

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

August 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=UGhLRjNXb2xWeFM3aBrNUxVbGNmQT09> or by entering Webinar ID: **876 0982 4114**, Passcode: **519746** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:

Cough	Chills	Sore Throat
Shortness of Breath	Muscle Pain	Loss of Taste or Smell
Fever		

2. Wearing of masks is recommended but not required.

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

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

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

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

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

Wednesday, August 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. Report from Closed Sessions at July 10 Board Meeting

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

Agency-designated Representatives: Pat Glenn and David Olmeda

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

3.b. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8

Property: 166 N. Rollins Road, Millbrae

Agency Negotiator: April Chan, District General Manager/CEO

Negotiating Party: Peninsula Corridor Joint Powers Board

Under Negotiation: Price and Terms of Lease

4. Consent Calendar

4.a. Approval of Minutes of the Board of Directors Meeting of July 10, 2024 Motion

4.b. Acceptance of Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2024 Motion

4.c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook Motion

4.d. Adopting an Organizational Conflict of Interest Policy for Design-build Projects Resolution

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|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 4.e. | Information on Statement of Revenues and Expenses for the Period Ended June 30, 2024 | Informational |
| 5. | Public Comment for Items Not on the Agenda
<i>Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.</i> | |
| 6. | Report of the Chair | |
| 6.a. | Report from Attendance at the APTA Board Member Seminar in San Jose, CA from July 14 through July 16, 2024 | Informational |
| 6.b. | Proclamation in Honor of Sammi Riley | Motion |
| 6.c. | Proclamation Expressing Appreciation to Dora Seamans | Motion |
| 7. | Report of the General Manager/CEO | |
| 7.a. | General Manager/CEO Report – July 31, 2024 | Informational |
| 7.b. | Equal Employment Opportunity (EEO) District Data Report | Informational |
| 8. | Board Member Requests/Comments | |
| 9. | Recess to Committee Meetings | |
| 9.a. | Community Relations Committee / Committee of the Whole
<i>B. Esser (Chair), R. Mueller, P. Ratto</i> | |
| 9.a.1. | Call to Order | |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of July 10, 2024 | Motion |
| 9.a.3. | Accessible Services Update | Informational |
| 9.a.4. | Citizens Advisory Committee Update | Informational |
| 9.a.5. | Paratransit Advisory Council Update | Informational |
| 9.a.6. | Monthly Performance Report June 2024 | Informational |
| 9.a.7. | Adjourn | |

- 9.b. Finance Committee / Committee of the Whole
M. Chuang (Chair), D. Canepa, J. Powell
 - 9.b.1. Call to Order
 - 9.b.2. Approval of Minutes of the Finance Committee Meeting of July 10, 2024 Motion
 - 9.b.3. Awarding a Contract to T & J Lewis, Inc. dba Classic Graphics for Bus Wrap, Bodywork, and Painting Services for a Total Not-to-exceed Amount of \$4,464,075 for a Five-year Term Motion
 - 9.b.4. Adjourn
 - 9.c. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
D. Canepa (Chair), R. Medina, J. Powell
 - 9.c.1. Call to Order
 - 9.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of July 10, 2024 Motion
 - 9.c.3. Expansion of Same-day Paratransit Service Pilot Program Motion
 - 9.c.4. Adjourn
 - 9.d. Legislative Committee / Committee of the Whole
P. Ratto (Chair), J. Gee, R. Medina
 - 9.d.1. Call to Order
 - 9.d.2. Approval of Minutes of the Legislative Committee Meeting of July 10, 2024 Motion
 - 9.d.3. State and Federal Legislative Update Informational
 - 9.d.4. Adjourn
10. Reconvene Board of Directors Meeting
11. Matters for Board Consideration: Community Relations Committee

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| 11.a. Accessible Services Update | Informational |
| 11.b. Citizens Advisory Committee Update | Informational |
| 11.c. Paratransit Advisory Council Update | Informational |
| 11.d. Monthly Performance Report June 2024 | Informational |
| 12. Matters for Board Consideration: Finance Committee | |
| 12.a. Awarding a Contract to T & J Lewis, Inc. dba Classic Graphics for Bus Wrap, Bodywork, and Painting Services for a Total Not-to-exceed Amount of \$4,464,075 for a Five-year Term | Resolution |
| 13. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee | |
| 13.a. Expansion of Same-day Paratransit Service Pilot Program | Motion |
| 14. Matters for Board Consideration: Legislative Committee | |
| 14.a. State and Federal Legislative Update | Informational |
| 15. Communications to the Board of Directors | Informational |
| 16. Date/Time of Next Regular Meeting – Wednesday, September 4, 2024 at 2:00 pm
<i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.</i> | |
| 17. General Counsel Report | |
| 17.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Paul Ghenis v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 20-CIV-04138 | |
| 17.b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Christine Ferrera v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 20-CIV-01688 | |

- 17.c. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Estate of Nemesio Isorena, et al. v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 23-CIV-05309

- 17.d. Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6
Agency-designated Representatives: Pat Glenn and David Olmeda
Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators and Maintenance, and Customer Service Employees) and International Brotherhood of Teamsters Local 856 (All Units)

- 17.e. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8
Property: 166 N. Rollins Road, Millbrae
Agency Negotiator: April Chan, District General Manager/CEO
Negotiating Party: Peninsula Corridor Joint Powers Board
Under Negotiation: Price and Terms of Lease

18. Adjourn

Information for the Public

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

**Minutes of Board of Directors Meeting
July 10, 2024**

Members Present: D. Canepa (arrived at 2:06 pm), M. Chuang, B. Esser, M. Fraser (Chair),
(In Person) R. Medina, R. Mueller, J. Powell, P. Ratto

Members Present: None
(Via Teleconference)

Members Absent: J. Gee (Vice Chair)

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

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

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

3. Report from Closed Sessions at June 5 Board Meeting

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

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

Agency-designated Representatives: Pat Glenn and David Olmeda

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

3.c. Closed Session: Conference with Real Property Negotiators pursuant to Government Code Section 54956.8

Property: 166 N. Rollins Road, Millbrae

Agency Negotiator: April Chan, District General Manager/CEO

Negotiating Party: Peninsula Corridor Joint Powers Board

Under Negotiation: Price and Terms of Lease

Joan Cassman, Legal Counsel, said regarding Item 3.b that labor negotiations were still ongoing and that there were no reportable actions for any of the closed sessions.

4. Consent Calendar

- 4.a. **Approval of Minutes of the Regular Board of Directors Meeting of June 5, 2024 and the Special Meeting of June 18, 2024**
- 4.b. **Acceptance of Statement of Revenues and Expenses for the Period Ending May 31, 2024**
- 4.c. **Authorizing the General Manager/CEO to Execute Two Sublease Agreements with the Alameda-Contra Costa Transit District, in a Form Approved by Legal Counsel, for: (1) Two Bus Bays within the Bus Deck at the Salesforce Transit Center; and (2) Three Bus Parking Spaces at the Bus Layover Facility under the I-80 Freeway in San Francisco – Approved by Resolution No. 2024-21**

Motion/Second: Medina/Powell

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

Noes: None

Absent: Canepa, Gee

5. Public Comment for Items Not on the Agenda

Ernie Solero, President, Amalgamated Transit Union (ATU) Local 1574, commented on aspects of the pending labor contract with SamTrans.

Director David Canepa arrived at 2:06 pm.

6. Report of the Chair

Chair Fraser noted the upcoming APTA (American Public Transportation Association) conference in San Jose on July 13-17.

7. Report of the General Manager/CEO

April Chan, General Manager/CEO, said the report was in the packet. She provided highlights that included the following:

- She commended Directors Marie Chuang, Josh Powell, and Brooks Esser who each drove a bus through the obstacle course during the June 15th Roadeo. She commended Training Manager Danyah Baliu-Garcia and her team for putting the event together. She also recognized operators Ariel Hale, and maintenance team members Anthony Singh, Omar Gonzalez, and Arvin Barrozo for getting the top prizes in the Roadeo competition.
- She thanked the Board for their participation at the June 18 Strategic Plan Workshop. She said that staff is making progress in compiling a draft Strategic Plan to present to the Board in Fall 2024, along with a 10-year Capital Improvement Program and a Measure W expenditure plan for 50 percent of the Measure W funds set aside for SamTrans.
- She noted that the new owner of the upcoming District headquarters (HQ), Swift Real Estate Partners, will be executing a general contractor contract soon and the team is still targeting a Fall 2025 completion date for the new HQ.

- Regarding the demise of Senate Bill (SB) 1031, a special Select Committee of MTC (Metropolitan Transportation Commission) is working with Senators Wiener and Wahab on how to move forward. A special Select Committee meeting was held in early June. She noted that Director David Canepa is one of the nine MTC commissioners included in the Select Committee. She reported that the goal of the MTC Select Committee is to work toward coming up with a game plan by Fall 2024. She noted that she and Michelle Bouchard, Caltrain Executive Director, are part of an advisory committee and providing input to this process.
- Clipper 2.0 will not be able to launch by the end of 2024 due to technical considerations. The MTC and Contractor are currently projecting a launch date in 2025; more details to follow in September.
- SamTrans service recovery for the past 11 months is at 90.5 percent of pre-pandemic levels, and the average for bus systems nationwide is at around 80 percent.
- The final phase of Reimagine SamTrans will be implemented on Sunday, August 4, and will include a number of new routes, including Route PCX, which runs between Pacifica and Daly City BART (Bay Area Rapid Transit).
- She commended operator Enzi Fang, who took decisive action during a thermal event with one of the battery electric buses. The South San Francisco Fire Department assisted and took control of the situation. As a result, the New Flyer battery electric buses have been taken out of commission out of an abundance of caution until the cause of the problem can be determined.
- She announced that Emily Beach, former Burlingame councilmember and Transportation Authority (TA) Board Member, will be joining the agency as the new Chief Communications Officer on July 15.

Director David Canepa thanked Ms. Chan and staff for their collaboration on the US 101/SR 84 interchange project.

8. Board Member Requests/Comments

There were no requests or comments.

9. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:20 pm.

10. Reconvene Board of Directors Meeting

Chair Fraser reconvened the Board meeting at 3:01 pm.

11. Matters for Board Consideration: Community Relations Committee

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

11.a. Appointment of Member Representing the Community to the Citizens Advisory Committee

Motion/Second: Canepa/Medina

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

Noes: None

Absent: Gee

Chair Fraser reported on the following items:

11.b. Accessible Services Update

11.c. Paratransit Coordinating Council Update

11.d. Monthly Performance Report | May 2024

12. Matters for Board Consideration: Finance Committee

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

12.a. Approving and Ratifying the District Insurance Program for Fiscal Year 2025 – *Approved by Resolution No. 2024-22*

Motion/Second: Powell/Ratto

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

Noes: None

Absent: Gee

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

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

13.a. Approving a Request for Allocation of Regional Measure 3 Funds for the Dumbarton Busway Feasibility Study – *Approved by Resolution No. 2024-23*

Motion/Second: Esser/Ratto

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

Noes: None

Absent: Gee

14. Matters for Board Consideration: Legislative Committee

Chair Fraser reported on the following item:

14.a. State and Federal Legislative Update

15. Communications to the Board of Directors

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

16. Date/Time of Next Regular Meeting

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

17. General Counsel Report

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

Agency-designated Representatives: Pat Glenn and David Olmeda

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

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

Property: 166 N. Rollins Road, Millbrae

Agency Negotiator: April Chan, District General Manager/CEO

Negotiating Party: Peninsula Corridor Joint Powers Board

Under Negotiation: Price and Terms of Lease

Ms. Cassman announced the closed sessions and said she would provide a report-out at the next regular Board meeting on August 7 as no action was anticipated following the closed sessions.

The Board adjourned to closed session at 3:04 pm.

18. Adjourn

The meeting adjourned at 4:58 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: David Olmeda, Chief Operating Officer, Bus
Subject: **Acceptance of Capital Projects Quarterly Status Report for 4th 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



4th Quarter Fiscal Year 2024 (April to June 2024)

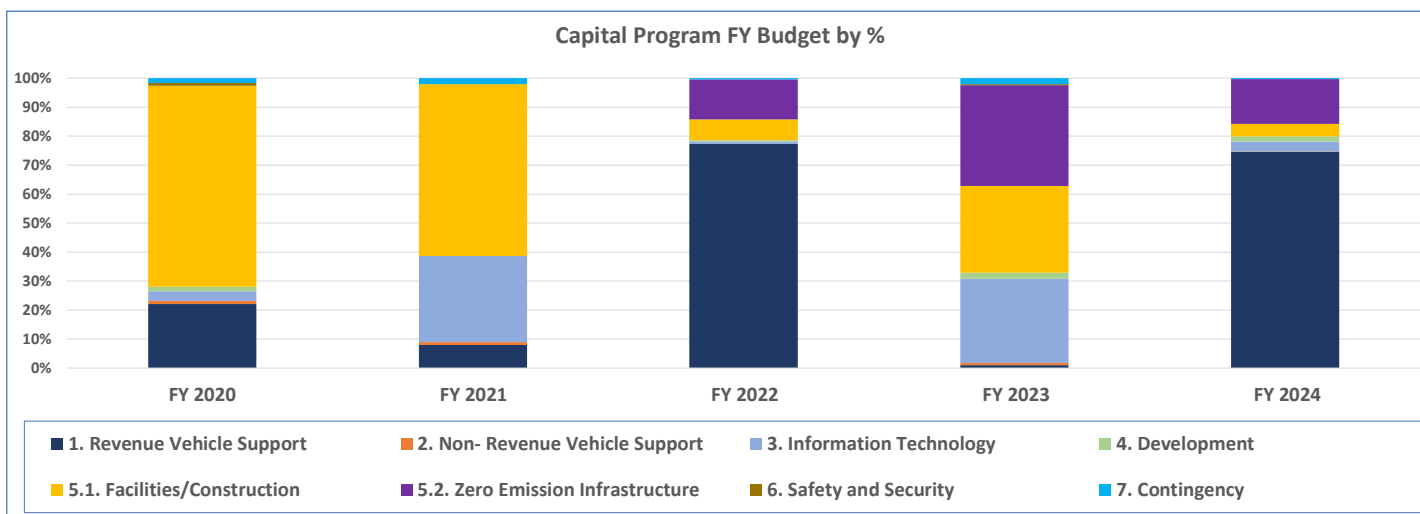
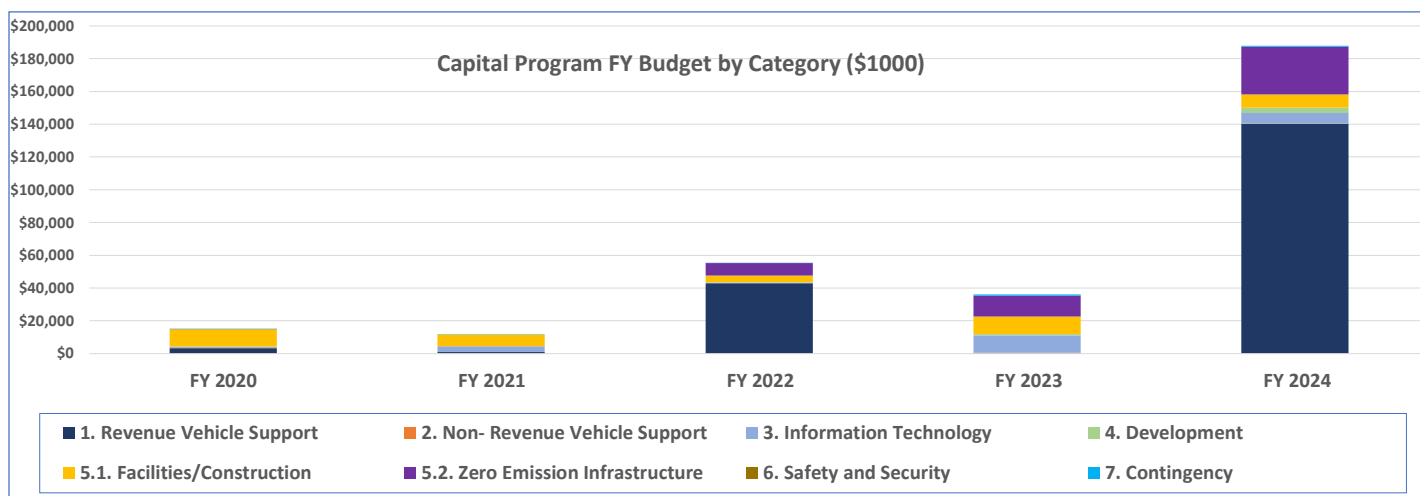
Prepared for the August 07, 2024 SamTrans Board Meeting

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 - FY24Q4

Project ID	Project Name	Project Manager	Schedule		Budget		Funding		Page
			Apr-24	Jun-24	Apr-24	Jun-24	Apr-24	Jun-24	
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 Steketee	●	●	●	●	●	●	34
100628	APC Validation	Jonathan Steketee	●	●	●	●	●	●	36
100706	Intelligent Transportation System (ITS)	Karambir Cheema	●	●	●	●	●	●	38
100707	Cybersecurity Program	Michael Salazar	●	●	●	●	●	●	40
100708	Paratransit Scheduling Software	Tina Dubost	●	●	●	●	●	●	42
100715	Multi Platform Upgrades	Michael Salazar	●	●	●	●	●	●	44
Facilities/Construction Projects									
021507	Facilities Smaller Projects	Ron Robertson	●	●	●	●	●	●	46
100466	Remodel North and South Base Employee Areas	Jeffrey Thomas	●	●	●	●	●	●	48
100468	NB SB Bus Vacuum Replacement	Jeffrey Thomas	●	●	●	●	●	●	50
100472	samTrans HQ Tenant Improvements	kris McGee	●	●	●	●	●	●	53
100473	Central Building Various Site Improvements	Jeffrey Thomas	●	●	●	●	●	●	55
100474	SB Bus Washer Walls	Jeffrey Thomas	●	●	●	●	●	●	57
100475	ADA Study & Phase 1 Retrofits	Jeffrey Thomas	●	●	●	●	●	●	60
100476	North and South Base Exterior Painting	Jeffrey Thomas	●	●	●	●	●	●	62
100538	NB / SB Front Entrance Mod	Jeffrey Thomas	●	●	●	●	●	●	64
100548	North Base 200 Transportation Bldg.	Yoko Watanabe	●	●	●	●	●	●	66
100629	EV Chargers Non-Rev Vehicles	Jeffrey Thomas	●	●	●	●	●	●	69
100710	South Base Water Utility Lines Replacement	Jeffrey Thomas	●	●	●	●	●	●	71
100711	Bus Shelter Upgrades and Replacements	Jeffrey Thomas	●	●	●	●	●	●	74
100763	Interim Workspace Enhancement	Ron Robertson	●	●	●	●	●	●	75
100768	North Base and South Base Condition & Needs Assessment	Lisha Mai	●	●	●	●	●	●	77
Zero Emission Infrastructure Projects									
100547	SB Switchgear Replacement and Charger Installation	Jeffrey Shu	●	●	●	●	●	●	79
100631	SB 37 BEB Charger Infrastructure	Liria Larano	●	●	●	●	●	●	83
100631-01	NB Interim Chargers Installation Implementation and Deployment	Jeff Shu	●	●	●	●	●	●	86
100712	North Base Sea Level Rise and Erosion Mitigation	Lisha Mai	●	●	●	●	●	●	88
100723-02	North Base H2 Fueling Station for 10 FCEBs (Interim Solution)	Liria Larano	●	●	●	●	●	●	90
100723-01	North Base Maintenance Modifications for FCEBs	Yoko Watanabe	●	●	●	●	●	●	92

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

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)	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100353	FY19 Maintenance Support Equipment (Maintenance)	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100548	North Base 200 Transportation Building	[Gantt bar: Planning (green) from Jan 2023 to Dec 2023]																																																	
100631-01	North Base Interim Charger Installation	[Gantt bar: Construction (blue) from Jan 2023 to Dec 2023]																																																	
100712	North Base Sea Level Rise and Erosion Mitigation	[Gantt bar: Planning (green) from Jan 2023 to Dec 2023]																																																	
100723-02	North Base Hydrogen Fueling Station for 10 FCEBs	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100723-01	North Base Modifications for FCEBs	[Gantt bar: Construction (blue) from Jan 2023 to Dec 2023]																																																	
South Base Projects																																																			
100474	SB Bus Washer Walls	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100547	South Base Switchgear Replacement and Charger Installation	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100631	SB 37 BEB Charger Infrastructure	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100710	South Base Water Utility Lines Replacement	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
North Base and South Base Projects																																																			
021507	Facilities Smaller Projects	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100466	Remodel North and South Base Employee Areas	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100468	NB & SB Bus Vacuum Replacement	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100476	North and South Base Exterior Painting	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100538	NB / SB Front Entrance Modifications	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100546	Automating Daily Dispatch	[Gantt bar: Implementation (purple) from Jan 2023 to Dec 2023]																																																	
100763	Interim Workspace Enhancement	[Gantt bar: Implementation (purple) from Jan 2023 to Dec 2023]																																																	
100768	North Base and South Base Condition Assessment	[Gantt bar: Implementation (purple) from Jan 2023 to Dec 2023]																																																	
Central Building Projects																																																			
100472	samTrans HQ Tenant Improvements	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100473	Central Building Various Site Improvements	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100629	EV Chargers Non-Rev Vehicles at Central Garage	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
System Wide Information Technology Projects																																																			
021505	Technology Refresh Project	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100248	FY18 Enterprise Performance Management Replacement	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100707	Cybersecurity Program	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100708	Paratransit Scheduling Software	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100715	Multi Platform Upgrades	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
System Wide Development and Study																																																			
100628	APC Validation	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
Vehicle Procurement Projects																																																			
100462	Replace Non-Rev Toyota Priuses	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100549	Replacement Non-Rev Vehicles	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100585	Purchase 17 Battery Electric Bus	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100633	Purchase (21) Paratransit Cutaway	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100634	Replace (10) 2017 RW Minivans	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100635	Replace (135) 2009 Gillig Buses	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
Vehicle Support Projects																																																			
100016	Mobile View (Wi-Fi) Enhancement	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100463	SPEAR System Improvement	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100534	Onboard Wi-Fi	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100706	Intelligent Transportation System (ITS)	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
Location Projects within Cities of San Mateo County																																																			
100475	ADA Study & Phase 1 Retrofits	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	
100711	Bus Shelter Upgrades and Replacements	[Gantt bar: Procurement (orange) from Jan 2023 to Dec 2023]																																																	

