phase 3 is set for February 2024. Reimagine SamTrans will be fully implemented by summer 2024.

Prepared By:	Millie Tolleson	Director, Planning	650-622-7815
	Jonathan Steketee	Manager, Operations Planning	650-208-9734
	Kate Christopherson, AICP	Principal Planner, Operations Planning	650-622-7877
	Chris Duddy	Principal Planner, Operations Planning	650-508-6479



Reimagine SamTrans & Ride Plus Evaluation

Item #8.c.4.
2/7/2024



SamTrans Board of Directors – February 7, 2024

Reimagine SamTrans Evaluation

Implementing *Reimagine SamTrans*

- The *Reimagine SamTrans* network includes consolidated routes and streamlined services to improve efficiency & attract more ridership.
 - More direct and frequent routes
 - Some reduction in coverage
- *Reimagine SamTrans* is being implemented in phases.
 - Phase 1: August 2022
 - Phase 2: June 2023
 - Phase 3: upcoming, February 2024.
 - Final phase will happen in summer 2024.



Reimagine SamTrans Goals

The goals of *Reimagine SamTrans* were to ...



Improve the experience for existing SamTrans customers

Grow new and more frequent ridership on SamTrans

Build SamTrans efficiency and effectiveness as a mobility provider

Evaluating our Success



- Frequency increases
- Ride Plus
- Streamlined routing

- Ridership is looking strong, exceeding pre-Reimagine on some routes and time periods

- Improved productivity
- New connections and service areas



Reimagine SamTrans Implementation to Date

Phase	Routing	Rebranded	Restored	New	Improved Freq.	Span	Discontinued/Reduced
1	110, 112, 117, 121, 130, 141, 250, 251, 260, 270, 292, 294, 295, ECR	10, 12, 30, 40, 41, 42, 50, 51, 78, 117, 138, ECR Owl, 296 Owl	-	Weekday: 53P Sunday: 278 Daily: 142	Weekday: 251 Weekend: 117, 130, 251	-	Discontinued: 16, 39, 55, 80, 84, 95, 140, 256, 274, 275, SFO, Pacifica Flex <i>Reduced</i> : 85, 87, 398
2	276, 280, 281	-	Weekday: 276	Daily: Ride Plus	Weekend: 121, 281	278, 295	Reduced: 280
3	-	-	-	Weekday: EPX	Weekday: 110 Weekend: ECR	-	Discontinued: 398
4 (summer 2024)	121	-	<i>Weekday peaks: 118, 260, FCX Sat: 276</i>	<i>Weekday: 124 Sat: 295 Sun: 251, 260, 276, 295 Daily: 249</i>	<i>Weekday: 250, 260, 276, 278, 292, 296 Weekend 110, 250, 296</i>	-	-



Methodology

- Staff looked at three time periods:
 - **Pre-pandemic/Pre-Reimagine:**
January 2020 (Runbook 131)
 - **Post-Pandemic/Pre-Reimagine:**
May 2022 (Runbook 137)
 - **Post-Pandemic/Reimagine Phases 1 & 2:** August/September 2023 (Runbook 144)
- Evaluated multiple metrics and service characteristics

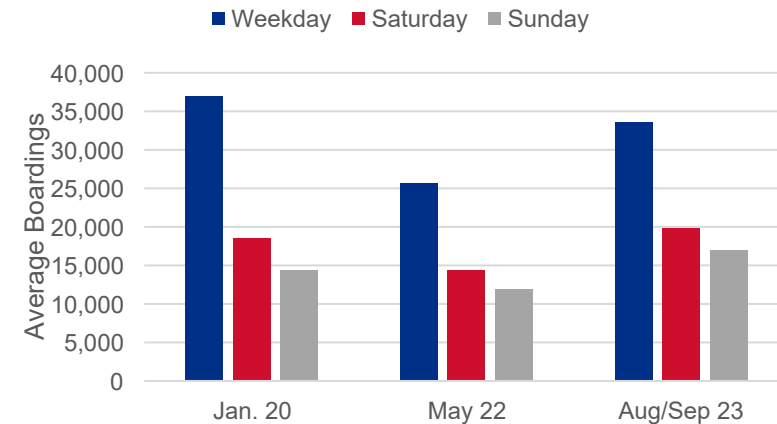
- **Boardings per Revenue Hour/Mile/Trip**
- **Service and ridership in Equity Priority Areas**
- **Revenue Hours/Miles/ Trips**
- **Span and Frequency**
- **On-time Performance**



Findings: Positive Trends

- **Weekends** (and especially **Sundays!**) have seen significant ridership growth
- Ridership on **frequent routes** is higher than pre-pandemic levels.
- Increased service to **Equity Priority Areas** resulted in higher ridership in those areas

Average Boardings by Service Day



Total Monthly Boardings



Findings: Positive Trends

Systemwide, our service is now **more productive**.