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
100723-01	North Base Facility Modifications for FCEBs (Interim Modifications)	\$ 2,180,000

Major Bus Components

Period: FY24Q4

Prj. 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	100%	93.6%	\$ 7,562,517

Schedule

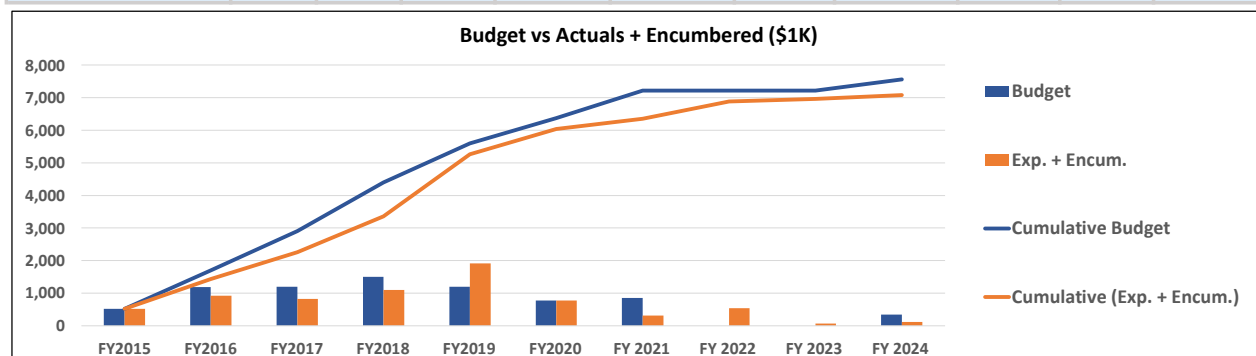
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	07/01/15	07/01/15			0	0	
Project Finish			06/30/24	06/30/24	0	0	Duration is expanded to the end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

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	7,563		7,563	53	7,563	0	55	7,025	7,078	485
Totals	7,563	0	7,563	53	7,563	0	55	7,025	7,078	485

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2015	517		517					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	53			55	67	120	485
Totals	7,563	0	7,563	53	7,563	0	55	7,025	7,078	485



Major Bus Components

Period: FY24Q4 Project ID: 021502

FUNDING (in thousands of \$)

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

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

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Maintenance Support Equipment

Period: FY24Q4

Prj. ID: 100353

Project Manager: Steven Prieto

SCOPE Summary

STATUS Summary

Phase: Procurement

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,326,246	83.3%	52.6%	\$ 1,326,246

Schedule

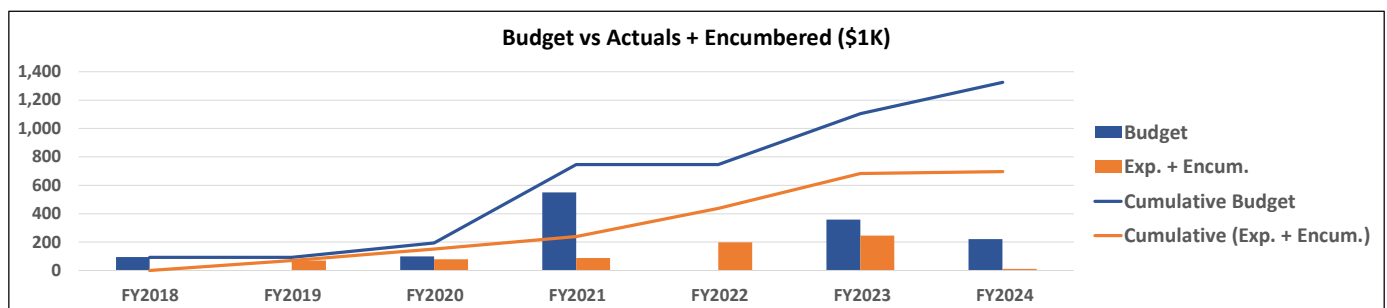
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/19	07/01/19			0	0	
Finish			06/30/25	06/30/25	0	0	

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

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

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

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



Maintenance Support Equipment

Period: FY24Q4

Prj. ID: 100353

FUNDING (in thousands of \$)

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

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

--

Express Bus - BEB (Purchase 17 Battery Electr Bus)

Period: FY24Q4

Prj. ID: 100585

Project Manager: David Harbour

SCOPE Summary

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

STATUS Summary

Phase:

Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 21,707,908	95%	96.9%	\$ 21,707,908

Project Manager: David Harbour

Schedule

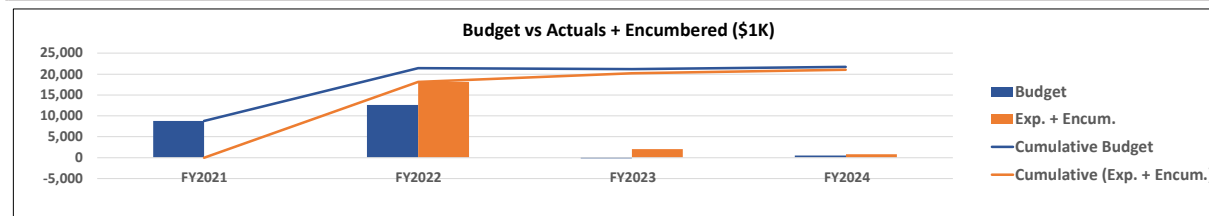
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	01/01/21	01/01/21	03/05/21	03/05/21	0	0	Initial 7 BEB as Expansion; Add 10 BEB to replace Proterras
Procurement: Staff Report/Reso, BOD, Agreement, Amendment, PO	03/05/21	03/05/21	04/20/22	04/20/22	0	0	Agreement signed 6/30/21; Amendment signed 4/20/22
Pre-Production Meetings, Bus Configurations	06/04/21	06/04/21	06/23/22	06/23/22			
Production, Inspection, Quality Control	07/01/22	07/01/22	04/24/23	04/24/23	0	0	Pilot Bus delayed by 2 month. Supply chain caused delay at New Flyer Plant.
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	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 -Procurement	21,708		21,708	2,599	21,708		23	18,436	21,036	672
Totals	21,708	0	21,708	2,599	21,708	0	23	18,436	21,036	672

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	8,803		8,803				5	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	-14,920			23	15,763	844	672
Totals	21,708	0	21,708	2,599	21,708	0	28	18,436	21,036	672



Express Bus - BEB (Purchase 17 Battery Electr Bus)

Period: FY24Q4

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)

In-Service Buses: All buses in service
PEM22 Retrofit: Amendment 5 fully executed 6/28/24; Estimated time frame for the retrofit to begin taking place is aprox 7 – 8 months
North Base - 10 chargers ready for use
South Base - 10 ABB chargers delivery in March 2024; purchased extended warranty; Amendment 3 signed 8/24/23; install July 2024
Prepare for disposition of ten replacement 2003 Gillig Buses.

KEY ACTIVITIES - Next Reporting Month (top 5)

PEM22 Retrofit: Estimated time frame for the retrofit to begin taking place is aprox 7 – 8 months
North Base - 10 chargers ready for use
South Base - 10 ABB chargers delivery in March 2024; purchased extended warranty; Amendment 3 signed 8/24/23; install begin in July 2024
Prepare for disposition of ten replacement 2003 Gillig Buses.

Project Notes

Purch (21) Paratransit Cutaway

Period: FY24Q4

Prj. ID: 100633

Project Manager: David Harbour

SCOPE Summary

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

STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 4,806,900	36%	59.2%	\$ 4,806,900

Schedule

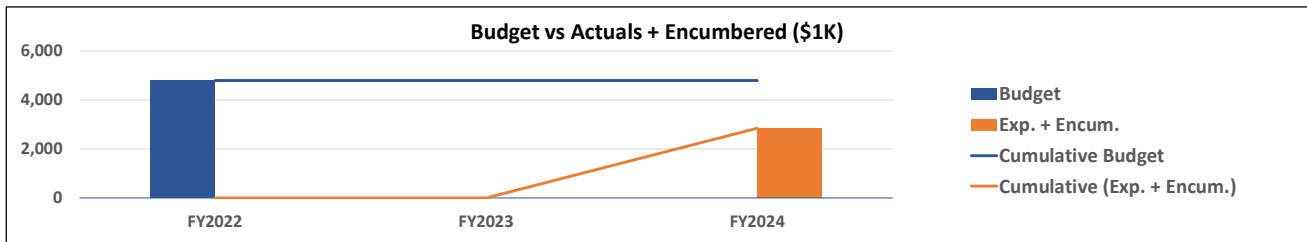
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	10/31/22	01/30/23	0	-91	El Dorado Aerotechs are no longer 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	Requested BOM list to verify specifications on vans
Production, Inspection, Quality Control	12/07/23	12/07/23	03/15/24	02/01/25	0	-323	
Post-Delivery: Acceptance, In-Service, Payments	03/18/24	03/18/24	11/30/24	04/30/25	0	-151	
Close-out	12/02/24	12/02/24	12/31/24	12/31/25	0	-365	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	4,807		4,807	2,845	4,807	0	2	2	2,847	1,959
Totals	4,807	0	4,807	2,845	4,807	0	2	2	2,847	1,959

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	4,807
FY2024			0	2,845			2	2	2,847	1,959
Totals	4,807	0	4,807	2,845	4,807	0	2	2	2,847	1,959



Purch (21) Paratransit Cutaway

Period: FY24Q4

Prj. ID: 100633

FUNDING (in thousands of \$)

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

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Prepare Work Directives for Inspection Services and Post-Delivery Buy America Audit
Modification Schedule estimated Feb/Mar 2025

KEY ACTIVITIES - Next Reporting Month (top 5)

Prepare Work Directives for Inspection Services and Post-Delivery Buy America Audit
Modification Schedule estimated Feb/Mar 2025

Project Notes

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

Repl (10) 2017 RW Minivans

Period: FY24Q4

Prj. ID: 100634

Project Manager: David Harbour

SCOPE Summary

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

STATUS Summary

Phase:

Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,093,876	97.0%	85.3%	\$ 1,093,876

Schedule

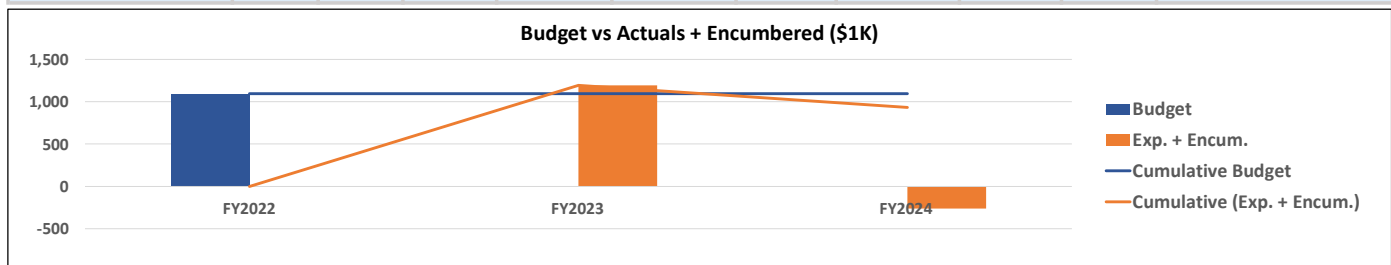
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research bus type and COOP purchasing	11/01/21	11/01/21	04/01/22	04/01/22	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	04/01/22	04/01/22	09/30/22	09/30/22	0	0	Agreement fully executed 8/31/22; PO issued 7/18/22
Pre-Production Meetings, Bus Configurations	06/01/22	06/01/22	10/14/22	02/12/23	0	-121	
Production, Inspection, Quality Control	10/17/22	02/20/23	12/05/22	05/15/23	-126	-161	Production started 2/20/23
Post-Delivery: Acceptance, In-Service, Payments	12/05/22	05/01/23	01/13/23	09/15/23	-147	-245	Received 10 vans 7/11/23
Close-out	12/01/23	12/01/23	12/29/23	08/30/24	0	-245	Pending minivan auction and close-out

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	1,094		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	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2022	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

Period: FY24Q4

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)

Send to auction for disposition

KEY ACTIVITIES - Next Reporting Month (top 5)

Close-out project after minivans are sold at auction

Project Notes

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

Replace (135) 2009 Gillig Buses

Period: FY24Q4

Prj. ID: 100635

Project Manager: David Harbour

SCOPE Summary

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

STATUS Summary

Phase:

Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 68,581,838	43.8%	98.8%	\$ 68,581,838

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	05/13/24	10/02/23	07/15/24	-286	-287	Schedule changed; supply chain delay; 60 day testing of Pilot Bus
Gillig (19 BEB): Delivery, Acceptance, In-Service, Payments	09/01/23	08/26/24	02/05/24	02/26/25	-360	-387	30 day testing of Serial Buses
New Flyer (10 FCEB): Pre-Production Meetings, Bus Configurations	11/01/22	10/12/22	07/31/23	07/31/23	20	0	
New Flyer (10 FCEB): Production, Inspection, Quality Control	04/10/23	04/17/23	09/01/23	01/15/24	-7	-136	
New Flyer (1 Pilot FCEB): Delivery, Acceptance, In-Service, Payments	06/12/23	09/08/23	08/14/23	10/09/23	-88	-56	Pilot delivered 9/08/23; 60 day testing of Pilot Bus; Conditionally accepted 3/28/24; Not in-service
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	06/30/24	0	-366	Board in December 2023; LOI issued 12/19/23; Agreement signed 6/26/24
Pre-Production Meetings, Bus Configurations	07/01/24	10/15/24	03/01/27	03/01/27	-106	0	
Production, Inspection, Quality Control	09/01/25	09/01/25	04/01/27	04/01/27	0	0	
1 Pilot-Delivery: Acceptance, In-Service, Payments	10/01/25	10/01/25	12/30/25	12/30/25	0	0	60 day testing of Pilot Bus
107-Serial Buses: Delivery: Acceptance, In-Service, Payments	01/30/26	01/30/26	04/01/27	04/01/27	0	0	30 day testing of Serial Buses
Post delivery	04/02/27	04/02/27	12/30/27	12/30/27	0	0	
Project Close-out	06/01/28	06/01/28	06/01/28	06/01/28	0	0	Project Close-out of 100635 (All Phases)

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)			(E)	(F=C-E)		
15 - Procurement	68,582		68,582	60,538	68,582	0	24	7,236	67,773	808
Totals	68,582	0	68,582	60,538	68,582	0	24	7,236	67,773	808

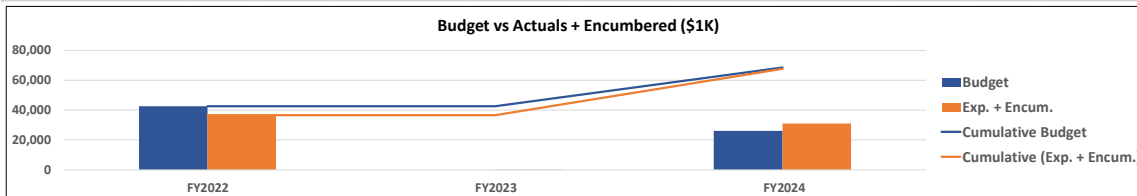
Replace (135) 2009 Gillig Buses

Period: FY24Q4

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	25,998		25,998	24,009			24	7,118	31,127	808
Totals	68,582	0	68,582	60,538	68,582	0	24	7,236	67,773	808



FUNDING (in thousands of \$)

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

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

- Phase 1 (10 NF FCEB): Gradeability issue identified for New Flyer FCEB; solution found; retrofit 1 pilot; swap 9 on production line; Amendment #1
- Phase 1 (10 NF FCEB): Amendment 1 signed 8/24/23; Amendment 2 signed 12/7/23; pending Amendment 3
- Phase 1 (10 NF FCEB): Delivered 10 Buses-3000 - 3009
- Phase 1 (10 NF FCEB): Accepted 2 Buses-3000 and 3002 conditional
- Phase 1 (20 Gillig BEB): Delivered pilot bus 6/27/24
- Phase 1 (20 Gillig BEB): Amendment 1 signed 5/11/23
- Phase 2 (108 NF FCEB): Agreement for Purchase of up to 108 FCEB to New Flyer FE 6/26/24; PO issued for 20 FCEBs

KEY ACTIVITIES - Next Reporting Month (top 5)

- Phase 1 (10 NF FCEB): Gradeability issue identified for New Flyer FCEB; solution found; retrofit 1 pilot; swap 9 on production line; Amendment #1
- Phase 1 (10 NF FCEB): Amendment 1 signed 8/24/23; Amendment 2 signed 12/7/23; expecting Amendment 3 executed
- Phase 1 (10 NF FCEB): Delivered 10 Buses-3000 - 3009
- Phase 1 (10 NF FCEB): Accepted 2 Buses-3000 and 3002; pending acceptance of additional buses
- Phase 1 (20 Gillig BEB): Delivered pilot bus 6/27/24; production of remaining 19 BEBs to start 9/16/24
- Phase 1 (20 Gillig BEB): Amendment 1 signed 5/11/23
- Phase 2 (108 NF FCEB): Agreement for Purchase of up to 108 FCEB to New Flyer FE 6/26/24; PO issued for all 108 buses
- Phase 2 (108 NF FCEB): Set PreProduction Dates for Anniston, AL

Project Notes

Multiple Phases procurement and different zero emission technology buses

Replace Non-Rev Toyota Priuses

Period: FY24Q4

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%	91%	\$ 744,455

Schedule

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

Replace Non-Rev Toyota Priuses

Period: FY24Q4

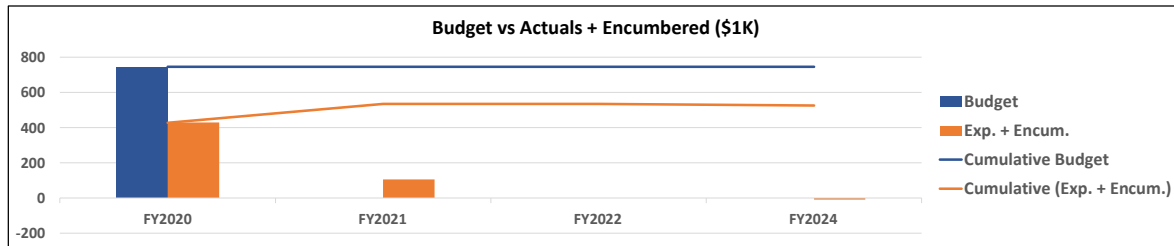
Prj. ID: 100462

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		677	681	64
Totals	744	0	744	4	744	0	0	677	681	64

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	-74			0	65	-9	64
Totals	744	0	744	4	744	0	0	677	681	64



FUNDING (in thousands of \$)

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

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Re-assess vehicle replacement demands
Redistribution of project funds

KEY ACTIVITIES - Next Reporting Month (top 5)

Quote requests
Availability

Project Notes

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Replacement Non-Rev Vehicles

Period: FY24Q4

Prj. ID: 100549

Project Manager: Steve Prieto

SCOPE Summary

STATUS Summary

Phase: Procurement

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

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

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

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

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Research Available Cooperative Purchasing - Class 10001	12/15/20	12/15/20	12/31/20	12/31/20	0	0	Availability and Late Delivery
Research Available Cooperative Purchasing - Class 23001	12/15/21	12/15/21	12/31/21	12/31/21	0	0	
Research Modification/Price Adjustment based on availability - Class 10001	08/15/22	08/15/22			0	0	
Research Modification/Price Adjustment based on availability - Class 23001	08/15/22	08/15/22			0	0	
Requisition submission, Issue PO, Place Orders (2 vehicles) - Class 10001	10/31/22	10/31/22			0	0	
Requisition submission, Issue PO, Place Orders (3 vehicles) - Class 23001	10/31/22	10/31/22			0	0	Start of Covid Pandemic
Delivery - Class 10001	05/01/23	06/30/24			-426	0	
Delivery - Class 23001	05/01/23	06/30/24			-426	0	
Acceptance - Class 10001	05/15/23	06/30/24			-412	0	
Acceptance - Class 23001	05/15/23	06/30/24			-412	0	
Close-out - Class 10001	05/31/23	06/30/24			-396	0	
Close-out - Class 23001	05/31/23	06/30/24			-396	0	