- Boardings per Trip and Revenue Mile exceed pre-pandemic levels for all service day types
- Boardings per Revenue Hour exceed pre-pandemic levels on weekends and nearly match on weekdays



Findings: Items to Improve

- On-Time Performance (OTP)
 - SamTrans continues to experience OTP under 85% goal.
 - Staff continue to seek ways to improve OTP.
- Community routes struggle with OTP and ridership recovery.
- School-oriented route ridership remains below January 2020 ridership, though productivity is strong.



Next Steps

- Planning to complete implementation of full network in summer 2024.
- Staff will do full *Reimagine SamTrans* review, with new key performance indicators, 12 months after complete implementation



Ride Plus: First 6 Months Evaluation



Microtransit in *Reimagine SamTrans*

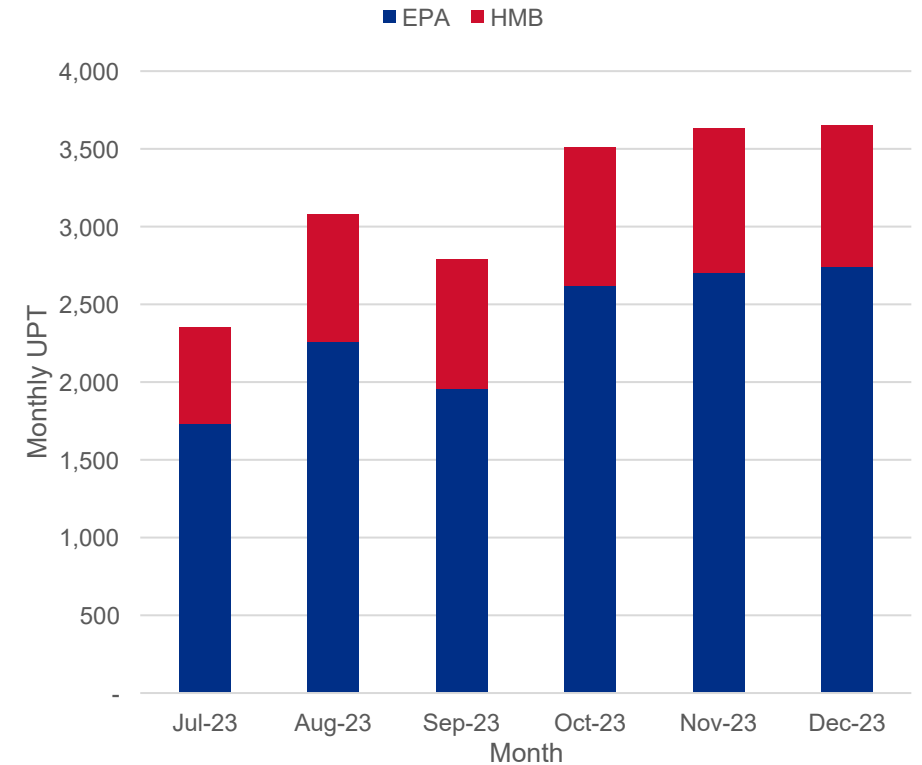
- Final recommended network included **two microtransit service areas** to complement fixed routes.
 - East Palo Alto and Half Moon Bay
- SamTrans' microtransit service is called **Ride Plus** and **launched on June 18, 2023.**
- Approximately 2,000 unique users have tried Ride Plus in the first six months.



Key Metrics

Ridership Metric	Stat
Unlinked Passenger Trips	19,017
<i>East Palo Alto</i>	14,010 (73.7%)
<i>Half Moon Bay</i>	5,007 (26.3%)
Passenger Miles	32,227
<i>East Palo Alto</i>	18,414
<i>Half Moon Bay</i>	13,813
Service Metric	Stat
Total Miles	73,573
Revenue Miles*	51,313
Total Hours	11,553
Revenue Hours^	10,999

July 1 – December 31, 2023 Monthly Unlinked Passenger Trips



*Miles inside the service area to pick-up, drop-off, or carry a passenger

^Time van is available for riders

Key Metrics Continued

East Palo Alto

Metric	Stat
Avg Active Users	221
Avg Wait Time	6 mins 39 sec
Trip Length (Time)	
Shortest	3 mins 40 sec
Longest	20 mins
Average	8 mins 16 sec
Trip Length (Distance)	
Shortest	0.6 miles
Longest	8.7 miles
Average	1.3 miles
Accidents	
Preventable	3
Non-Preventable	1

Half Moon Bay

Metric	Stat
Avg Active Users	130
Avg Wait Time	7 mins 46 sec
Trip Length (Time)	
Shortest	3 mins 20 sec
Longest	28 mins 40 sec
Average	9 mins 41 sec
Trip Length (Distance)	
Shortest	0.6 miles
Longest	24.2 miles
Average	2.8 miles
Accidents	
Preventable	0
Non-Preventable	0



How are we evaluating success?



Expand mobility

- Trips made from locations within the service area that are not served by fixed route
- Trips made that connect to fixed route
- Increased transit trips in the zone with Ride Plus, compared to prior trips on fixed route alone



Ensure high quality service

- Average wait time (<25 min)
- Completed requests (90%+)
- Star rating for trip (high)
- Star rating for app (high)
- Complaints (low)



Provide efficient and sustainable service

- Pooled trips percentage
- Reduced solo vehicle trips



Advance equity

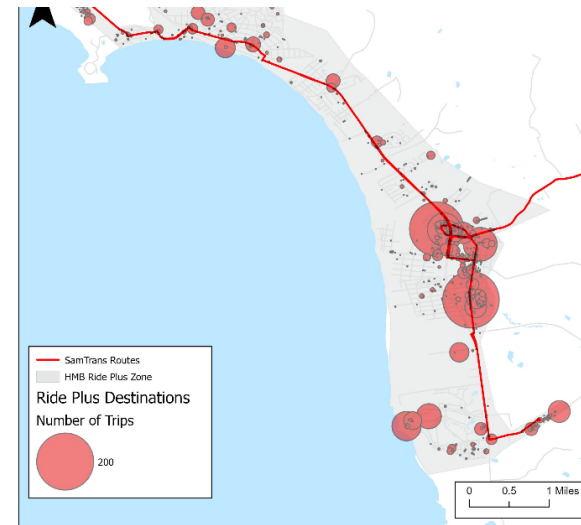
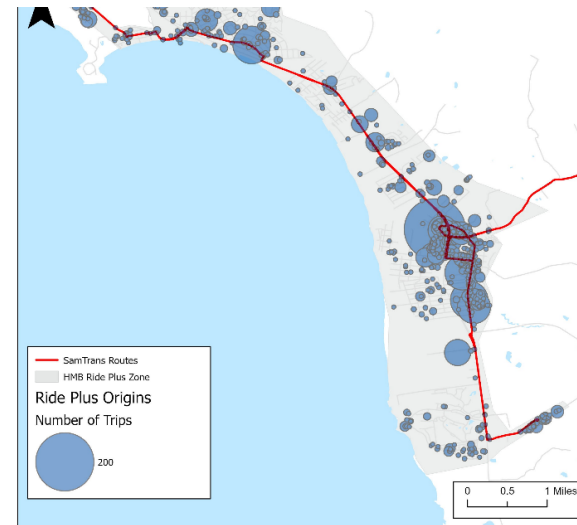
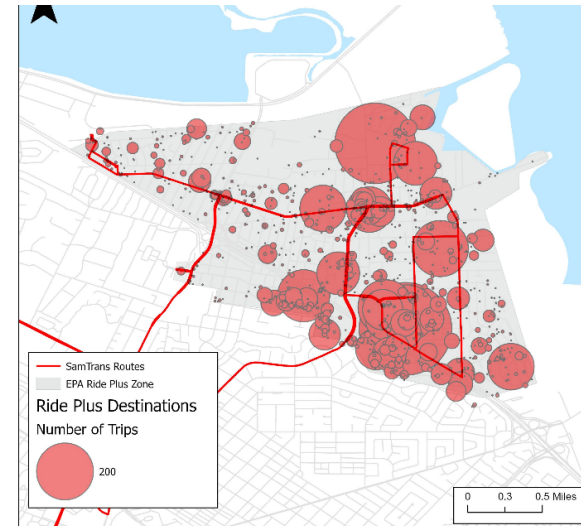
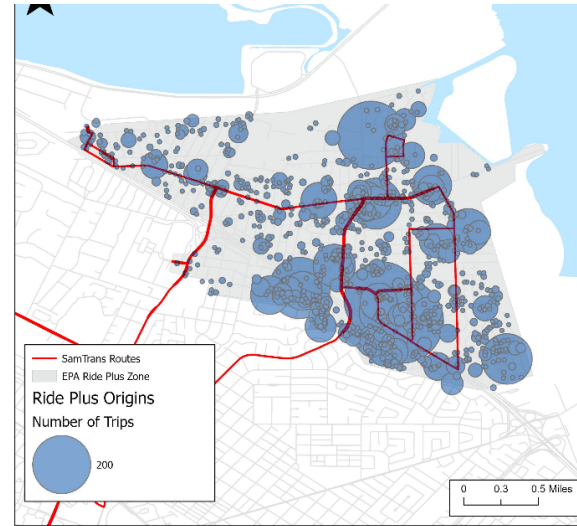
- Demographics of riders & alignment with equity priority communities
- Reduced transportation costs of riders (compared to other modes they were using e.g., TNCs)