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

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

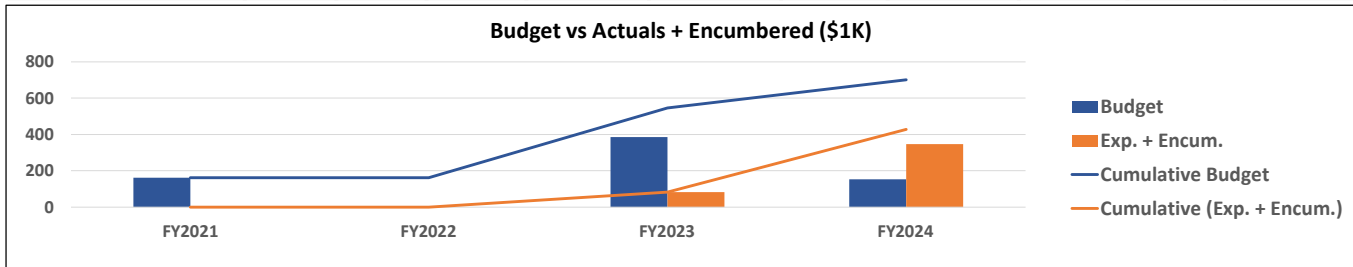
Replacement Non-Rev Vehicles

Period: FY24Q4

Prj. ID: 100549

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2021	162		162					0	162	
FY2023	385		385	42				40	82	
FY2024	154		154	-25		0	373	347	272	
Totals	701	0	701	16	701	0	0	413	429	



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	701	0		701	701	0	
Totals		701	0	0	701	701	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

Quote requests
Availability

Project Notes

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Replace & Upgrade Servers & Out of Warranty Equipment

Period: FY24Q4

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	100.0%	81.6%	\$ 7,485,421

Schedule

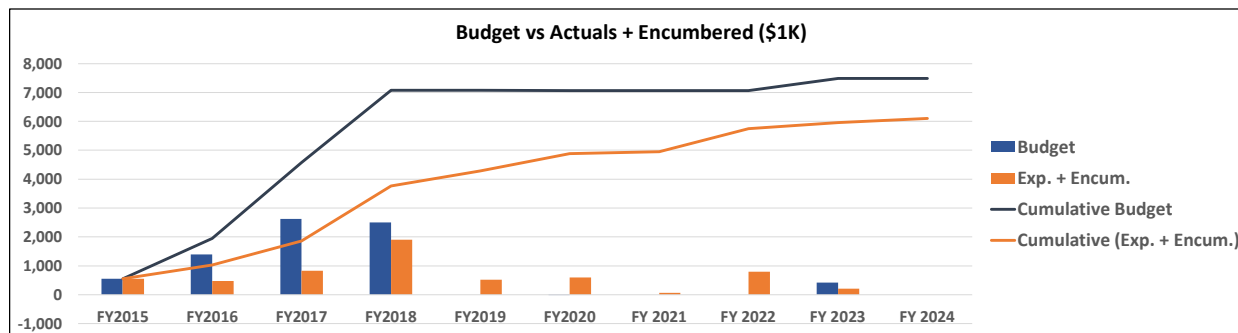
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/14	07/01/14			0	0	This project will span multiple years. Procurements will occur as needed throughout 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	263	7,485	0	47	5,843	6,106	1,379
Totals	7,485	0	7,485	263	7,485	0	47	5,843	6,106	1,379

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	-73			47	223	150	1,379
Totals	7,485	0	7,485	263	7,485	0	47	5,843	6,106	1,379



Replace & Upgrade Servers & Out of Warranty Equipment

Period: FY24Q4

Prj. ID: 021505

FUNDING (in thousands of \$)

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

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

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

Wi-Fi Bases for Video Review

Period: FY24Q4

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

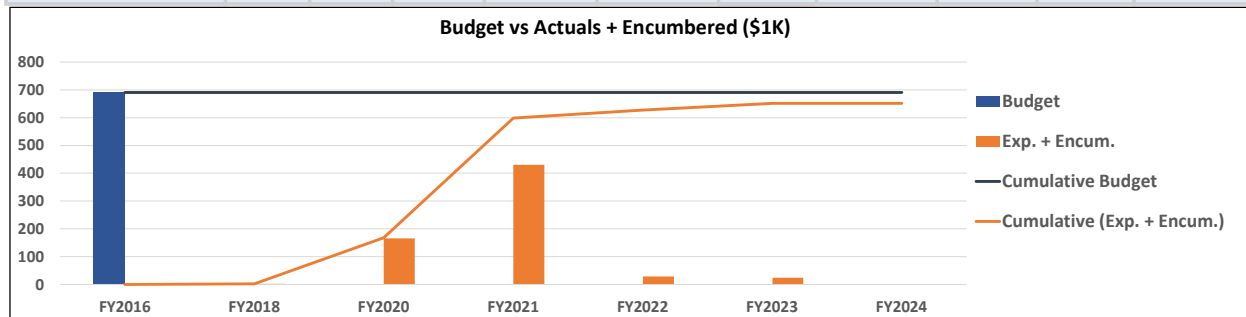
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Funding Released			03/26/17	03/26/18	0	-365	
Procurement of hardware and Base infrastructure installation	03/01/19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

Period: FY24Q4

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

Period: FY24Q4

Prj. ID: 100248

Project Manager:

Jeannie Chen/Mike Torres

SCOPE Summary

STATUS Summary

Phase: Procurement

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

Scope

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

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

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

Schedule

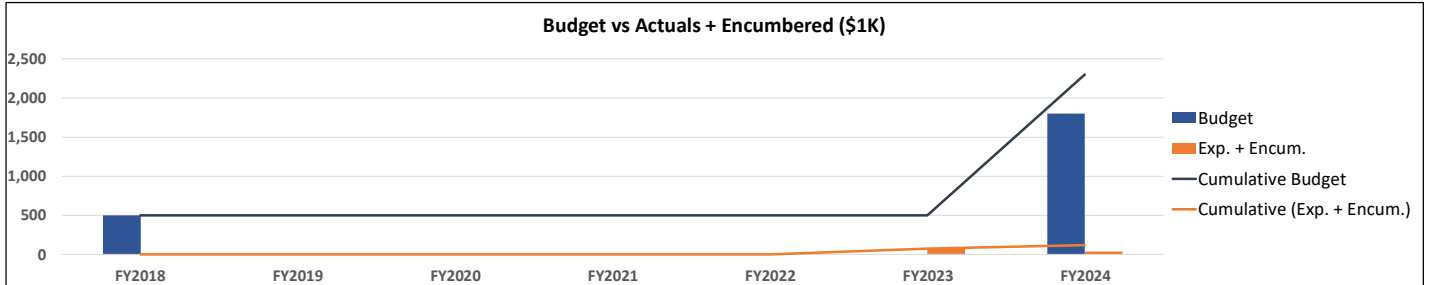
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Phase 0: Project Planning and Management	7/1/2019	7/25/2022	12/9/2022	12/9/2022	-1120	0	
Phase 1: Needs Assessment	8/29/2022	8/29/2022	8/29/2022	11/4/2022	0	-67	
Phase 2: Business Process Analysis	9/26/2022	9/26/2022	9/26/2022	1/13/2023	0	-109	
Phase 3: Development of RFP	11/1/2022	11/1/2022	11/1/2022	3/9/2023	0	-118	
Phase 4: High Level Recommendations	12/15/2022	12/15/2022	2/10/2023	2/22/2023	0	-12	
Phase 5: Issue RFP , Select Vendor			02/28/24	02/28/24	0	0	
Phase 6: Select Vendor	02/29/24	02/29/24	02/28/25	02/28/25	0	0	
Phase 7: Implementation	03/01/25	03/01/25	12/31/25	12/31/25	0	0	
Phase 5: Issue RFP					0	0	

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
15 - Procurement	2,300		2,300	16	2,300	0		103	118	2,182
Totals	2,300	0	2,300	16	2,300	0	0	103	118	2,182

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		
FY2018	500		500					0	500	
FY2019			0					0	500	
FY2020			0					0	500	
FY2021			0					0	500	
FY2022			0					0	500	
FY2023			0					78	78	422
FY2024	1,800		1,800	16			0	25	41	2,182
Totals	2,300	0	2,300	16	2,300	0	0	103	118	2,182



FY18 EPM Replacement

Period: FY24Q4

Prj. ID: 100248

FUNDING (in thousands of \$)

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

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Procurement for Needs Assessment completed.

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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

SPEAR System Improvement

Period: FY24Q4

Prj. ID: 100463

Project Manager: David Harbour

SCOPE Summary

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

STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 5,644,352	18%	7.6%	\$ 5,644,352

Schedule

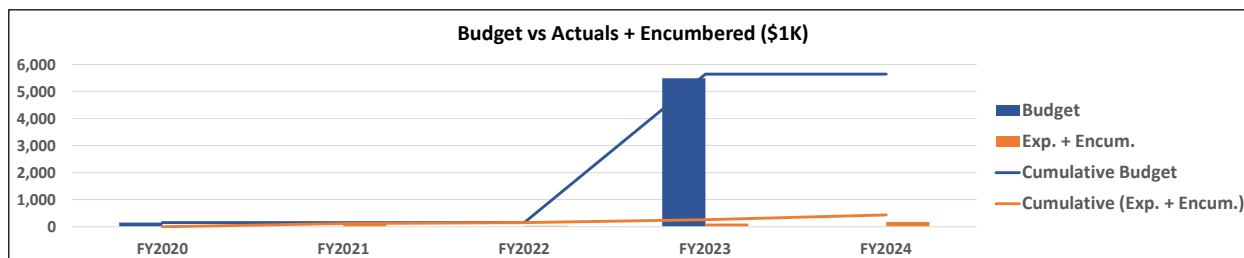
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Procurement	09/01/21	09/01/21	06/01/23	07/01/24	0	-396	April '24 BOD; negotiations delay award
Kick-off Implementation	06/02/23	04/01/24	06/02/23	08/06/24	-304	-431	This could be moved up if no delay in awarding
Complete System Implementation; Go Live	06/02/23	10/01/26	06/02/25	11/01/26	-1217	-517	Est. 2 year implementation
Complete Training	06/02/25	08/01/26	06/01/26	11/01/26	-425	-153	Estimate only
Transition to IT - First Year Maintenance	06/02/25	11/01/26	06/02/26	12/01/26	-517	-182	
Close-out (10 Year Project)	12/01/26	12/01/26	12/01/26	12/01/26	0	0	Once Transitioned over to IT as Maintenance then can close out project.

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

Activity	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	5,644		5,644	2	5,644	0	77	427	429	5,215
Totals	5,644	0	5,644	2	5,644	0	77	427	429	5,215

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	-8			77	177	170	5,215
Totals	5,644	0	5,644	2	0	0	77	427	429	5,215



SPEAR System Improvement

Period: FY24Q4

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)

Final negotiations with Vendor completed
Agenda in May; Board action in June
Send Agreement for signatures
Kick-off project implementation in August

KEY ACTIVITIES - Next Reporting Month (top 5)

Expecting Agreement executed
Kick-off project implementation in August

Project Notes

Pending kick-off for Implementation of system; Implementation Project Managers will start managing project.

Onboard Wi-Fi Equipment Retrofit for 225 buses

Period: FY24Q4

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

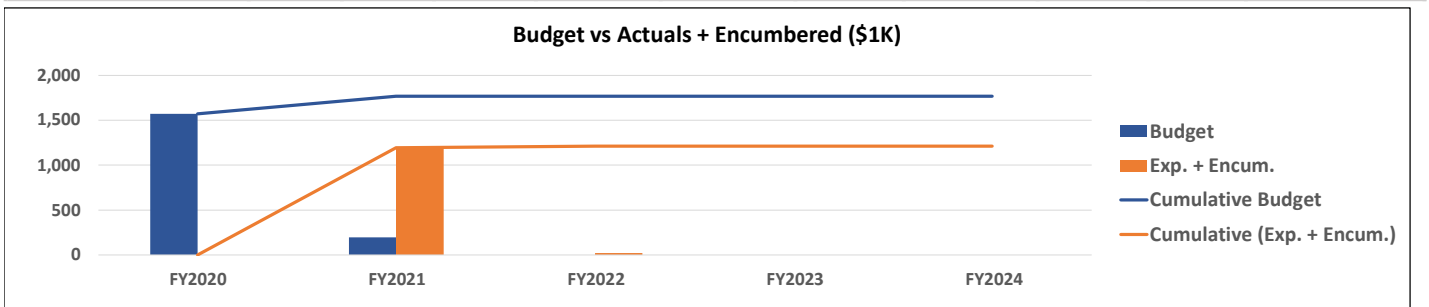
Schedule

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	573
FY2022			0	-149				169	20	554
FY2023			0						0	554
FY2024			0				0		0	554
Totals	1,766	0	1,766	3	1,766	0	0	1,209	1,212	554



Onboard Wi-Fi Equipment Retrofit for 225 buses

Period: FY24Q4

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

Period: FY24Q4

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	40%	67.6%	\$ 1,750,424

Schedule

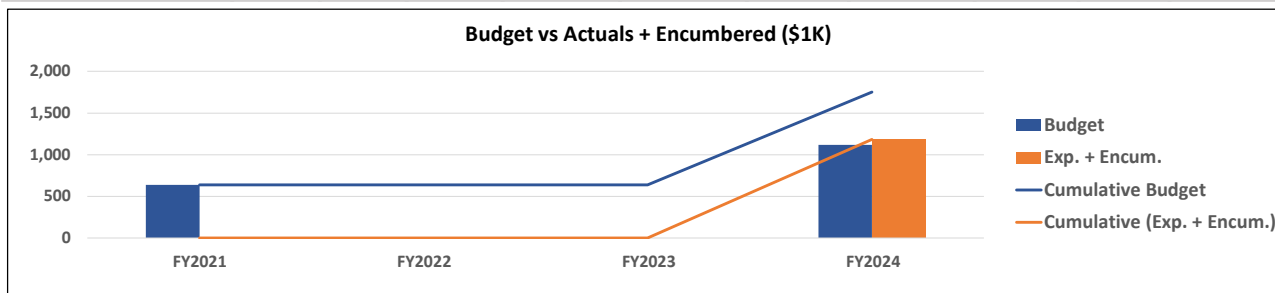
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Scope operational needs for software	06/01/20	06/01/20	01/30/21	12/15/20	0	46	Complete
Determine Cloud best location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

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
15 - Procurement	1,750		1,750	489	1,750	0	261	695	1,183	567
Totals	1,750	0	1,750	489	1,750	0	261	695	1,183	567

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	489			261	695	1,183	567
Totals	1,750	0	1,750	489	1,750	0	261	695	1,183	567



Automating Daily Dispatch

Period: FY24Q4

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

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

Issue	Status
Delay in choice for who should host software	Complete

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

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

APC Validation

Period: FY24Q4

Prj. ID: 100628

Project Manager: Jonathan Steketee

SCOPE Summary

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

STATUS Summary

Phase: Planning

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

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

Schedule

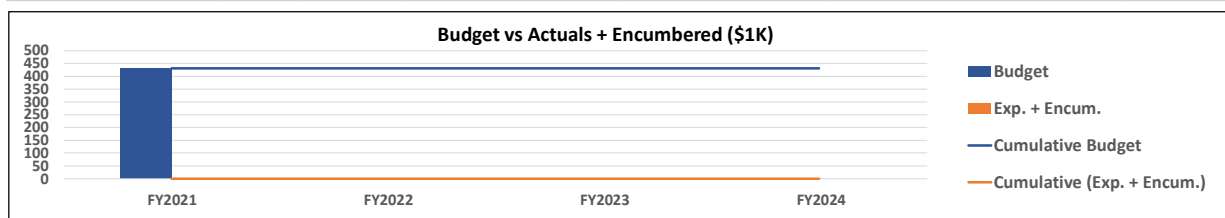
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Conduct Initial Ride Checks	04/01/22	04/01/22	06/30/22	05/28/22	0	33	
Analysis Initial Ride Checks	07/01/22	07/01/22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

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

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

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

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



APC Validation Period: FY24Q4 **Prj. ID: 100628**

FUNDING (in thousands of \$)

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

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

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

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Random ride check schedule created for January.

KEY ACTIVITIES - Next Reporting Month (top 5)

Ride check schedule will be created.

Project Notes

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Intelligent Transportation System (ITS)

Period: FY24Q4

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	1%	0.0%	\$ 228,000

Schedule

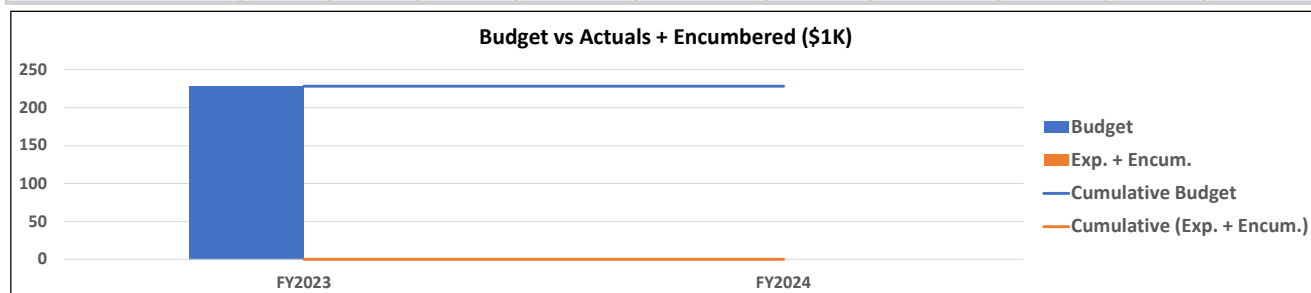
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Internal discussion to evaluate the current system and identify areas of improvement	12/01/22	12/01/22	12/31/23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

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			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)

Period: FY24Q4

Prj. ID: 100706

FUNDING (in thousands of \$)

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

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

Risk	Mitigation
Finding the experienced consulting service	

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

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Cybersecurity Program

Period: FY24Q4

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	66.7%	14.8%	\$ 2,311,500

Schedule

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

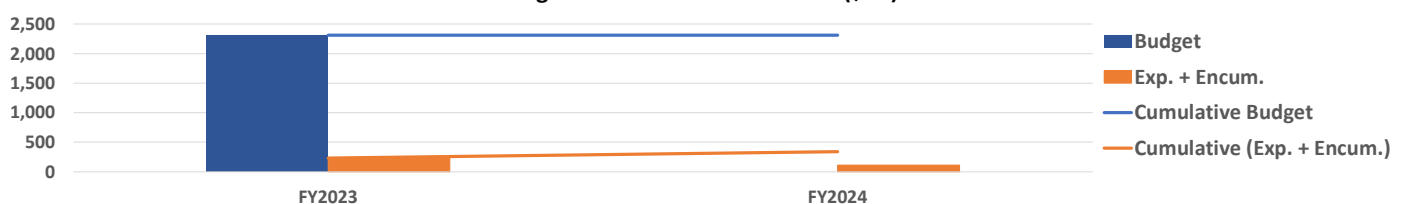
PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning	2,312		2,312	30	2,312	0		312	342	1,969
Totals	2,312	0	2,312	30	2,312	0	0	312	342	1,969

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY2023	2,312		2,312					232	232	2,079
FY2024			0	30			0	80	110	1,969
Totals	2,312	0	2,312	30	2,312	0	0	312	342	1,969

Budget vs Actuals + Encumbered (\$1K)



Cybersecurity Program

Period: FY24Q4

Prj. ID: 100707

FUNDING (in thousands of \$)

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

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

Risk	Mitigation
None	

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

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

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Paratransit Scheduling Software

Period: FY24Q4

Prj. ID: 100708

Project Manager: Tina Dubost

SCOPE Summary

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

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 570,000	17.9%	72.5%	\$ 570,000

Schedule

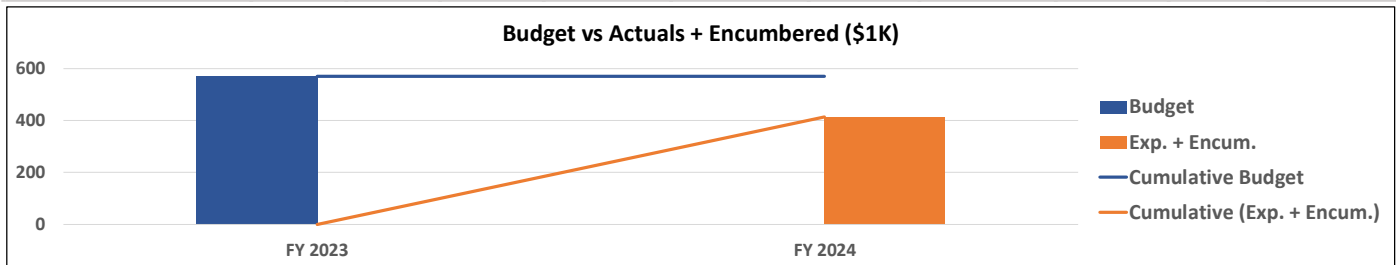
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Design/customize software	09/28/22	09/28/22	04/01/23	04/01/23	0	0	
User acceptance testing	04/02/23	04/02/23	08/30/23	08/30/23	0	0	
Phase 1 Install & implement	01/09/23	01/09/23	07/01/23	07/01/23	0	0	
Phase 2 - adding more functionalities	05/15/23	05/15/23	10/31/23	10/31/23	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	570		570	136	570	0	135	277	413	157
Totals	570	0	570	136	570	0	135	277	413	157

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	136			135	277	413	157
Totals	570	0	570	136	570	0	135	277	413	157



FUNDING (in thousands of \$)