Expand Mobility

- Trips made from areas outside of fixed route
 - Up to 3% of trips in new areas
- Increase in overall transit usage
 - East Palo Alto: +21.5%
 - Half Moon Bay: +25.9%



Ensure High Quality Service

	EPA	HMB	Combined
On-Time Performance	86.0%	83.5%	85.3%
Completed Requests (90%)	99%	99%	99%
Service Rating*	4.9/5	5/5	4.9/5
App Rating	-	-	4.1 (Google Play) 4.6 (App Store)
Complaints	-	-	22

- **At goal:** OTP (EPA), Completed requests, service rating, app rating
- **Needs improvement:** OTP (HMB)



*Fewer than 1% of users have provided a rating

Provide Efficient and Sustainable Service

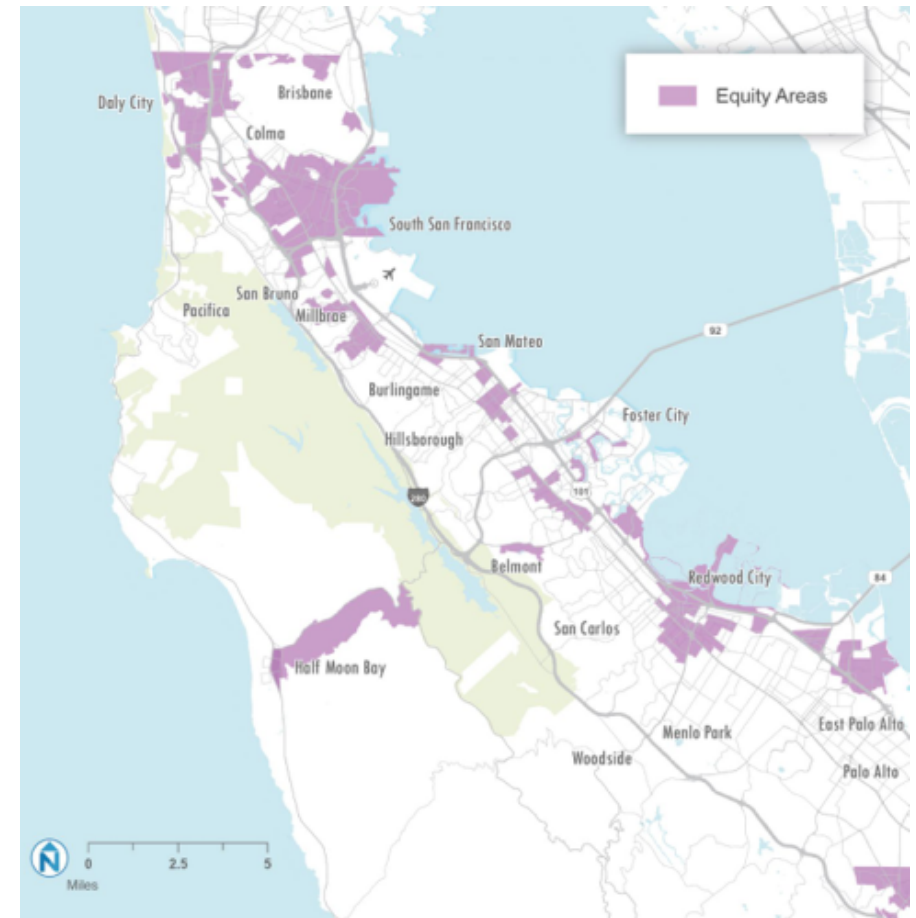
- Percent pooled trips
 - EPA: 5.73%
 - HMB: 9.93%
- Reduced single occupancy trips
 - Relies on user survey data; user survey planned for spring 2024.



Advance Equity

Equity impacts to be determined through an upcoming Ride Plus user survey.

- Demographics of riders & alignment with equity priority communities
- Reduced transportation costs of riders (compared to other modes they were using e.g., TNCs)



Ride Plus Next Steps

- Fare collection will begin February 11
 - May affect ridership and other metrics
- User surveys planned for Spring 2024
- Taking rider input on service continuously, consider opportunities to refine service based on community input
- Will return with a one-year evaluation update





Thank You

Item #8.c.4.
2/7/2024





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, February 7, 2024 – 3:15 pm

- | | | |
|--------|--|---------------|
| 8.d.1. | Call to Order | |
| 8.d.2. | Approval of Minutes of the Legislative Committee Meeting of January 10, 2024 | Motion |
| 8.d.3. | State and Federal Legislative Update | Informational |
| 8.d.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**

January 10, 2024

Committee Members Present: R. Mueller (Chair), R. Medina

Committee Members Absent: None

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

Other Board Members Absent: M. Chuang

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

8.a.1. Call to Order

Committee Chair Ray Mueller called the meeting to order at 2:16 pm.

8.a.2. Approval of Minutes of the Legislative Committee Meeting of December 6, 2023

Motion/Second: Ratto/Powell

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

Noes: None

Absent: Chuang

Public Comment:

Commenting on Item 6, Report of the General Manager/CEO, Adina Levin thanked Director Josh Powell for his service as 2023 Chair and congratulated Casey Fromson on her new role with Caltrain. She noted the importance of communicating to the public how transit is serving the community and improvements to SamTrans so they see the value.

8.a.3. State and Federal Legislative Update

Casey Fromson thanked the Board; April Chan, General Manager/CEO, and the Executive Team; and the Communications team for all their support during her tenure as Chief Communications Officer.

Ms. Chan noted Jessica Epstein's recent promotion to Director, Government and Community Affairs. Ms. Epstein introduced Eve O'Toole, Joe O'Brien, and Lauri Hettinger, Holland & Knight LLP, who are the lead lobbyists for SamTrans in Washington, DC. Ms. O'Toole noted the current Congressional impasse regarding supplemental assistance for Ukraine and Israel, pending

appropriations, and the likelihood of a continuing resolution. Mr. O'Brien provided the presentation on the Fiscal Year 2024 appropriations and federal legislative updates, which included the transportation hub bill. Ms. Hettinger noted personnel changes in the House and Senate.

Public Comment:

Adina Levin said she wanted to encourage SamTrans and the lobbyists to watch for a bill being put forth by Congressman Johnson from Georgia that would support federal operating funding for public transportation.

Ms. Epstein said on the state side, the Governor had released his 2024-2025 budget, with a projected deficit of \$291.5 billion. She said they do not anticipate any impact on transportation when the Governor makes budget cuts. She noted personnel changes in the Assembly and Senate. She noted that the bill from Senator Aisha Wahab that proposed consolidating Bay Area transit agencies was pulled but may come back as a study bill.

She said they expected the enabling legislation for the 2026 transportation ballot measure to go to the legislature in the relatively near term, and to be relatively high level.

8.a.4. Adoption of 2024 Legislative Program

Ms. Epstein noted that based on an issue raised by a member of the TA (Transportation Authority) Citizens Advisory Committee, they have emphasized safety as one of the key priorities. She said a change was made to the draft program that was presented at the December 6 Board meeting whereby the objective to "improve quality transportation choices" was amended to read "improve safe and quality transportation choices."

Motion/Second: Ratto/Esser

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

Noes: None

Absent: Chuang

8.a.5. Adjourn

The meeting adjourned at 2:41 pm.