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

Paratransit Scheduling Software

Period: FY24Q4

Prj. ID: 100708

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

Risk	Mitigation
Vendor delays	Continuing to work with the vendor

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

None

Multi-Platform Upgrades

Period: FY24Q4

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%	30.4%	\$ 3,083,700

Schedule

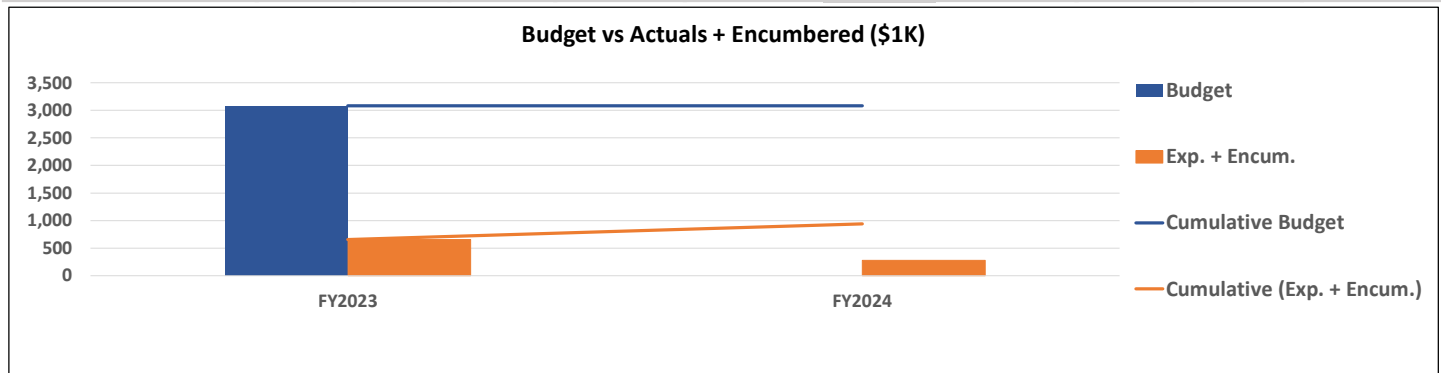
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
ITSM	07/01/22	07/01/22	12/30/22	08/30/23	0	-243	Several delays due to resource
SharePoint	07/01/22	07/01/22	06/30/23	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	151	3,084	0		787	938	2,146
Totals	3,084	0	3,084	151	3,084	0	0	787	938	2,146

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	42			0	239	281	2,146
Totals	3,084	0	3,084	151	3,084	0	0	787	938	2,146



Multi-Platform Upgrades

Period: FY24Q4

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

Period: FY24Q4

Prj. ID: 021507

Project Manager: Ron Robertson

SCOPE Summary

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

STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 4,318,107	95%	89.4%	\$ 4,318,107

Schedule

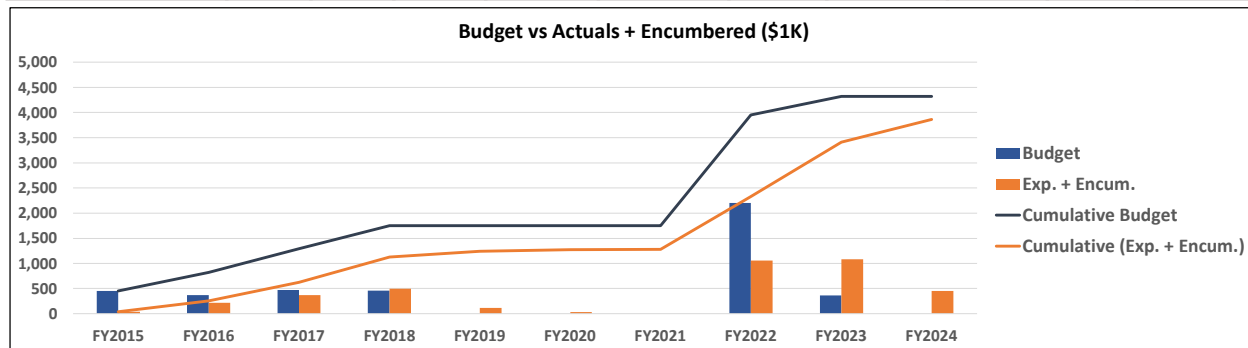
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/15	07/01/15			0	0	
Finish			12/31/24	12/31/24	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	1,691		1,691	22	1,691	0	2	1,269	1,291	400
16 - Construction	2,627		2,627	109	2,627	0	240	2,462	2,572	56
Totals	4,318	0	4,318	132	4,318	0	242	3,731	3,862	456

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2015	454.47		454	0				41	41	414
FY2016	368.91		369	79				135	214	569
FY2017	467.81		468	28				344	372	665
FY2018	459.65		460	67				432	499	625
FY2019			0	-117				236	119	506
FY2020			0	-25				55	30	476
FY2021			0	0				2	2	474
FY2022	2,202		2,202	88				966	1,055	1,622
FY2023	366		366	75				1,004	1,080	908
FY2024			0	-65			242	517	452	456
Totals	4,318	0	4,318	132	4,318	0	242	3,731	3,862	456



Facility Smaller Projects

Period: FY24Q4

Prj. ID: 021507

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	4,318	0		4,318	4,318	0	
Totals		4,318	0	0	4,318	4,318	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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Remodel North and South Base Employee Areas

Period: FY24Q4

Prj. ID: 100466

Project Manager: Jeffrey Thomas

SCOPE Summary

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

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 520,000	17.8%	42.4%	\$ 520,000

Schedule

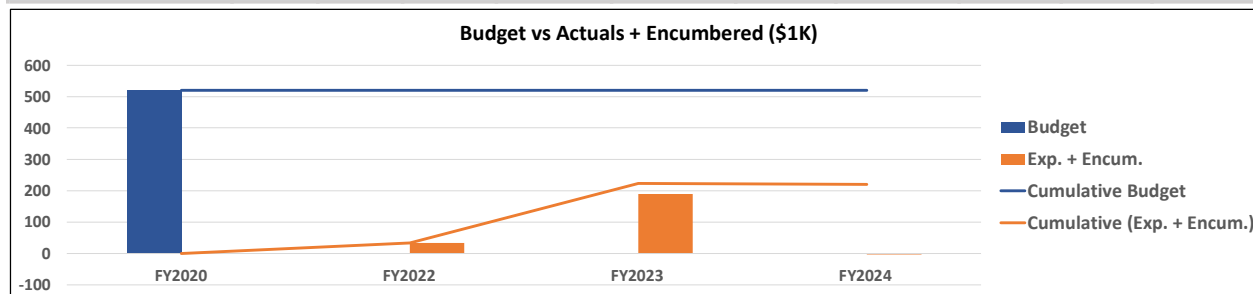
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	06/01/22	10/31/22	10/31/22	-700	0	Schedule re-baselined in March 2024
PE/Env/PSE (Preliminary Design)	08/01/22	08/01/22	04/30/23	04/30/23	0	0	
Final Design	05/01/23	05/01/23	08/30/24	08/30/24	0	0	
Procurement	10/01/24	10/01/24	05/31/25	05/31/25	0	0	
Construction	07/01/25	07/01/25	03/31/26	03/31/26	0	0	
Close out	04/01/26	04/01/26	08/01/26	08/01/26	0	0	

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	35		35	7	35	0	8	29	36	-1
12- PE/Env/PSE	45		45	11	45	0	11	36	47	-2
13 - Final Design	35		35	7	35	0	8	31	39	-4
15 - Procurement	20		20	0	20	0		1	1	19
16 - Construction	375		375	6	375	0	5	92	98	277
19 - Closeout	10		10	0	10	0			0	10
Totals	520	0	520	31	520	0	31	189	220	300

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	520		520	0				0	520	
FY2022			0	0				33	487	
FY2023			0	80				109	297	
FY2024			0	-50			31	47	-3	300
Totals	520	0	520	30	520	0	31	189	220	300



Remodel North and South Base Employee Areas

Period: FY24Q4

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 and layouts were previously reviewed by stakeholders at the 65% stage and accepted
Stakeholder review and Designer feedback are continuing to 95% stage at present

KEY ACTIVITIES - Next Reporting Month (top 5)

Construction is re-aligned into three (3) prioritized construction zones for subsequent work.
There are design options for additional work if available funding is sufficient.

Project Notes

A new baseline for schedule and budget are forthcoming in August 2024

NB SB Bus Vacuum Replacement

Period: FY24Q4

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

Month	Schedule	Budget	Funding
Current		●	●
Previous		●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 150,000	45%	4.5%	\$ 150,000

Schedule

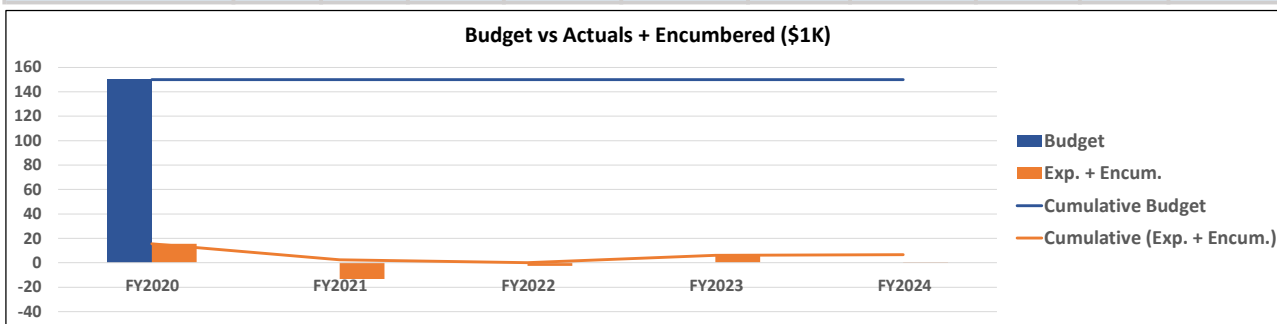
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Preliminary Design					0	0	
					0	0	
					0	0	
					0	0	

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

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



NB SB Bus Vacuum Replacement

Period: FY24Q4

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)

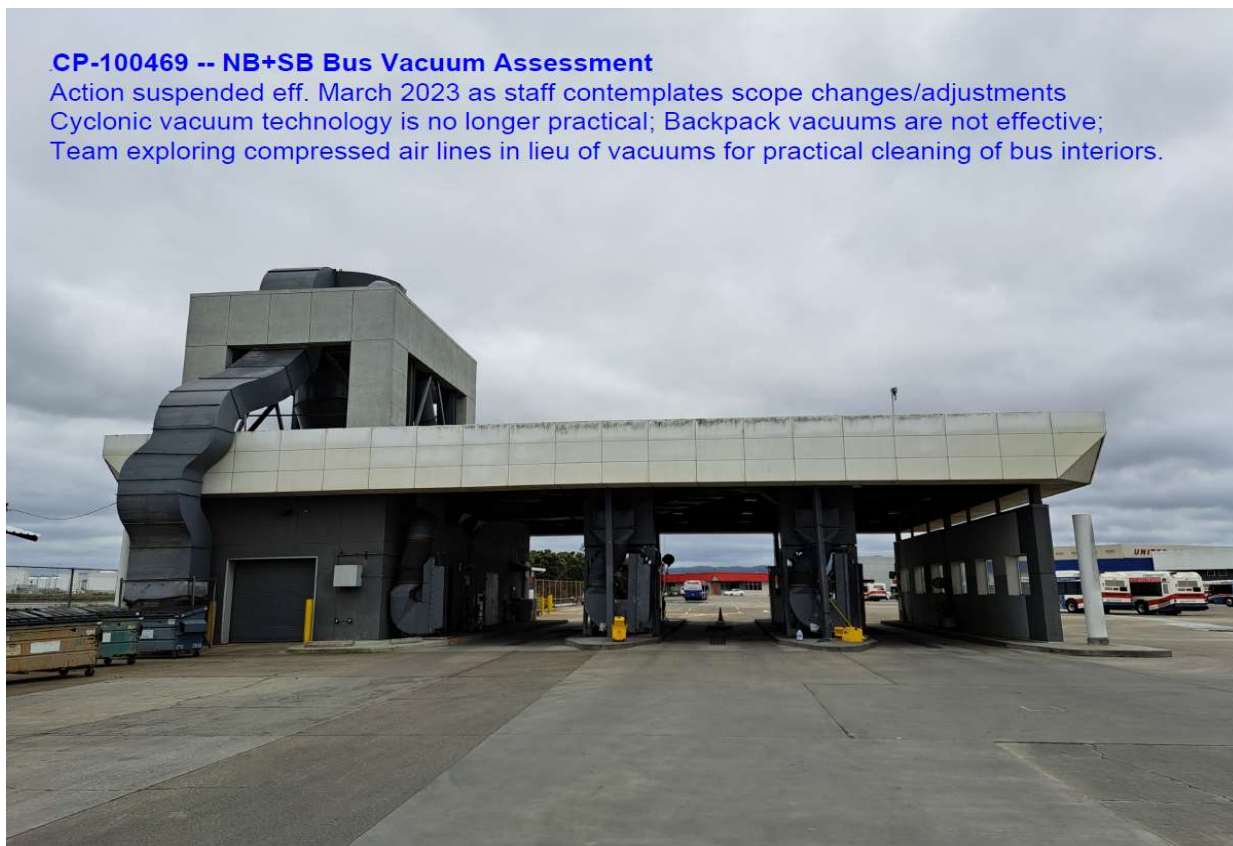
Project Team will engage a design team for compressed air methods along with safety analysis.

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.



samTrans HQ Tenant Improvement

Period: FY24Q4

Prj. ID: 100472

Project Manager: Kris McGee

SCOPE Summary

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

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,630,000	11%	99.3%	\$ 1,630,000

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	01/01/21	01/01/21			0	0	
Development of project scope	01/01/21	01/01/21	09/30/23	09/30/23	0	0	
Development of procurement strategy and documents	10/01/23	10/01/23	12/31/23	12/31/23	0	0	
CM Contract Solicitation	01/01/24	01/01/24	03/31/24	03/31/24	0	0	
Test Fit Plan / Space Planning Coordination	04/01/24	04/01/24	06/30/24	06/30/24	0	0	
"Warm" Core & Shell and Tenant Improvement Design Oversight	07/01/24	07/01/24	10/30/24	10/30/24	0	0	
Furniture, Fixtures & Equipment (FF&E) Vendor Oversight	10/01/24	10/01/24	02/28/25	02/28/25	0	0	
Move Coordination and Management	10/01/24	10/01/24	12/31/25	12/31/25	0	0	
Document Digitization and Disposal	10/01/24	10/01/24	12/31/25	12/31/25	0	0	
Commissioning and Closeout Coordination	01/07/25	01/07/25	12/31/25	12/31/25	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11- Planning/CD/Env	1,630		1,630	365	1,630		282	1,253	1,618	12
Totals	1,630	0	1,630	365	1,630	0	282	1,253	1,618	12

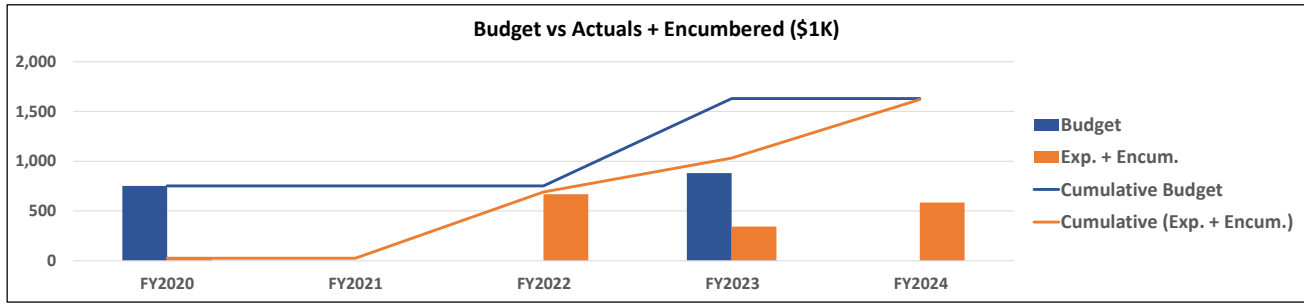
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Summary (in thousands of \$)

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	750		750					23	23	727
FY2021			0	-209				209	0	727
FY2022			0	575				92	667	60
FY2023	880		880	63				280	343	597
FY2024			0	-64				282	649	12
Totals	1,630	0	1,630	365	1,630	0	282	1,253	1,618	12

samTrans HQ Tenant Improvement

Period: FY24Q4

Prj. ID: 100472



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original (A)	Changes (B)					
General Capital Fund (01050)	Local	1,630	0		1,630	1,630	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
Schedule & Budget: Delayed Comments from SME's to design	Having SME's review Design Drawings at milestones and conduct 1:1s with each of them to extract comments known to date. Meetings between drawing issuances with SMEs & Form 4, as needed
Schedule & Budget: Division Head Changes to Space Plans (All Divisions)	Communicating to Division Heads the importance of review of the Progress documents as issued through the design process.
Schedule & Budget: Mechanical, Electrical, Plumbing, and Fire Protection (MEPF) Changes to Accommodate ICT Needs	Form 4/Integral is developing a list of MEPF priorities for ICT/Stantec to work from.
Schedule & Budget: Substantial Value Engineering Efforts Required	Form 4 is identifying potential value engineering opportunities in the design to reduce cost before pricing .
Schedule: Blach's Contract does not get signed	Weekly follow up with Landlord on status. Current understanding is there is one administrative item left to resolve between Swift & Blach to be able to complete the terms agreement.

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

Issue	Status
Stantec's ICT design schedule differs from Project Design Schedule	Working with Stantec/Form 4 to develop an ICT Design approach that minimizes the impacts to the overall Project Design Schedule
Finance is revisiting the Space Plan to layout their departments and confirm storage needs are met, post Space Planning sign-off.	We are meeting with Dave/Finance (while Kate is OOO) to walk through layout of internal Departments within the Division.

KEY ACTIVITIES - Current Reporting Month (top 5)

Established a procurement strategy for immediate Architectural/Engineering services required for: 1) Information, Communications & Technology (ICT) Design and,
Ongoing Rough Order of Magnitude (ROM) cost estimate refinement for design, procurement and installation of Furniture, Fixtures & Equipment (FF&E), ICT, Document Digitization, and Move Management.
Received and reviewed progress of 100% Design Development Drawings
Initiated On-Call GEC RFP solicitation process for ICT and Furniture Design.

KEY ACTIVITIES - Next Reporting Month (top 5)

Onboarding GEC for ICT and FF&E design
Review of the Work Schedule.
100% Design Development Drawings recived and reviewed
Selected Warm Shell Restroom Finishes, and reviewed Tenant Improvement Finish Pallets

Project Notes

Central Building Various Site Improvements

Period: FY24Q4

Prj. ID: 100473

Project Manager: Jeffrey Thomas

SCOPE Summary

STATUS Summary

Phase: Design

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,849,200	10%	32%	\$ 1,849,200

Schedule

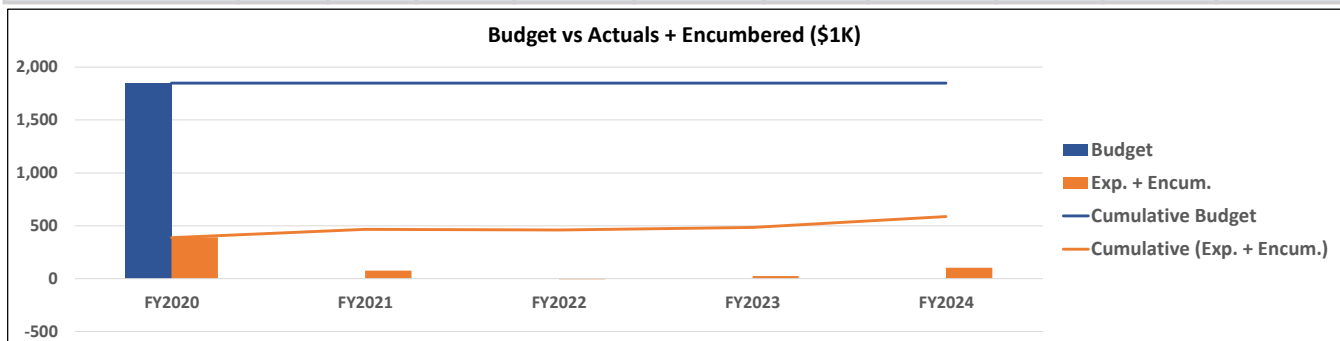
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/20	07/01/20			0	0	Initial work for carpets, blinds, ceiling tile, modular furniture
Design	03/01/23	03/01/23	04/30/24	04/30/24	0	0	Initial elevator design began March'23
Procurement	06/17/24	06/17/24	02/10/25	02/10/25	0	0	
Construction	02/11/25	02/11/25	03/02/26	03/02/26	0	0	Units 2 and 1 in non-overlapping sequence
Closing	03/03/26	03/03/26	06/30/26	06/30/26	0	0	

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

Activity	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
16 - Construction	1,849		1,849	44	1,849		48	543	587	1,262
Totals	1,849	0	1,849	44	1,849	0	48	543	587	1,262

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	27			48	74	102	1,262
Totals	1,849	0	1,849	44	0	0	48	543	587	1,262



Central Building Various Site Improvements

Period: FY24Q4

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)

General Contractor is current working on interim repairs
District long-term elevator rehabilitation has proceeded into Contracts & Procurement for review.

KEY ACTIVITIES - Next Reporting Month (top 5)

Facilities staff with Procurement/Counsel will define an effective and viable business plan

Project Notes

A new baseline for schedule and budget is provided above.

South Base Bus Washer Walls Rehab

Period: FY24Q4

Prj. ID: 100474

Project Manager: Jeffrey Thomas

SCOPE Summary

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

STATUS Summary

Phase: Final Design

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 358,613	27.9%	64.8%	\$ 358,613

Schedule

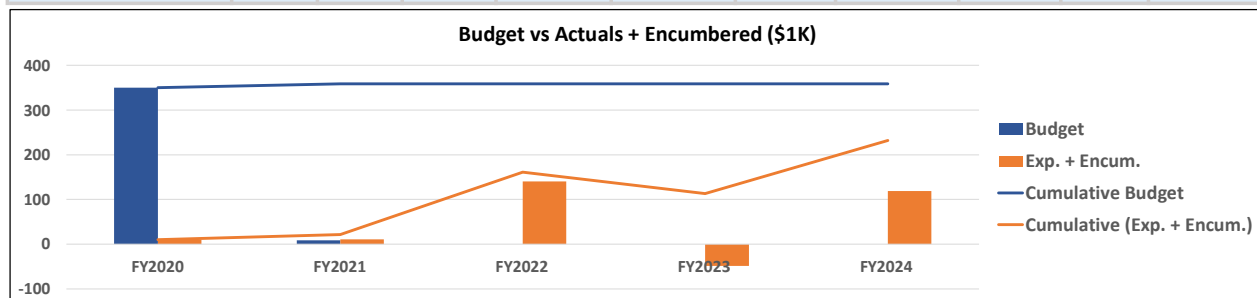
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/20	11/01/20	03/31/21	03/31/21	0	0	Schedule is re-baselined in March 2024
Final Design	12/01/21	12/01/21	05/31/24	05/31/24	0	0	Design #2 is 95% complete
Procurement	06/01/24	06/01/24	01/31/25	01/31/25	0	0	
Construction	02/01/25	02/01/25	07/30/25	07/30/25	0	0	
Closing	08/01/25	08/01/25	11/31/2025	11/31/2025	0	0	

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11- Planning	20		20		20		10	10	10	
12- PE/Env/PSE	50		50	4	50		3	35	11	
13 - Final Design	83		83	8	83		14	107	-32	
15 -Procurement	20		20		20			0	20	
16 - Construction	166		166	30	166		5	23	113	
19 - Closeout	20		20	4	20		1	12	5	
Totals	359	0	359	45	359	0	23	187	126	

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	350		350	10			0	10	340	
FY2021	9		9	0				11	337	
FY2022	0		0	79				61	197	
FY2023	0		0	-89				41	246	
FY2024	0		0	45			23	74	126	
Totals	359	0	359	45	359	0	23	187	126	



samTrans

Capital Programs Quarterly Progress Report

Project Controls

South Base Bus Washer Walls Rehab

Period: FY24Q4

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 final review of the plans and specifications.

KEY ACTIVITIES - Next Reporting Month (top 5)

Final design, construction plans and cost estimates will proceed into the Procurement cycle in late July'24

Project Notes

A new baseline for schedule and budget are forthcoming



ADA Study & Phase 1 Retrofits

Period: FY24Q4

Prj. ID: 100475

Project Manager: Jeff Thomas

STATUS Summary

Phase: Planning

SCOPE Summary

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,225,000	6.7%	39.2%	\$ 1,225,000

Schedule

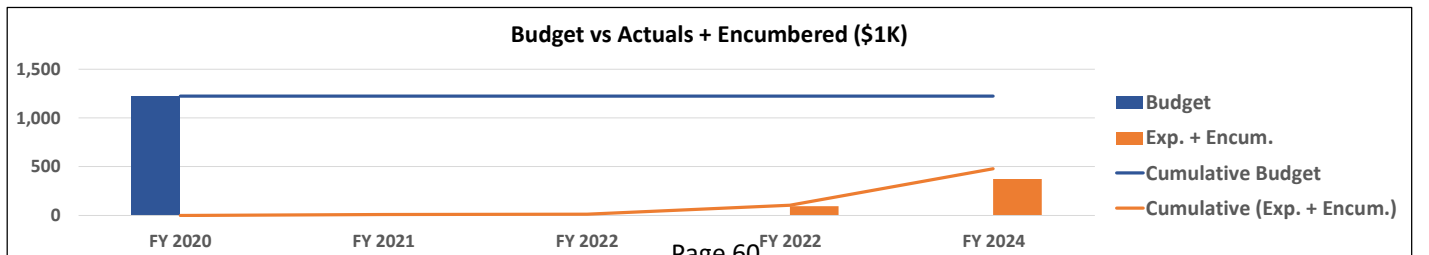
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Planning & Development	07/01/22	10/01/22	06/30/28	06/30/28	-92	0	Schedule re-baselined
Final Design	03/01/23	03/01/23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

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning/CD/Env	200		200	8	200	0	36	126	134	66
13 - Final Design	100		100	40	100	0	18	49	89	11
15 - Procurement	25		25	0	25	0		0	0	25
16 - Construction	900		900	57	900	0	10	200	257	643
Totals	1,225	0	1,225	105	1,225	0	64	375	480	745

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

	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY 2020	1,225		1,225					0	0	1,225
FY 2021			0	11				0	11	1,214
FY 2022			0	-11				12	1	1,212
FY 2023			0	22				72	94	1,118
FY 2024			0	82			64	291	373	745
Totals	1,225	0	1,225	105	1,225	0	64	375	480	745



ADA Self Eval Plan

Period: FY24Q4

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 in phases.

KEY ACTIVITIES - Current Reporting Month (top 5)

District draft ADA Transition Plan is currently pending the vacant ADA Coordinator position. Recruitment is in process.
ADA Transition Plan allows for select construction during plan development/implementation
Bidding & construction of select bus stop improvements at various sites will be recurrent throughout this program.
Work is recurring and cyclical to design, bid and construct in progressive phases;

KEY ACTIVITIES - Next Reporting Month (top 5)

Next site for bus stop renovation is pending on city permits for tree protection
Recruitment of the ADA Administrator will proceed with further interviews and offers when/where applicable.

Project Notes

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

North and South Base Exterior Painting

Period: FY24Q4

Prj. ID: 100476

Project Manager: Jeff Thomas

STATUS Summary

Phase: Planning

SCOPE Summary

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,140,000	1%	5%	\$ 1,140,000

Schedule

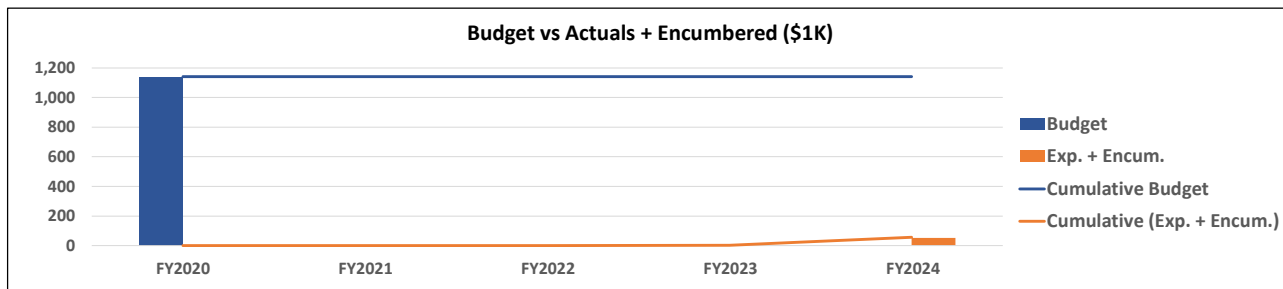
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	02/01/24	02/01/24	07/31/24	07/31/24	0	0	Schedule re-baselined
Preliminary Plans	03/15/24	03/15/24	07/31/24	07/31/24	0	0	
Final Plans	08/01/24	08/01/24	10/31/24	10/31/24	0	0	
Procurement	11/01/24	11/01/24	05/31/25	05/31/25	0	0	
Construction	06/01/25	06/01/25	11/31/2025	11/31/2025	0	0	
Closing	12/01/25	12/01/25	01/31/26	01/31/26	0	0	

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11- Planning	10		10	5	10		0	3	8	2
13 - Final Design	50		50	41	50		7	7	48	2
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	46	1,140	0	7	10	56	1,084

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	1,140		1,140					0	0	1,140
FY2021								1	1	1,139
FY2022								0	0	1,139
FY2023								1	1	1,137
FY2024				46			7	7	53	1,084
Totals	1,140	0	1,140	46	1,140	0	7	10	56	1,084



North and South Base Exterior Painting

Period: FY24Q4

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)

A site visit with District staff and design firm was conducted in mid-March 2024 to identify problem areas
A detailed report identified building and surface defects was received and is currently in review by Facilities staff

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

A new baseline for schedule and budget are provided above.

NB / SB Front Entrance Modification

Period: FY24Q4

Prj. ID: 100538

Project Manager: Jeffrey Thomas

STATUS Summary

Phase: Planning

SCOPE Summary

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 313,500	2.3%	84%	\$ 313,500

Schedule

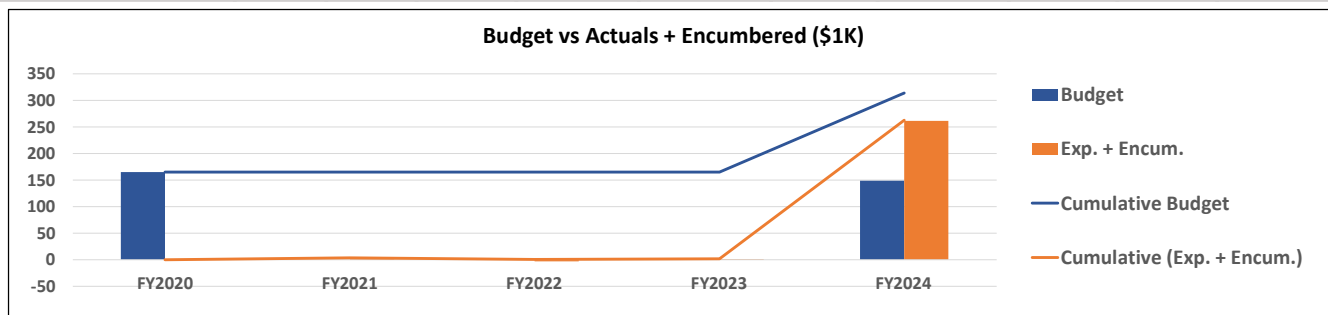
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/30/23	11/30/23	11/30/23	11/30/23	0	0	Schedule re-baselined
Final Design	12/01/23	12/01/23	09/30/24	09/30/24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

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	125		125	113	125	0	4	7	120	5
13 - Final Design	189		189	138	189	0	5	5	143	46
Totals	314	0	314	250	314	0	8	12	263	51

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2020	165		165	0					0	165
FY2021	0		0	3					3	162
FY2022	0		0	-3				0	-3	165
FY2023	0		0					1	1	164
FY2024	149		149	250			8	11	261	51
Totals	314	0	314	250	314	0	8	12	263	51



NB / SB Front Entrance Mod

Period: FY24Q4

Prj. ID: 100538

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	314	0		314	314	0	
Totals		314	0	0	314	314	0	

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

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

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Key stakeholders in other department have reviewed and accepted conceptual plans in prior months
New scope includes heightened security standards and perimeter gates/fencings
Conceptual plans for NB + SB were reviewed by stakeholder departments and provided to design team.

KEY ACTIVITIES - Next Reporting Month (top 5)

Design work will proceed to t6he 35% stage with further input by stakeholders in Aug'24

Project Notes

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

North Base Building 200 Replacement

Period: FY24Q4

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

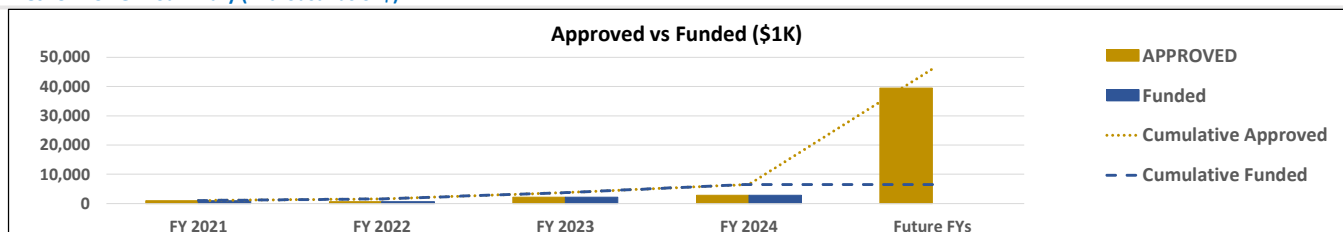
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$46,000,000	\$6,514,000	3.8%	4.5%	\$ 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	07/31/25	07/31/25	0	0	
16- Construction	08/01/25	08/01/25	01/31/28	01/31/28	0	0	
16.1 - Commissioning	08/01/28	08/01/28	01/31/28	01/31/28	0	0	
19- Closeout	02/01/28	02/01/28	06/30/28	06/30/28	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	37	946	0	117	754	791	155
12 - PE/Env/PSE	2,739	2,739	2,739	578	2,739	0	301	559	1,137	1,602
13 - Final Design	1,200	575	575		1,200	(625)	2	127	127	448
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	615	46,000	(39,486)	420	1,440.16	2,055	4,459

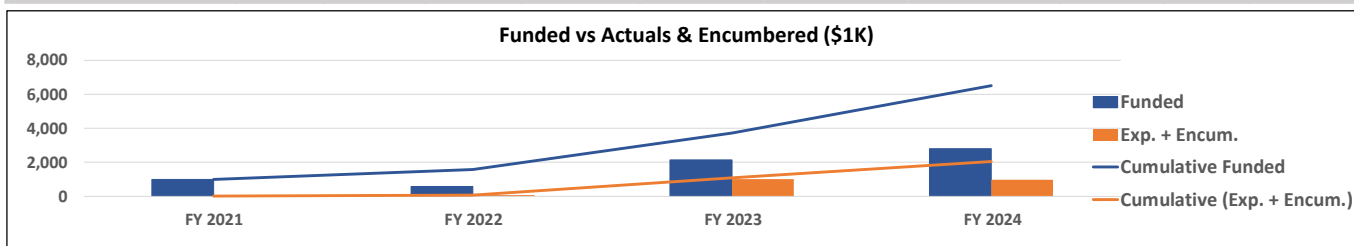
North Base Building 200 Replacement

Period: FY24Q4

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	
FY 2023	2,143	2,143	2,143	463				543	1,006	
FY 2024	2,796	2,796	2,796	151			420	826	978	
Future FYs	39,486									
Totals	46,000	6,514	6,514	615	46,000	(39,486)	420	1,440.16	2,055	



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)

- Options for an emergency generator, solar panel, and Electric vehicle charger were in the final stage of finalization.
- Temporary Accommodation Programming - the concept and the procurement method (leasing a modular) were finalized.
- North Base Building 200 - Monitoring Program - A structural survey was conducted.
- The review team approved the foundation and structural concepts.

KEY ACTIVITIES - Next Reporting Month (top 5)

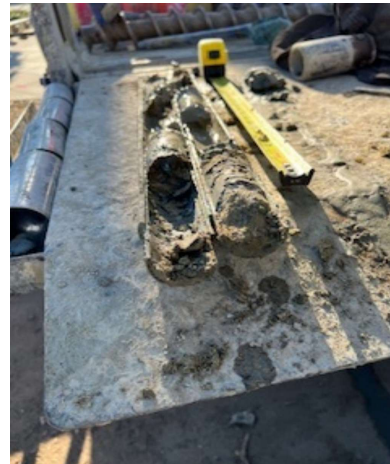
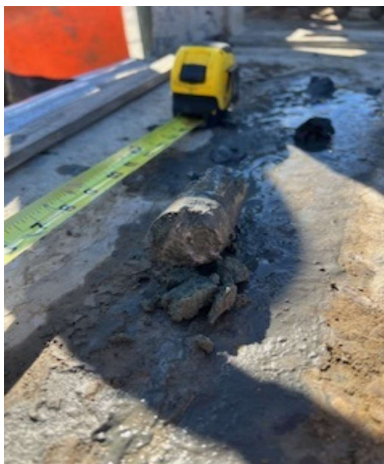
- Utility relocation Plan for North Base Building 200 Replacement and the temporary accommodation program will be laid out in the concept drawings.
- Foundation Concept will be developed.
- North Base Building 200 Monitoring Report will be submitted.
- North Base Building 200 - Temporary Accommodation Program will be finalised and begin preparing the tender documents.

Project Notes

North Base Building 200 Replacement

Period: FY24Q4

Prj. ID: 100548



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

EV Chargers Non-Rev Vehicles at Central Garage

Period: FY24Q4

Prj. ID: 100629

Project Manager: Jeffrey Thomas

SCOPE Summary

STATUS Summary

Phase: Planning

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 575,000	12.7%	13%	\$ 575,000

Schedule

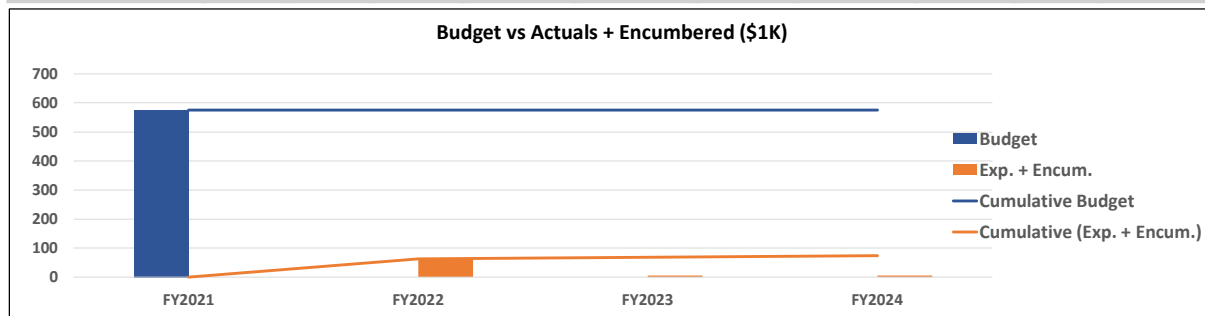
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/21	11/01/21			0	0	Design #1 was Central
Final Design	08/01/23	08/01/23	06/30/24	06/30/24	0	0	Design #2 is for NB+SB
Procurement	07/01/24	07/01/24	12/31/24	12/31/24	0	0	
Construction	01/01/25	01/01/25	05/31/25	05/31/25	0	0	
Close out	06/01/25	06/01/25	08/31/25	08/31/25	0	0	

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

Activity	Budget				Estimate at Completion E	Variance F=C-E	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
12- PE/Env/PSE	81		81	24	81	0	21	50	74	7
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	24	575	0	21	50	74	501

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

FY	Budget				Estimate at Completion E	Variance F=E-D	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY2021	575		575					0	575	
FY2022	0		0	60				2	512	
FY2023	0		0	-16				6	507	
FY2024	0		0	-21			21	27	501	
Totals	575	0	575	24	575	0	21	50	501	



EV Chargers Non-Rev Vehicles

Period: FY24Q4

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; these are Design #2
Suspend design at Central pending future use/development of the site; this was Design #1.
Design firm provided a set of plans at 35% complete for District's review and feedback

KEY ACTIVITIES - Next Reporting Month (top 5)

Design at 35% has been reviewed by District and design term will be updated in July'24

Project Notes

A new baseline for schedule and budget are provided above.

South Base Water Utility Lines Replacement

Period: FY24Q4

Prj. ID: 100710

Project Manager: Jeffrey Thomas

SCOPE Summary

STATUS Summary

Phase: Planning

District staff have determined that existing water utility/distribution lines at the South Base facility have aged/worn beyond their useful life and must be replaced entirely. These utility lines furnish in-coming clean water to support daily operational needs, maintain public health standards and further support fire protection. Design scope and subsequent construction will replace pipes, pumps, valves, meters and related fittings from in-coming city connections up to and including the service connections at six (6) South Base buildings.

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

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

Schedule

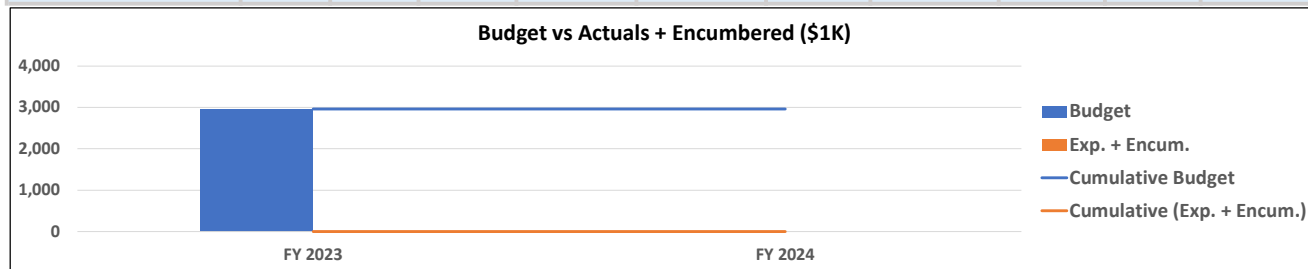
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	06/01/24	06/01/24	08/30/24	08/30/24	0	0	Schedule re-baselined
12- Preliminary Design	08/01/24	08/01/24	01/31/25	01/31/25	0	0	
13- Final Design	02/01/25	02/01/25	06/30/25	06/30/25	0	0	
15- Procurement	07/01/25	07/01/25	02/28/26	02/28/26	0	0	
16- Construction	03/01/26	03/01/26	09/30/26	09/30/26	0	0	
19- Close out	10/01/26	10/01/26	01/30/27	01/30/27	0	0	

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

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

Period: FY24Q4

Prj. ID: 100710

FUNDING (in thousands of \$)

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

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Project plans are yet preliminary

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Notes

A new baseline for schedule and budget are shown above.