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

**San Mateo County Transit District
Staff Report**

To: 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 February 2024

Congressional Update

Congress Passes Continuing Resolution Keeping Government Open Through March

- On January 18, Congress passed an additional short-term, continuing resolution (CR) that extends government funding through early March. The second “laddered” CR extends government funding to the following deadlines:
 - March 1: Military Construction-VA, Agriculture-FDA, Transportation-HUD, and Energy-Water funding
 - March 8: Financial Services, Legislative Branch, Commerce-Justice-Science, Homeland Security, Defense, Interior-Environment, State-Foreign Operations, and Labor-HHS-Education funding
- The stopgap funding measure does not include supplemental funding for Ukraine, Israel, and border security requested by the Biden Administration. On January 16, President Biden called for a meeting with congressional leadership to discuss a spending package for these national security provisions.
- The CR also extends some programs currently funded past March 8, including but not limited to:
 - Temporary Assistance for Needy Families (TANF)
 - FEMA’s National Flood Insurance Program (NFIP)
 - DHS’ National Cybersecurity Protection System
 - Authorization for the U.S. Parole Commission
 - DHS’ Countering Weapons of Mass Destruction Office
 - Prohibitions on firearms typically undetectable through metal detectors/X-ray machines
- This short-term CR is intended to provide lawmakers additional time to negotiate funding levels and pass all 12 FY 24 appropriations bills. A section-by-section summary of the bill can be found [here](#).

Administration Update

DOT Releases 2021-2023 Progress Report

- On January 10, the Department of Transportation (DOT) released its [2021-2023 Progress Report](#) highlighting DOT’s accomplishments under the Biden-Harris Administration. The report details the agency’s improvements in road safety, rail safety, air travel consumer protection, infrastructure, climate/sustainability, and more. Highlights include:

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564
Holland & Knight LLP | www.hklaw.com

- DOT has funded repairs to 7,800 bridges and for improving 135,000 miles of roads
- DOT has published the National Roadway Safety Strategy that has improved roadway safety planning for over 70% of the population; and DOT has funded safety improvements for 4,515 intersections.
- DOT has funded over 2,900 zero-emission and low emission buses
- DOT has previously issued their [2022-2026 Strategic Plan](#), which highlights the agency's goals/objectives to deliver safer, cleaner, and more modern transportation infrastructure.

FTA Seeking Public Comment on Proposed Directive to Address Assaults on Transit Workers

- On December 20, the Federal Transit Administration (FTA) issued a [proposed General Directive](#) to protect transit workers from further assault. Between 2008 and 2021, the National Transit Database documented 241 reportable assault events on average against transit workers per year.
- The General Directive specifically proposes that transit agencies, subject to the [Public Transportation Agency Safety Plans \(PTASP\)](#), must conduct a safety risk assessment related to assaults on the public transportation system(s) they operate. It also proposes that each transit agency be required to identify safety risk mitigations/strategies necessary to improve transit worker safety, as well as provide FTA with information on how they assess, mitigate, and monitor said safety risks. Public comment is available on this proposed General Directive until February 20, 2024.

CFI Awards Released

- On January 11, the Department of Transportation (DOT) announced \$623 million in grants to localities through the Charging and Fueling Infrastructure (CFI) Grant Program. This funding is part of the \$2.5 billion allocated by the Infrastructure Investment and Jobs Act (IIJA) to build out the nation's electric vehicle charging network.
- The list of awards can be viewed [here](#).

Round-Up of Open Grant Opportunities

- [All Stations Accessibility Program](#). \$343 million available. All applications due by January 30, 2024.
- [ATTAIN Program](#). \$120 million available. All applications due by February 2, 2024.
- [Innovative Coordinated Access and Mobility Pilot Program](#). \$4.7 million available. All applications due by February 13, 2024.
- [RAISE](#). \$1.5 billion available. All applications due by February 28, 2024.
- [Fiscal Year \(FY\) 2023 through FY 2026 Bridge Investment Program](#). \$9.7 billion available. Applications due March 19, 2024.



January 17, 2023

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 – February 2024**

General Update

The Legislature returned to Sacramento on January 3 to convene the second year of the two-year 2023-24 Legislative Session. Immediately upon their return, the Legislature’s policy committees began to hear and act on bills introduced in the first year of the two-year session that did not move out of their first house (these bills are commonly referred to as “two-year bills”). Per the adopted 2024 Legislative Calendar, two-year bills still in their first policy committee are required to be acted on by January 22 to remain active, and all two-year bills must pass their first house by January 31. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar, which is available [here](#).

Governor Newsom Releases Proposed FY 2024-25 Budget

On January 10, Governor Newsom released his proposed [Fiscal Year \(FY\) 2024-25 budget](#), based on the latest economic forecasts available to the Governor and his Department of Finance. Responding to a \$37.9 billion budget deficit, the \$291.5 billion budget proposes to implement a series of funding delays and shifts (between fund sources) to maintain the state’s commitments to addressing its top priorities. Specific to public transportation, the Governor’s proposed budget preserves the \$5.1 billion for transit operations and capital projects included in the Budget Act of 2023-24 but delays the appropriation of some of this critical funding to address the state’s budget problem. Specifically, the Governor’s proposed budget:

- Holds harmless the \$2 billion appropriated to the population-based Transit and Intercity Rail Capital Program in FY 2023-24.
- Holds harmless the \$1.1 billion appropriated to the Zero-Emission Transit Capital Program between FY 2023-24 and FY 2027-28.
- Extends the appropriation timeline for the \$2 billion that the state committed to appropriate to the population-based TIRCP in FY 2024-25 by instead appropriating \$1 billion in FY 2024-25 and the remaining \$1 billion in FY 2025-26.

The maintenance of these funds is supported by a shift of \$261 million in General Fund expenditures to the Greenhouse Gas Reduction Fund.

Additionally, the Governor's proposed budget delays the appropriation of a portion of funding for TIRCP Cycle 6 (i.e. funding committed in FY 2022-23 that was awarded at the beginning of calendar year 2023 for new and existing transit projects) by applying an analysis of the cashflow needs of award recipients. The Governor's proposed budget also modifies the \$10 billion commitment to zero-emission vehicles and infrastructure made in the Budget Acts of 2021-22 and 2022-23. Chiefly, the Governor's proposed budget includes \$38.1 million in cuts to various zero-emission vehicle programs, \$475.3 million in fund shifts from the General Fund to Greenhouse Gas Reduction Fund for various zero-emission vehicle programs, and delays \$600 million in Greenhouse Gas Reduction Fund expenditures in various zero-emission vehicle programs.

Assembly Speaker Rivas Announces Committee Rosters

Last month, we reported that, on November 21, Assembly Speaker Robert Rivas (D-Salinas) announced his much-anticipated changes to policy and fiscal committee chairs in the Assembly. On the heels of that announcement, on December 27, 2023, the Speaker further announced the full rosters for the Assembly's various policy and fiscal committees. You can find those rosters [here](#).

Bills with Positions

AB 817 (Pacheco) Brown Act – Teleconferencing for Advisory Bodies – SUPPORT

This bill would provide a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location.

Bills of Interest

SB 915 (Cortese) Autonomous Vehicle Deployment – WATCH

This bill would prohibit an autonomous vehicle service, approved to conduct commercial passenger service or engage in commercial activity using driverless vehicles (i.e. robotaxis) by a state agency (DMV, PUC) from commencing operation within a local jurisdiction until authorized by the local ordinance and would make this requirement retroactive. The bill would require an adopted ordinance or resolution to include, among other things, a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency. The bill would also authorize each city, county, or city and county to levy service charges, fees, or assessments in the amount sufficient to pay for the costs of carrying out an ordinance or resolution adopted in regard to autonomous vehicle services. The bill would also authorize a city, county, or city and county to enter into an agreement with another city, county, or city and county to form a joint powers authority or into an agreement with a transit agency for the purpose of regulating or administering autonomous vehicle services within jurisdictional boundaries.

SB 925 (Wiener) Bay Area Transportation Regional Measure – WATCH

This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the Bay Area's public transportation system, as well as other transportation improvements.

SB 926 (Wahab) San Francisco Bay Area: Public Transportation – WATCH

This bill would require the California State Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission. This bill is identical to SB 397 (Wahab), which was introduced on January 3,

and which was pulled from consideration in the Senate Transportation Committee by Senator Wahab. SB 397 is dead for the year.

AB 1837 (Papan) San Francisco Bay Area: Public Transportation – WATCH

This bill would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.

Grants for Zero-Emission Buses and Infrastructure

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$102 million total) – 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 (\$183 million in FY 2022-23) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment. The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Found [here](#)

Status: Funding cycles for FY 2022-23 closed on September 15

San Mateo County Transit District State Legislative Matrix 1/17/24

Bill ID/Topic	Location	Summary	Position
<p>AB 7 Friedman D</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 1/17/24

Bill ID/Topic	Location	Summary	Position
<p>AB 9 Muratsuchi D</p> <p>Greenhouse gases: market-based compliance mechanism.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to initiate a regulatory process to evaluate potential updates to the market-based compliance mechanism and would require regulatory changes to take effect no later than January 1, 2025. The bill would require the evaluation to focus on specified items, including whether the supply of emission allowances and carbon offsets are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the state board’s most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the state board’s environmental justice advisory committee. The bill would require the state board, beginning January 1, 2028, and subsequently on a triennial basis, as specified, and in consultation with the Independent Emissions Market Advisory Committee and the environmental justice advisory committee, to conduct an evaluation of the market-based compliance mechanism, as provided. The bill would require the chairperson of the state board to appear before the Joint Legislative Committee on Climate Change Policies to present the results of an evaluation and specified proposed revisions to the regulations implementing the market-based compliance mechanism. The bill would authorize, following the chairperson’s appearance before the Joint Legislative</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/17/24