Bus Shelter Upgrades and Replacements

Period: FY24Q4

Prj. ID: 100711

Project Manager: Jeff Thomas

SCOPE Summary

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

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,946,900	2.1%	4.1%	\$ 2,946,900

Schedule

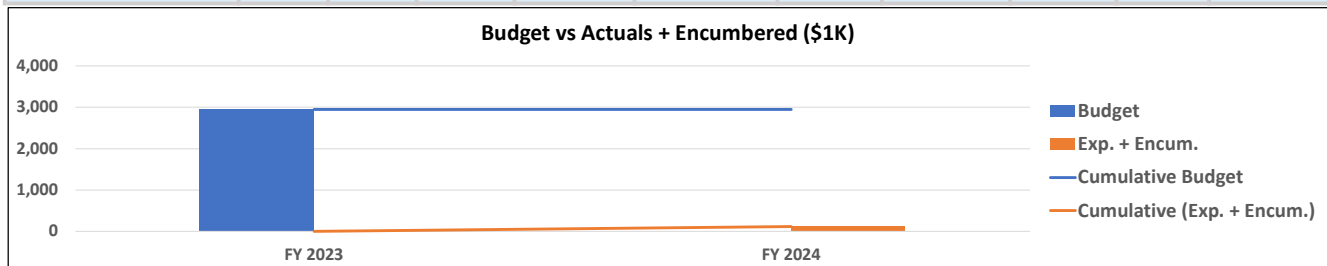
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
11- Planning	10/01/22	10/01/22	03/30/24	03/30/24	0	0	Schedule Re-baselined
12- Preliminary Design	07/01/23	07/01/23	12/31/24	12/31/24	0	0	
13- Final Design	07/01/23	07/01/23	12/31/24	12/31/24	0	0	
15- Procurement	01/01/25	01/01/25	08/30/25	08/30/25	0	0	
16- Construction	09/01/24	09/01/24	09/01/26	09/01/26	0	0	Construction occurs in multiple phases
19- Close out	10/01/26	10/01/26	12/30/26	12/30/26	0	0	

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

Activity	Budget				Estimate at Completion (E)	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
	11- Planning	103		103			37	103		
12- Preliminary Design	103		103	39	103	0	1	1	40	63
13- Final Design	137		137	40	137	0			40	97
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	116	2,947	0	5	4	120	2,826

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	116	0		5	4	120	2,826
Totals	2,947	0	2,947	116	2,947	0	5	4	120	2,826



Bus Shelter Upgrades and Replacements

Period: FY24Q4

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)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

A new baseline for schedule and budget are provided above.

Interim Workspace Enhancement

Period: FY24Q4

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	100.0%	16.9%	\$ 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	

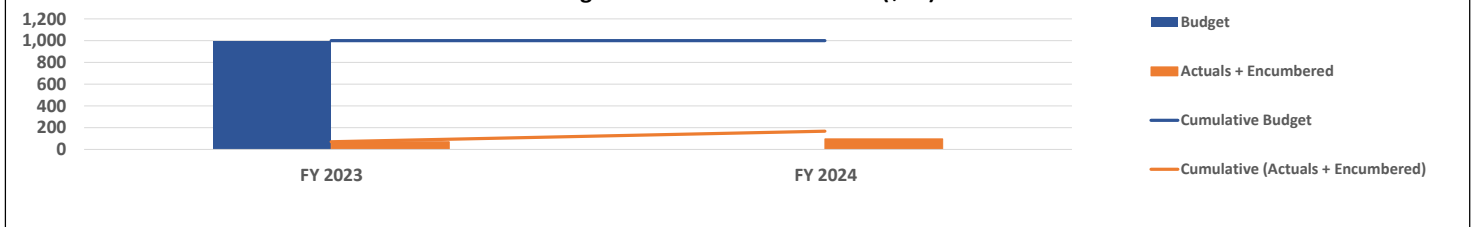
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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	44	1,000	0	9	125	169	831
Totals	1,000	0	1,000	44	1,000	0	9	125	169	831

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	10			9	87	96	831
Totals	1,000	0	1,000	44	1,000	0	9	125	169	831

Budget vs Actuals + Encumbered (\$1K)



Interim Workspace Enhancement

Period: FY24Q4

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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North Base and South Base Condition & Needs Assessment

Period: FY24Q4

Project ID: 100768

Project Manager: Lisha Mai

SCOPE Summary

Evaluate the current physical conditions of operations and maintenance facilities at North Base and South Base to plan and develop recommendations for repair, modification, and/or replacement of facilities based on their condition and the District's requirements. Recommendations will account for assessment results of current and future operating needs and requirements related to ridership and service growth, perform by the Planning Department.

STATUS Summary

Phase: Planning

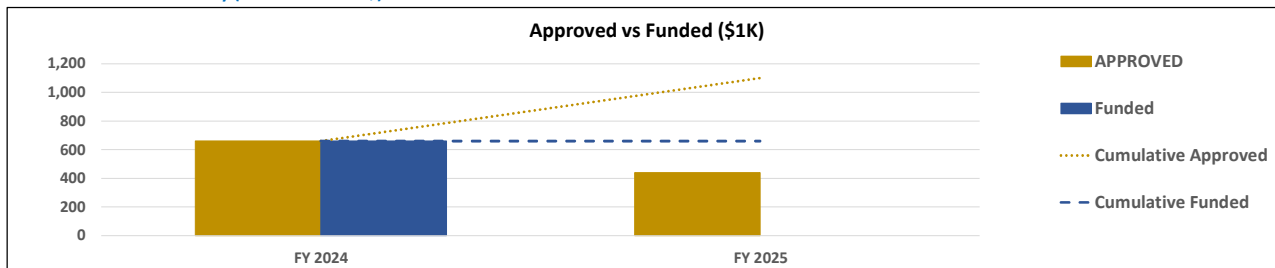
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule Progress	Expended %	Estimate At Completion
\$1,100,000	\$ 1,100,000	0.0%	1.1%	\$ 1,100,000

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Stakeholder Collaboration	3/1/2024	3/1/2024	6/30/2026	6/30/2026	0	0	
Baseline Condition	9/30/2024	9/30/2024	6/30/2025	6/30/2025	0	0	
Needs Assessment	7/1/2025	7/1/2025	12/31/2025	12/31/2025	0	0	
Recommendations	1/1/2026	1/1/2026	9/30/2026	9/30/2026	0	0	
					0	0	
					0	0	
					0	0	
					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 (A)	Approved (B)	Funded (C)	Committed (D)			This Period	To Date		
11 - Planning	1,100	1,100	468		1,100	(633)	7	13	13	455
12 - PE/Env/PSE		0			0	0			0	0
13 - Final Design		0			0	0			0	0
15 - Procurement		0			0	0			0	0
16 - Construction		0	176		0	176			0	176
19 - Closeout		0	17		0	17			0	17
Totals	1,100	1,100	660	0	1,100	(440)	7	13	13	647

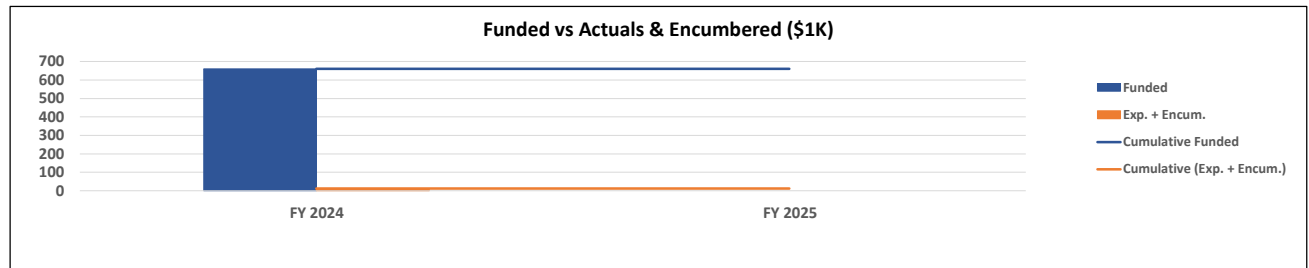
North Base and South Base Condition & Needs Assessment

Period: FY24Q4

Project ID: 100768

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 2024	660	660	660				13	13	647	
FY 2025	440	440	0			7	0	0	647	
Totals	1,100	1,100	660	0	1,100	(440)	7	13	647	



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	1,100			1,100	660	(440)	
Totals		1,100	0	0	1,100	660	(440)	

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

None at this time

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

Issue	Status
None at this time	

KEY ACTIVITIES - Current Reporting Month (top 5)

Develop Work Directive Proposal Request (WDPR) for consultant support

KEY ACTIVITIES - Next Reporting Month (top 5)

Meet with internal stakeholders to finalize WDPR
Issue WDPR

Project Notes

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South Base Switchgear Replacement & BEB Chargers Installation

Period: FY24Q4

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

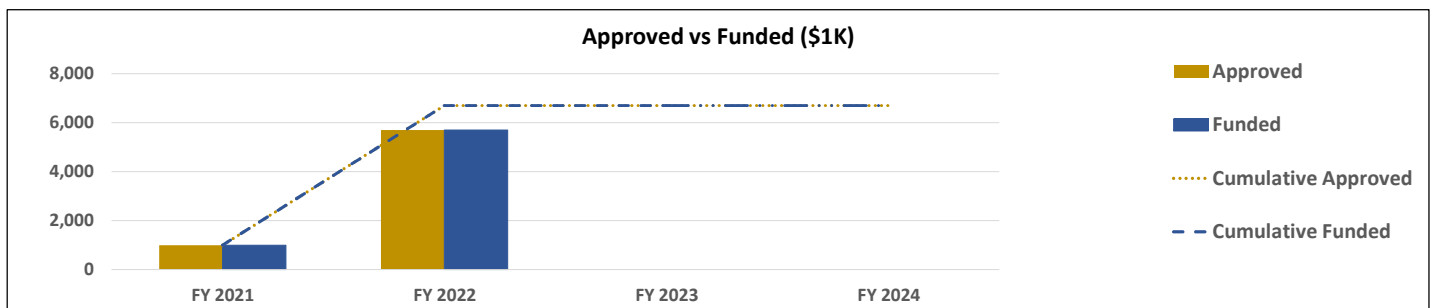
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$6,700,000	\$ 6,700,000	63.4%	64.2%	\$ 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	--Work resumed on June 24th 2024. The Controlling Operations are electrical installations. --An issue with the Bus Duct actualized. The Resident Engineer is gathering information.
19 - Closeout	04/01/24	02/10/25	10/30/24	05/11/25	-315	-193	

PROJECT BUDGET Summary (in thousands of \$)



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

Activity	Budget				Estimate at Completion	Unactivated Funding	Expended		Exp. + Encum.	Available Funds
	Original	Approved	Funded	Committed			This Period	To Date		
	(A)	(B)	(C)	(D)			E	(F=C-B)		
12 - PE/Env, PSE Preliminary Design	131	131	131		131	0		122	122	8
13- Final Design	268	268	268		268	0		254	254	14
15 - Procurement	120	120	120		120	0	2	120	120	0
16 - Construction	5,981	5,981	5,981	1,303	5,981	0	221	2,501	3,805	2,176
19 - Closeout	200	200	200		200	0			0	200
Totals	6,700	6,700	6,700	1,303	6,700	0	223	2,998	4,302	2,398

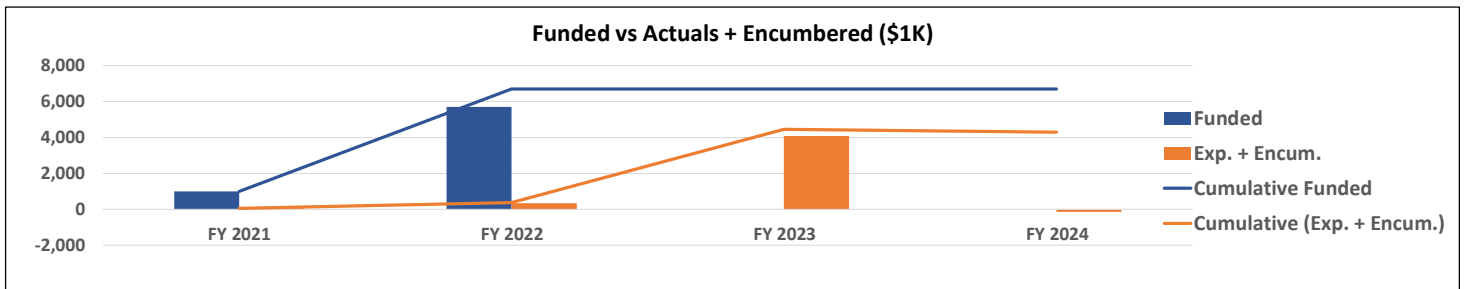
South Base Switchgear Replacement & BEB Chargers Installation

Period: FY24Q4

Prj. ID: 100547

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

FY	Budget				Estimate at Completion E	Unactivated Funding (F=C-B)	Expended		Exp. + Encum.	Cumulative Available Funds
	Original (A)	Approved (B)	Funded (C)	Committed (D)			This Period	To Date		
FY 2021	1,000	1,000	1,000	25				24	49	951
FY 2022	5,700	5,700	5,700	140				193	333	6,318
FY 2023			0	3,305				770	4,075	2,243
FY 2024			0	-2,166			223	2,011	-155	2,398
Totals	6,700	6,700	6,700	1,303	6,700	0	223	2,998	4,302	2,398



FUNDING (in thousands of \$)

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

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

Risk	Mitigation
The Contractor-furnished electrical equipment may delay the critical path again.	-SamTrans PM to include Engineer of Record on technical issues that impact the procurement or installation of contractor-furnished "MDPO-2" switchboard, "EBD" switchboard, or the bus duct. Prioritize these issues for quick resolution. -SamTrans PM to prioritize communications regarding these critical path items. -prioritize quick responses and resolutions to these critical path items -SamTrans PM to gather additional information as to why additional delays are occurring.
PGE's work dates may cause an additional delay to the project	Resident Engineer and Contractor shall keep PGE informed of all design, construction, and differing site conditions found and receive PG&E's approvals, in-writing and in-advance of the planned work. Contractor will have work ready for PG&E inspectors in-advance of the inspection dates and in-accordance with the previously coordinated PG&E-approvals.
Defective components within the ABB chargers may cause delay of substantial completion	-SamTrans to have Contractor address known issues, in-advance of ABB commissioning -SamTrans PM to prioritize communications and quickly respond to ABB-related troubleshooting

South Base Switchgear Replacement & BEB Chargers Installation

Period: FY24Q4

Prj. ID: 100547

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

Issue	Status
The Bus Duct does not connect to the Switchgear MDPO-1	-The Bus Duct installation is on hold due to this issue. -The Resident Engineer is gathering information surrounding this issue and researching solutions.
The Seismic Kit did not ship with MDPO-1, so MDPO-1's installation is paused until the seismic kit arrives.	-MDPO-1 installation is paused and Anvil found other activities that they can work on. -The Resident Engineer is negotiating releasing the 2nd half of payment versus release of the Seismic Kit
MDPO-1 won't have its seismic certification without the seismic kit installed on MDPO-1	-Technology International is negotiating the release of the seismic kit as soon as possible with their vendor. -Resident Engineer is monitoring this issue.

KEY ACTIVITIES - Current Reporting Month (top 5)

Electrical installation has resumed. Progress made setting switchgear MDPO-1 and pedestals for depot boxes
Resumed Weekly Progress Meetings
Removed the Abandoned seismic gas shutoff
Found an issue with the bus duct

KEY ACTIVITIES - Next Reporting Month (top 5)

Resolve the bus duct issue.
Continue the electrical work. Set switchgear, the ABB Charging Equipment, and pull conductors
South Base Construction: Project Manager and Contractor will continue to negotiate the outstanding change orders
South Base Construction: RE will review Time Extension Request and monthly construction progress schedules
Monitor production of the Contractor furnished switchgear and distribution board EBD

Project Notes

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South Base Switchgear Replacement & BEB Chargers Installation

Period: FY24Q4

Prj. ID: 100547



The Bus Duct Issue: the cellophane-wrapped part (left photo) of the bus duct does not connect into the MDPO-1 switchgear (right photo). The Resident Engineer and Anvil Builders are researching solutions.

Above: Progress was made setting the pedestals for the depot boxes

ZEB Implementation and Deployment

Period: FY24Q4

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).

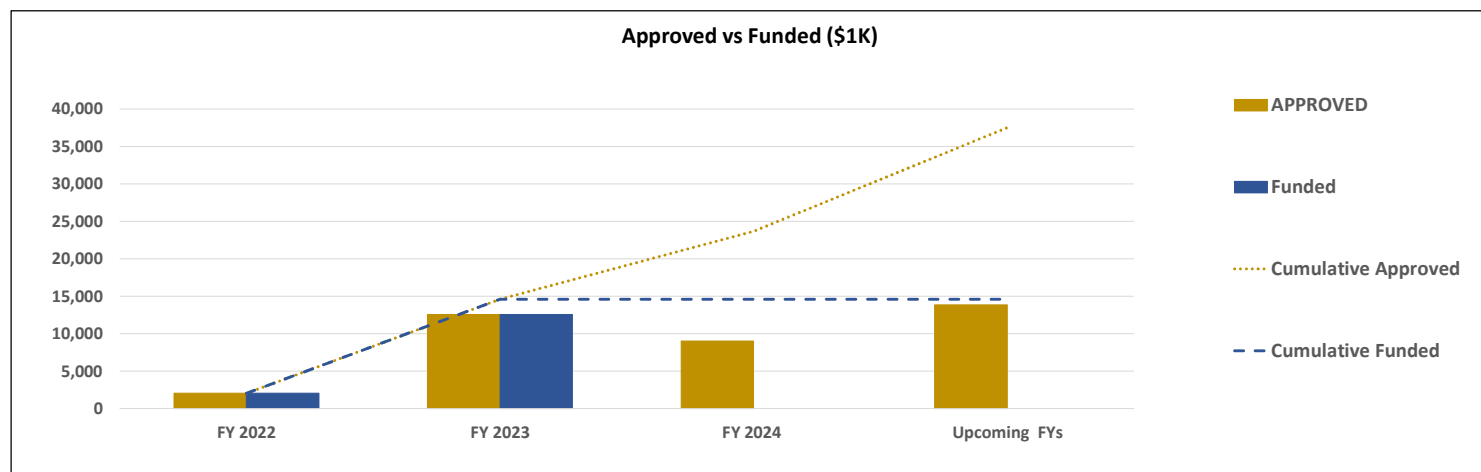
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$37,506,970	\$ 37,506,970	16.5%	18.7%	\$ 37,506,970

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	7/1/2021	07/01/21			0	0	
30% Design	07/01/21	07/01/21	04/30/22	04/30/22	0	0	Completed
End Environmental Phase			01/31/23	05/30/23	0	-119	CEQA obtained in Dec 2022- NEPA obtained allows to proceed with Final Design
Solicitation for Final Design for Charging Infrastructure in SB	07/01/23	07/01/23	10/30/23	02/23/24	0	-116	Selected STV.
Final Design for Permanent Charging Infrastructure in SB	11/01/23	02/28/24	09/30/24	09/30/24	-119	0	
CMGC Solicitation	09/01/23	09/01/23	04/30/24	04/03/24	0	27	Award of contract 4/3/24. NTP 4/22/2024
Grant Requirements	02/01/24	02/01/24	09/30/25	09/30/25	0	0	
Pre Construction Phase for Charging Infrastructure in SB	06/01/24	06/01/24	03/30/25	03/30/25	0	0	
Long Lead Equipment Procurement for Charging Infrastructure in SB	08/01/24	08/01/24	01/31/26	01/31/26	0	0	
Construction of Permanent Charging Infrastructure in SB	04/01/25	04/01/25	03/31/27	03/31/27	0	0	
Close out	04/01/27	04/01/27	09/30/27	09/30/27	0	0	

PROJECT BUDGET Summary (in thousands of \$)



ZEB Implementation and Deployment

Period: FY24Q4

Prj. ID: 100631

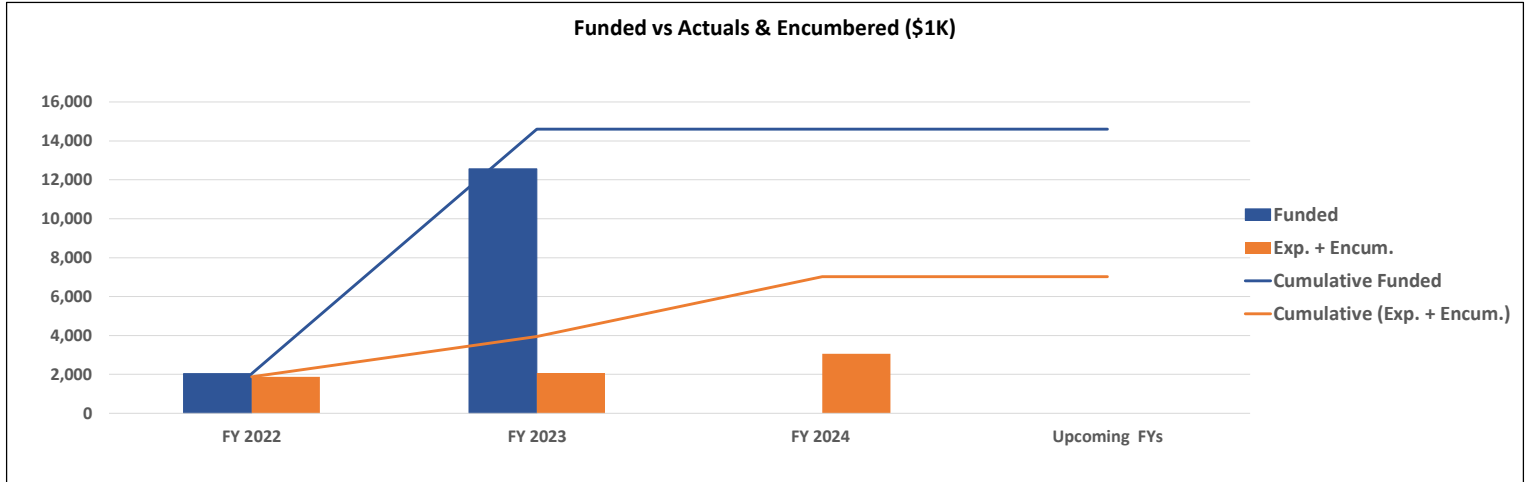
PROJECT Approved BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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	22	1,007	0	24	919	941	66
12 - PE/Env/PSE	3,687	3,687	3,667	808	3,687	(20)	407	1,002	1,811	1,856
13 - Final Design	4,042	4,042	4,042	1,723	4,042	0	85	1,456	3,179	863
15 - Procurement	99	99	119	0	99	20	3	98	98	21
16 - Construction	28,308	28,308	5,755	210	28,308	(22,553)	14	783	993	4,762
19 - Closeout	365	365	23	0	365	(342)		0	0	23
Totals	37,507	37,507	14,612	2,764	37,507	-22,895	533	4,258	7,021	7,591

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		2,020			533	1,047	3,067	7,591
Upcoming FYs	13,843	13,843							0	7,591
Totals	37,507	37,507	14,612	2,764	37,507	-22,895	533	4,258	7,021	7,591

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

Period: FY24Q4

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
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.
PG&E design schedule is unknown and could impact the overall delivery of the project.	Actively trying to contact PG&E's assigned service planner for the project; exploring workaround contact opportunities with PG&E through Clark.
The lead times for manufacturing electrical equipment has increased significantly and could impact the project schedule.	Ongoing design coordination for Early Works Procurement Package to capture all long-lead items; secondary option, driven by Caltrans funding allocation, is to combine the Early Works Procurement Package with the

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

Issue	Status
The project PLA must be established prior to start of construction.	Clark will build in the requirement for union subcontractors as part of their solicitation process, and reference a PLA to be provided at a future date
Caltrans funding changed from a dual allocation to a single allocation.	Exploring options to align the project schedule such that the Early Works Procurement Package is consolidated within the overall Project Design, to support a single allocation approach.

KEY ACTIVITIES - Current Reporting Month (top 5)

Ongoing coordination between SmaTrans, STV, and Clark Construction on the final design
Ongoing coordination with PGE to confirm energy needs and availability for the design
Progress design development with STV
Identification of long lead time items for the procurement package
Coordination with Operations, Security, Maintenance on the site layout and phasing plan

KEY ACTIVITIES - Next Reporting Month (top 5)

Finalize the early work package
Complete 95% Design Drawings

Project Notes

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NB Interim Charger Installation (Part of CP 100631)

Period: FY24Q4

Prj. ID: 100631-01

Project Manager: Jeff Shu

SCOPE Summary

Project is completed

STATUS Summary

Phase: Construction

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

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 896,729	99.1%	100%	\$ 896,729

Schedule

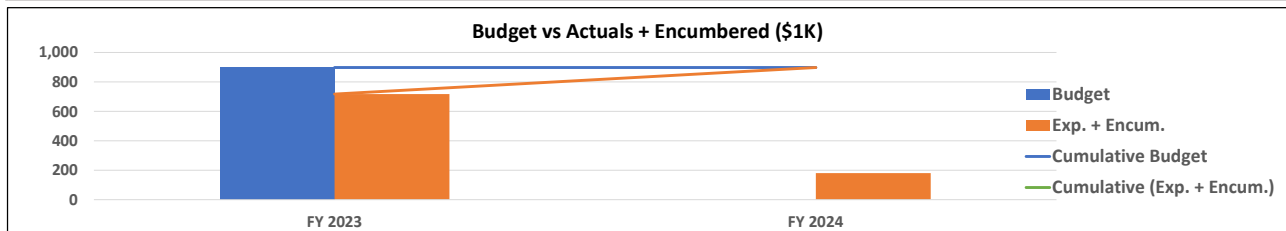
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
65% Design for NB Interim Chargers	05/01/22	03/16/22	06/30/22	06/17/22	46	13	Completed
13-Final Design	07/01/22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

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

Activity	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning/CD/Env			0		0	0			0	0
12 - PE/Env/PSE			0		0	0			0	0
13 - Final Design	77		77		77	0		77	77	0
15 - Procurement			0		0	0			0	0
16 - Construction	820		820		820	0		820	820	0
19 - Closeout			0		0	0			0	0
Totals	897	0	897	0	897	0	0	897	897	0

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	897	0	897	0				716	716	181
FY 2024		0	0				0	181	181	0
Totals	897	0	897	0	897	0	0	897	897	0



NB Interim Charger Installation (Part of CP 100631)

Period: FY24Q4

Prj. ID: 100631-01

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

Risk	Mitigation
None	None

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

Issue	Status
None	None

KEY ACTIVITIES - Current Reporting Month (top 5)

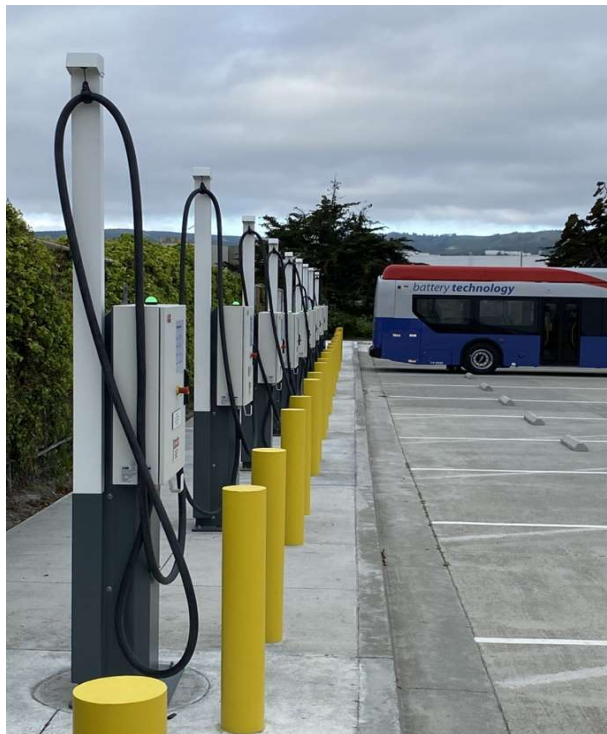
Reviewed and Approved the final Pay Application (Release of Retentions)
Reviewed and Approved the Contractor's closeout paperwork

KEY ACTIVITIES - Next Reporting Month (top 5)

Project Completion Closeout
Final Document Turnover

Project Notes

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North Base BEB Interim Chargers

North Base - Sea Level Rise and Erosion Mitigation

Period: FY24Q4

Project ID: 100712

Project Manager: Lisha Mai

SCOPE Summary

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

STATUS Summary

Phase: Planning

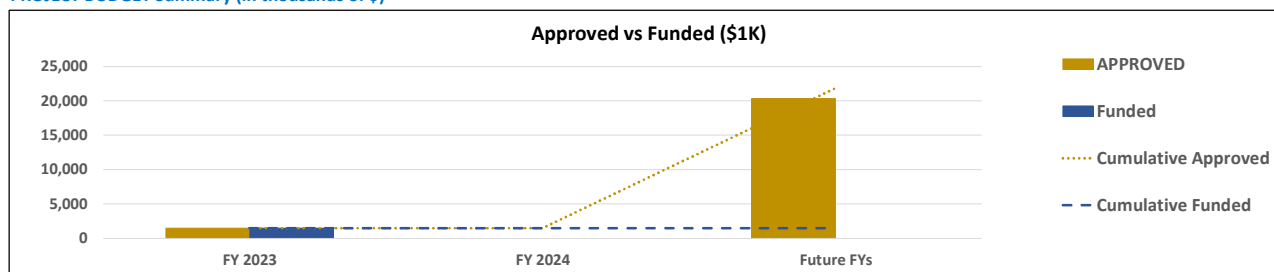
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Original Budget	Approved Budget	Schedule Progress	Expended %	Estimate At Completion
\$1,482,000	\$ 1,482,000	5.5%	3.4%	\$ 23,183,400

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Stakeholder and Public Engagement and Alternatives Analysis	7/1/2023	7/1/2023	12/31/2023	12/31/2023	0	0	Established communication with key stakeholders such as SSF, OneShoreline, SFO, Army Corp, BCDC. Developed process for ongoing communication
PEL Study and Selection of Preferred Alternative	1/1/2024	1/1/2024	12/31/2024	12/31/2024	0	0	
35% Design for the Preferred Alternative	1/1/2025	1/1/2025	6/30/2025	6/30/2025	0	0	
Detailed Impact and Mitigation Analysis Based on the 35% Design	7/1/2025	7/1/2025	12/31/2025	12/31/2025	0	0	
NEPA and CEQA Clearance	1/1/2026	1/1/2026	12/31/2026	12/31/2026	0	0	

PROJECT BUDGET Summary (in thousands of \$)



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

Activity	Budget				Estimate at Completion	Unactivated Funding	Expended		Exp. + Encum.	Available Funds
	Original (A)	Approved (B)	Funded (C)	Committed (D)			This Period	To Date		
11 - Planning	1,482	1,482	1,482	234	1,482	0	411	546	780	702
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	234	23,183	(21,701)	411	546	780	702

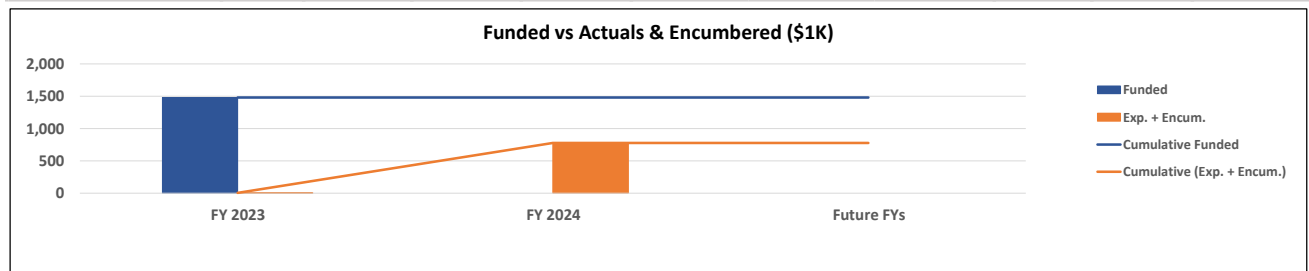
North Base - Sea Level Rise and Erosion Mitigation

Period: FY24Q4

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	0	234			411	540	774	
FY 2025	1,343	1,343	0							
Future FYs	20,358	20,358	0						702	
Totals	23,183	23,183	1,482	234	23,183	(21,701)	411	546	780	



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Un-activated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	2,808			2,808	1,465	1,343	
Measure W Sales Tax - Capital (01024)	Local	17			17	17	0	
TBD		20,358			20,358		20,358	
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
None at this phase	

KEY ACTIVITIES - Current Reporting Month (top 5)

Completed the Existing Conditions Report, including geotechnical assessment. The report will be used for the 10% design of perimeter protection and regional barrier alternatives.
Completed a feasibility assessment of interim erosion control alternatives in preparation of early coordination with BCDC.
Evaluated and confirmed perimeter protection alternative to be a combination of levee and sea wall design due to constraints at creek channel.
Continue communication with key stakeholders such as SSF, OneShoreline, SFO, Army Corp, BCDC.
Continue to coordinate with Government Affairs on outreach to stakeholders that would benefit from a regional solution.

KEY ACTIVITIES - Next Reporting Month (top 5)

Continue development of 10% design of perimeter protection and regional barrier alternatives.
Continue development of alternative assessment report.
Ongoing outreach to stakeholders that would benefit from a regional solution that mitigates the impact of sea level rise.

Project Notes

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NB H2 Fueling Station for 10 FCEBs

Period: FY24Q4

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
\$ 2,756,462	81.0%	95.1%	\$2,756,462

Schedule

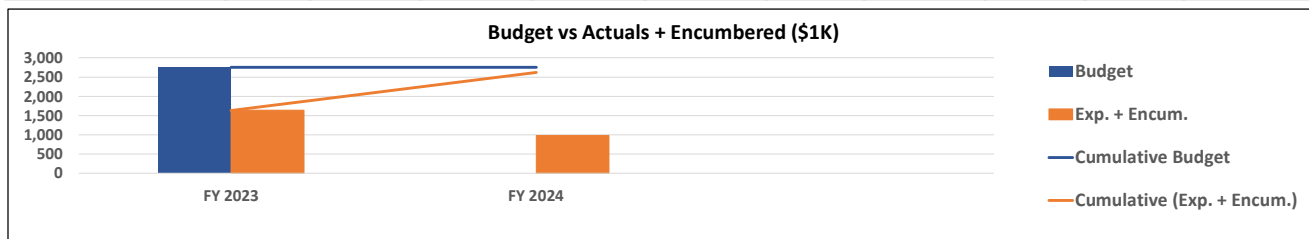
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Solicitation for H2 services contract	10/1/2022	10/1/2022	5/15/2023	5/15/2023	0	0	Contract awarded to Plug Power
Design Manufacturing H2 mobile station	5/16/2023	5/16/2023	1/31/2024	1/31/2024	0	0	
Testing and Commissioning	2/1/2024	2/1/2024	3/1/2024	7/31/2024	0	-152	Refueler delivery week of 6/17, testing and commissioning will take 2 months.
Training	2/1/2024	2/1/2024	8/1/2024	9/1/2024	0	-31	Tiers 1-3 for staff, first responder training will be with tier 1 staff.
Closeout	9/1/2024	9/1/2024	11/1/2024	11/1/2024	0	0	

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

Activity	Budget				Estimate at Completion	Variance	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	58		58		58	0		58	58	0
12 - PE/Env/PSE	10		10		10	0		10	10	0
13 - Final Design	72		72		72	0		24	24	48
15 - Procurement	12		12		12	0		4	4	8
16 - Construction	2,604		2,604	1,555	2,604	0	60	969	2,524	80
Totals	2,756	0	2,756	1,555	2,756	0	60	1,065	2,621	136

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	2,756		2,756	1,555				80	1,635	1,121
FY 2024				0			60	985	985	136
Totals	2,756	0	2,756	1,555	2,756	0	60	1,065	2,621	136



NB H2 Fueling Station for 10 FCEBs

Period: FY24Q4

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	2,756			2,756	2,756	0	
Totals		2,756	0	0	2,756	2,756	0	

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

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

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

Issue	Status
Refueler arrived at SamTrans Maintenance Yard on 3/8/24. A leak was discovered and a screen was damaged in route, so the refueler had to be sent back to Houston for repair	Delivery of refueler expected the week of June 17, 2024
Commissioning for second nozzle on the refueler (not originally part of the approved design) is required.	SamTrans will pay for the commissioning of the extra nozzle.

KEY ACTIVITIES - Current Reporting Month (top 5)

Refueler is under factory acceptance testing in Houston.
SamTrans requested deployment of the back up Hydrogen fueling system

KEY ACTIVITIES - Next Reporting Month (top 5)

Deployment of the back up Hydrogen fueling system
Dispense hydrogen to FCEB for the first time
Test Hydrogen Refueler
Lighting installation around the refueler to be completed
Conduct safety trainings for first responders, after the refueler is commissioned

Project Notes

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North Base Facility Modifications for FCEBs

Period: FY24Q4

Prj. ID: 100723-01

Project Manager: Yoko Watanabe

SCOPE Summary

Project Completed

STATUS Summary

Phase: Planning

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,179,511	100.0%	99.7%	\$2,179,511

Schedule

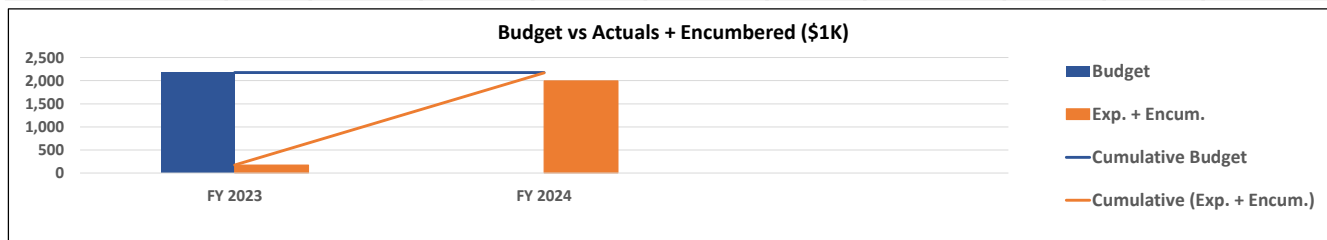
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Kick Off Meeting and Work Program	9/1/2022	9/1/2022	9/9/2022	9/9/2022	0	0	On time
On-Site Assessment & Review CTEB 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	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning	28		28		28	0	28	28	0	
12 - PE/Env/PSE	0		0		0	0	0	0	0	
13 - Final Design	35		35		35	0	35	35	0	
15 - Procurement	23		23		23	0	23	23	0	
16 - Construction	2,093		2,093	36	2,093	0	70	2,050	2,087	
Totals	2,180	0	2,180	36	2,180	0	70	2,136	2,172	

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)						
FY 2023	2,180		2,180				177	177	2,003	
FY 2024			0	36			70	1,959	1,995	
Totals	2,180	0	2,180	36	2,180	0	70	2,136	2,172	



North Base Facility Modifications for FCEBs

Period: FY24Q4

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	1,880			1,880	1,880	0	
Totals		2,180	0	0	2,180	2,180	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	

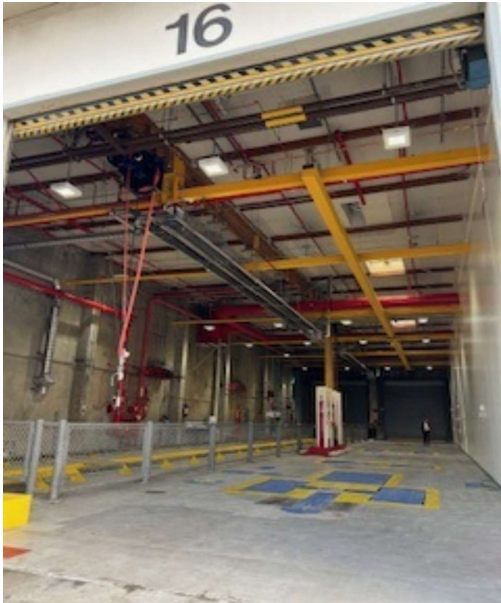
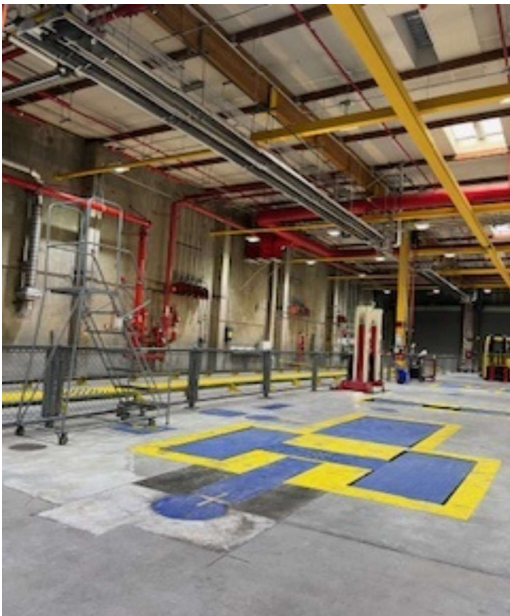
KEY ACTIVITIES - Current Reporting Month (top 5)

- Paperwork needed to close out the Project is 99.5% completed.
- Deployment of Flame Detection SYstem was evaluated, and as a result, the system is not beneficial, hence, it is concluded not to be installed.