Bill ID/Topic	Location	Summary	Position
		Committee on Climate Change Policies, the state board to revise the regulations implementing the market-based compliance mechanism so that the mechanism can more effectively meet the goals of the act and objectives specified in the most recent scoping plan. This bill contains other existing laws.	
<p>AB 610 Holden D</p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>This is a two-year bill.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare-free program, as provided. The bill would authorize a transit agency with an existing fare-free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2028. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/17/24

Bill ID/Topic	Location	Summary	Position
<p>AB 756 Papan D</p> <p>Department of Transportation: contaminated stormwater runoff: salmon and steelhead trout bearing surface waters.</p>	<p>This is a two-year bill.</p>	<p>Existing law vests the Department of Transportation with full possession and control of all state highways. This bill would require the department, in consultation with the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent 6PPD and 6PPD-quinone from entering salmon and steelhead trout bearing surface waters of the state. The bill would require the department’s 6PPD and 6PPD-quinone programmatic environmental review process to include, among other specified components, a pilot project at a particular highway crossing over the San Mateo Creek to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration comparatively along department rights-of-way to eliminate the discharge of 6PPD and 6PPD-quinone into surface waters of the state, as specified. The bill would require, no later than December 31, 2026, the Director of Transportation to submit a report to the Legislature describing the department’s strategy to eliminate the discharge of 6PPD and 6PPD-quinone by the department to all salmon and steelhead trout bearing surface waters of the state. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/17/24

Bill ID/Topic	Location	Summary	Position
<p>AB 761 Friedman D</p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is in the 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 1/17/24

Bill ID/Topic	Location	Summary	Position
<p>AB 817 Pacheco D</p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participates from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. This bill contains other existing laws.</p>	<p>Support April 2023</p>

San Mateo County Transit District State Legislative Matrix 1/17/24

Bill ID/Topic	Location	Summary	Position
<p>AB 914 Friedman 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>

San Mateo County Transit District State Legislative Matrix 1/17/24

Bill ID/Topic	Location	Summary	Position
<p>AB 1550 Bennett D</p> <p>Green hydrogen.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law requires the State Air Resources Board to develop and adopt hydrogen fuel regulations to ensure that state funding for the production and use of hydrogen fuel contributes to the reduction of greenhouse gas emissions, criteria air pollutant emissions, and toxic air contaminant emissions, including by requiring that, on a statewide basis, no less than 33.3% of the hydrogen produced for, or dispensed by, fueling stations that receive state funds be made from eligible renewable energy resources, as specified. Under existing law, a violation of those regulations, and other provisions pertaining to motor vehicle fuels, is a crime. This bill would require, on and after January 1, 2045, that all hydrogen produced and used in California for the generation of electricity or fueling of vehicles be green hydrogen, as defined, in furtherance of the state’s policy to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045. The bill would require the state board, in consultation with the Public Utilities Commission and the State Energy Resources Conservation and Development Commission, to develop interim targets to ensure the state achieves that requirement. Because a violation of a state board regulation implementing this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/17/24

Bill ID/Topic	Location	Summary	Position
<p>AB 1837 Papan D</p> <p>San Francisco Bay area: public transportation.</p>	<p>This bill is in the Assembly Rules Committee, pending referral to policy committee.</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 state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/17/24

Bill ID/Topic	Location	Summary	Position
<p>SB 532 Wiener D</p> <p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</p>	<p>This is a two-year bill.</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified. This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 915 Cortese D</p> <p>Local government: autonomous vehicles.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</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. This bill would prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by the Department of Motor Vehicles, the Public Utilities Commission, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill’s provisions. The bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization to operate, to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that adopts an ordinance or resolution to include certain provisions within that ordinance or resolution. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/17/24

Bill ID/Topic	Location	Summary	Position
<p>SB 925 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</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 state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area’s public transportation system, as well as other transportation improvements.</p>	<p>Watch</p>
<p>SB 926 Wahab D</p> <p>San Francisco Bay area: public transportation.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</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 establishes the Transportation Agency, consisting of various state agencies under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission. This bill contains other existing laws.</p>	<p>Watch</p>