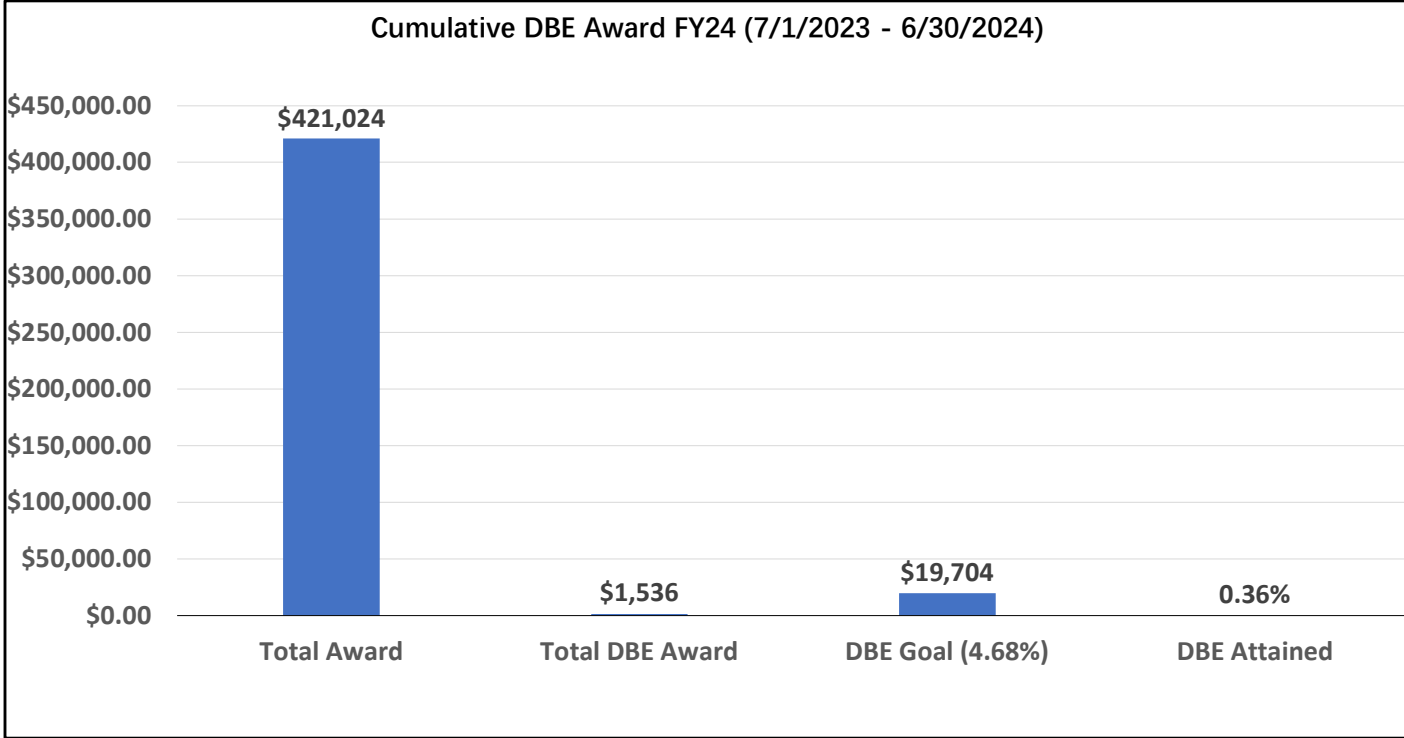
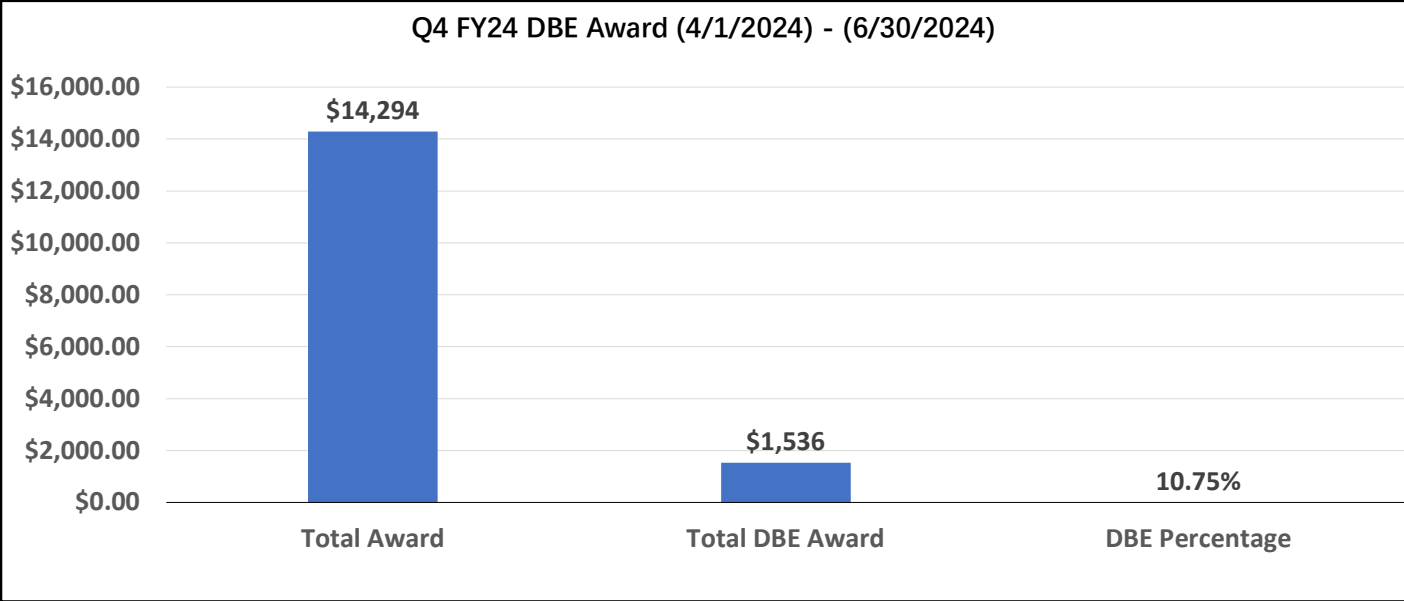
KEY ACTIVITIES - Next Reporting Month (top 5)

- The Final Acceptance Letter will be issued to RMS and the retention will be released to mark the Construction Closeout.
- Flame Detection System will be evaluated for beneficial employment in the modified bays.

Project Notes



SamTrans Award



Note: The overall triennial DBE goal for Federal Fiscal Year 2023-25 is 4.68%
There was one Federal award with one DBE attained for FY2024 Q4.

Appendix B - Definition of Terms

Accruals

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

Activated Funding (in Funding)

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

Allocated Contingency

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

Baseline

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

Baseline Completion (in Milestone Schedule)

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

Board Approved (in Funding)

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

Board Authorized (in Major Contracts)

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

Budget Changes (in Project Budget/Estimate at Completion)

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

Budget Original (in Project Budget/Estimate at Completion)

The budget approved in the first or original project baseline.

Committed

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

Completion (in Milestone Schedule)

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

Contingency

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

Contract Change Orders (CCOs)

Contract budget changes approved through the change management process.

Current Contract Amount

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

Expended + Accruals

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

High Likelihood Risks (in Contingency)

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

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

Contract Change Orders pending approval.

In-Process Changes

Project Change Orders pending approval. Includes CCOs.

Interfaces

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

Issues

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

Key Activities

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

Milestone Schedule

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

Notable Issues

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

Notable Risks

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

Phase

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

Potential and In-Process Changes

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

Resolution Date (in Notable Issues)

The latest date an issue needs to be resolved before it begins to affect the objectives, scope, schedule, budget and/or the adequate funding of the project.

Risks

Events or uncertain conditions that, if they occur, have a negative or positive impact in the project's objectives.

Safety Incidents

Reported safety incidents related to the execution of project work, that occurred during the reporting period.

Scope Summary

High level description of the objectives and principal deliverables of the project.

Type I Incidents (in Safety)

Near Miss or incident requiring written report based on contract requirements.

Type II Incidents (in Safety)

Injury of worker or passenger requiring a report to the Federal Railroad Administration.

Type of Work

Categories defined for classifying project costs.

Un-activated Amount (in Funding)

Portion of the Board Approved funding for the project that has not been Activated. See Activated Funding.

Unallocated Contingency

Portion of total project contingency budget to account for Unknown Risks.

Unknown Risks

Unidentified risks that have not been accounted for and are included in the Unallocated Contingency budget.

**San Mateo County Transit District
Staff Report**

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

Action

Staff proposes that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ending June 30, 2024 (FY24Q4).

Significance

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

Budget Impact

There is no impact on the budget.

Background

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

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments, and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. Current market value, as of June 30, 2024 (FY24Q4), for all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), including the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
5. Statement that the local agency has the ability to meet its expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money may or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 6 through 15. 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 53646. The District has the ability to meet its expenditure requirements for the next six months (see certification in Attachment A).

Discussion

Market Conditions

After increasing rates by a quarter of a percentage point four times during 2023, the Federal Reserve (the Fed) halted additional hikes after its July 2023 increase and has left them unchanged through their latest meeting in June of this year, 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 June meeting, implied one 0.25% rate cuts through 2024 while the number of cuts implied for 2025 was increase from two to four, essentially moving out reductions into 2025 from 2024, now that heightened rates appear to be impacting employment and inflation adequately. In response, U.S. Treasury yields have remained steady for maturities up to one year, while maturities greater than one year showed slight increases. This steepening on the longer end of the curve is encouraging, but more economic data is needed. Over the course of the quarter, yields showed only modest increases as mentioned above, on the longer end of the curve.

U.S. inflation readings continued to make subtle progress toward the Fed’s 2% target through most of the quarter. Core Consumer Price Index (CPI), which removes the volatile food and energy components from headline CPI, fell to 3.4% annualized year-over-year in May, matching its lowest level in three years. The U.S. labor market continued to soften, adding 532,000 jobs in the quarter compared to the 800,000+ jobs added in the prior quarter. Additionally, the unemployment rate hit 4.1% in June, ending a 28-month streak of unemployment at or below 4.0%. Overall, the labor market is expected to remain supportive of personal consumption as wage growth continues to outpace inflation. However, some signs of cooling in the labor market, including increasing jobless claims, underscore the moderation in economic expectations over the near-term. U.S. Real Gross Domestic Product (GDP) growth cooled in the first quarter of the calendar year, as the final reading of 1.4% was notably lower than the third and fourth calendar quarters of 2023. The cooling in growth was attributed to one-off net negative contributions from net exports and private inventories, although a decline in personal spending was also noteworthy. Recession probability remains low with the biggest risk being persistent inflation that curbs consumer spending. However, elevated geopolitical risks remain, including Ukraine, Israel, China, and U.S. elections. For additional information on markets and commentary, please refer to the attached Investment Report.

Portfolio Balances and Performance

The District divides its \$583.8 million (M) investment portfolio into (a) managed portions (Reserve and Paratransit, \$214.9M, 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. Managed and liquid portions of the portfolio brought in interest during the quarter and there were modest reductions in the fair market value of the securities managed (see pages 25 and 32 of Attachment A).

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

The full portfolio had \$4,987,390 in interest earnings recognized during the quarter, including \$1,567,708 from managed holdings. Managed funds are impacted by interest rate changes. Liquid holdings may have their value impacted, the pools they are held in maintain a stable asset value with maturities that are near maturity, meaning we are able to access the funds deposited without loss due to market value changes.

Prepared By:	Kevin Beltz	Manager, Debt and Investments	650-508-640
	Adela Alicic	Senior Financial Analyst	650-508-7981

INVESTMENT GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

EXHIBIT 1
SAN MATEO TRANSIT DISTRICT
REPORT OF INVESTMENTS
FOR QUARTER ENDING JUNE 30, 2024

CUSIP	ABS	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
02582JJZ4	AMXCA 2023-1 A	680,000	05/15/2028	679,940	676,974	678,446
02582JJZ4	AMXCA 2023-1 A	105,000	05/15/2028	104,991	104,533	104,760
02582JKH2	AMXCA 2024-1 A	1,610,000	04/16/2029	1,609,670	1,625,070	1,628,812
02582JKH2	AMXCA 2024-1 A	245,000	04/16/2029	244,950	247,293	247,863
05522RDG0	BACCT 2023-1 A	610,000	05/15/2026	609,862	605,925	607,224
05522RDG0	BACCT 2023-1 A	95,000	05/15/2026	94,978	94,365	94,568
05522RDH8	BACCT 2023-2 A	640,000	11/16/2026	639,914	639,533	640,949
05522RDH8	BACCT 2023-2 A	100,000	11/16/2026	99,987	99,927	100,148
05522RDJ4	BACCT 2024-1 A	1,565,000	03/15/2029	1,564,912	1,565,626	1,569,484
05522RDJ4	BACCT 2024-1 A	230,000	03/15/2029	229,987	230,092	230,659
14041NFW6	COMET 2021-1 A	1,475,000	07/15/2024	1,474,940	1,471,696	1,472,057
14041NFW6	COMET 2021-1 A	255,000	07/15/2024	254,990	254,429	254,491
14041NFY2	COMET 2021-3 A	1,145,000	11/15/2024	1,144,842	1,125,421	1,125,950
14041NFY2	COMET 2021-3 A	215,000	11/15/2024	214,970	211,324	211,423
14044CAC6	COPAR 2021-1 A3	207,364	09/15/2026	207,360	202,444	202,515
14044CAC6	COPAR 2021-1 A3	36,063	09/15/2026	36,063	35,208	35,220
14316NAC3	CARMX 2021-1 A3	19,669	12/15/2025	19,665	19,548	19,551
14316NAC3	CARMX 2021-1 A3	3,471	12/15/2025	3,470	3,450	3,450
14318MAD1	CARMX 2022-3 A3	1,128,575	04/15/2027	1,128,548	1,114,704	1,116,696
14318MAD1	CARMX 2022-3 A3	178,920	04/15/2027	178,916	176,721	177,037
161571HT4	CHAIT 2023-1 A	1,450,000	09/15/2028	1,449,598	1,453,698	1,457,023
161571HT4	CHAIT 2023-1 A	220,000	09/15/2028	219,939	220,561	221,066
161571HV9	CHAIT 241 A	1,565,000	01/16/2029	1,564,762	1,550,602	1,553,802
161571HV9	CHAIT 241 A	240,000	01/16/2029	239,963	237,792	238,283
254683CP8	DCENT 2021-1 A	890,000	09/15/2024	889,809	880,566	880,795
254683CP8	DCENT 2021-1 A	155,000	09/15/2024	154,967	153,357	153,397
254683CZ6	DCENT 2023-2 A	1,255,000	06/15/2028	1,254,830	1,249,792	1,252,542
254683CZ6	DCENT 2023-2 A	190,000	06/15/2028	189,974	189,212	189,628
31680EAD3	FITAT 2023-1 A3	1,265,000	08/15/2028	1,264,922	1,268,200	1,271,310

31680EAD3	FITAT 2023-1 A3	195,000	08/15/2028	194,988	195,493	195,973
344928AD8	FORDO 2023-A A3	470,000	02/15/2028	469,951	465,615	466,586
344928AD8	FORDO 2023-A A3	70,000	02/15/2028	69,993	69,347	69,492
362554AC1	GMCAR 2021-4 A3	172,198	09/16/2026	172,193	168,189	168,238
362554AC1	GMCAR 2021-4 A3	29,072	09/16/2026	29,072	28,396	28,404
380140AC7	GMCAR 2021-3 A3	181,836	06/16/2026	181,824	178,737	178,773
380140AC7	GMCAR 2021-3 A3	31,300	06/16/2026	31,298	30,766	30,772
437918AC9	HAROT 2024-1 A3	1,065,000	08/15/2028	1,064,954	1,065,533	1,067,999
437918AC9	HAROT 2024-1 A3	165,000	08/15/2028	164,993	165,083	165,465
438123AC5	HAROT 2023-4 A3	310,000	06/21/2028	309,945	312,734	313,222
438123AC5	HAROT 2023-4 A3	45,000	06/21/2028	44,992	45,397	45,468
43815GAC3	HAROT 2021-4 A3	183,805	01/21/2026	183,766	180,064	180,109
43815GAC3	HAROT 2021-4 A3	33,964	01/21/2026	33,957	33,273	33,281
44933LAC7	HART 2021-A A3	10,778	09/15/2025	10,776	10,752	10,754
44933LAC7	HART 2021-A A3	2,091	09/15/2025	2,091	2,086	2,087
44935FAD6	HART 2021-C A3	134,194	05/15/2026	134,164	131,993	132,037
44935FAD6	HART 2021-C A3	22,681	05/15/2026	22,676	22,309	22,316
50117TAC5	KCOT 2021-1 A3	56,166	08/15/2025	56,155	55,758	55,774
65479UAD0	NART-24A-A3	1,470,000	12/15/2028	1,469,863	1,474,895	1,478,345
65479UAD0	NART-24A-A3	215,000	12/15/2028	214,980	215,716	216,220
65480BAC1	NAROT 2021-A A3	277,731	10/15/2025	277,726	274,634	274,675
92868AAD7	VWALT 2022-A A4	605,000	01/20/2027	604,887	601,951	602,626
92868KAC7	VALET 2021-1 A3	253,811	06/22/2026	253,801	249,235	249,314
92868KAC7	VALET 2021-1 A3	42,611	06/22/2026	42,609	41,842	41,856
92970QAA3	WFCIT 2024-1 A	1,800,000	02/15/2029	1,799,511	1,797,138	1,801,090
92970QAA3	WFCIT 2024-1 A	275,000	02/15/2029	274,925	274,563	275,167
98163KAC6	WOART 2021-D A3	235,417	10/15/2026	235,385	230,452	230,537
98163KAC6	WOART 2021-D A3	39,937	10/15/2026	39,931	39,095	39,109

Total	26,166,652			26,163,126	26,069,105	26,114,831
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CUSIP	Agencies	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
3130AJHU6	FHLB	1,000,000	04/14/2025	995,040	963,960	965,029
3130AJHU6	FHLB	275,000	04/14/2025	273,636	265,089	265,383

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3130AK5E2	FHLB	550,000	09/04/2025	548,350	521,934	522,604
3130AK5E2	FHLB	115,000	09/04/2025	114,655	109,132	109,272
3135G03U5	FNMA	1,000,000	04/22/2025	997,940	964,260	965,458
3135G03U5	FNMA	275,000	04/22/2025	274,434	265,172	265,501
3135G04Z3	FNMA	1,000,000	06/17/2025	997,930	956,640	956,834
3135G04Z3	FNMA	275,000	06/17/2025	274,431	263,076	263,129
3135G05X7	FNMA	1,300,000	08/25/2025	1,293,916	1,232,530	1,234,236
3135G05X7	FNMA	275,000	08/25/2025	273,713	260,728	261,088
3135G06G3	FNMA	1,200,000	11/07/2025	1,195,704	1,130,700	1,131,600
3135G06G3	FNMA	275,000	11/07/2025	274,016	259,119	259,325
3137EAEU9	FHLMC	1,600,000	07/21/2025	1,592,032	1,524,400	1,527,067
3137EAEU9	FHLMC	350,000	07/21/2025	348,257	333,463	334,046
3137EAEX3	FHLMC	1,300,000	09/23/2025	1,296,087	1,228,656	1,229,983
3137EAEX3	FHLMC	550,000	09/23/2025	548,345	519,816	520,377
Total		11,340,000		11,298,484	10,798,672	10,810,934

CUSIP	Cash/CD	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
CCYUSD	Receivable	9,077,582	06/30/2024	9,077,582	9,077,582	9,077,582
CCYUSD	Cash	166,183,510	06/30/2024	166,183,510	166,183,510	166,183,510
31846V534	FIRST AMER:MM	9,124,978	06/30/2024	9,124,978	9,124,978	9,124,978
31846V534	FIRST AMER:MM	5,134,152	06/30/2024	5,134,152	5,134,152	5,134,152
31846V534	FIRST AMER:MM	502,187	06/30/2024	502,187	502,187	502,187
90262Y869	UBS SL PRIME PREF	1,072,846	06/30/2024	1,072,846	1,072,739	1,072,739
65558UYF3	Nordea ABP	400,000	11/03/2025	400,000	402,024	405,649
89115B6K1	Toronto-Dominion Bank	2,500,000	10/27/2025	2,500,000	2,514,725	2,609,848
89115B6K1	Toronto-Dominion Bank	400,000	10/27/2025	400,000	402,356	417,576
Total		194,395,255		194,395,255	194,414,253	194,528,221

CUSIP	Investment Pools	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
SM - LAIF	LAIF	5,646,036	06/30/2024	5,646,036	5,646,036	5,646,036
SM-CAMP	CAMP	185,734,598	06/30/2024	185,734,598	185,734,598	185,734,598
Total		191,380,634		191,380,634	191,380,634	191,380,634

Market Value +

CUSIP	CP	Current Units	Final Maturity	Original Cost	Market Value	
62479LJ63	MUFG Bank, Ltd.	5,400,000	09/06/2024	5,194,854	5,345,244	5,345,244
62479LJ63	MUFG Bank, Ltd.	800,000	09/06/2024	769,608	791,888	791,888
	Total	6,200,000		5,964,462	6,137,132	6,137,132

CUSIP	Corporate Bonds	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
009158BH8	AIR PROD. & CHEM	1,225,000	02/08/2029	1,223,371	1,212,505	1,234,888
009158BH8	AIR PROD. & CHEM	180,000	02/08/2029	179,761	178,164	181,453
023135CE4	AMAZON.COM INC	880,000	04/13/2025	878,601	864,248	869,968
023135CE4	AMAZON.COM INC	130,000	04/13/2025	129,793	127,673	128,518
037833DT4	APPLE INC	1,000,000	05/11/2025	1,026,120	965,040	966,603
037833DT4	APPLE INC	700,000	05/11/2025	718,249	675,528	676,622
037833DT4	APPLE INC	1,000,000	05/11/2025	1,002,010	965,040	966,603
037833DT4	APPLE INC	275,000	05/11/2025	275,553	265,386	265,816
04636NAF0	ASTRAZENECA	1,300,000	03/03/2028	1,297,374	1,298,154	1,318,927
04636NAF0	ASTRAZENECA	200,000	03/03/2028	199,596	199,716	202,912
05531FBH5	TRUIST FINANCIAL	900,000	08/01/2024	901,494	897,120	906,495
05531FBH5	TRUIST FINANCIAL	250,000	08/01/2024	250,415	249,200	251,804
05565EBU8	BMW US CAPITAL	325,000	08/12/2024	324,971	323,125	324,066
05565EBU8	BMW US CAPITAL	55,000	08/12/2024	54,995	54,683	54,842
05565EBW4	BMW US CAPITAL	850,000	08/12/2026	849,745	782,986	787,088
05565EBW4	BMW US CAPITAL	150,000	08/12/2026	149,955	138,174	138,898
06051GFS3	BANK OF AMERICA	800,000	08/01/2025	907,952	787,760	800,677
06051GJD2	BANK OF AMERICA	1,100,000	06/19/2026	1,105,049	1,054,031	1,054,515
06051GJD2	BANK OF AMERICA	200,000	06/19/2026	200,918	191,642	191,730
06406RBA4	BANK OF NEW YORK	2,700,000	01/26/2027	2,694,006	2,512,647	2,536,478
06406RBA4	BANK OF NEW YORK	425,000	01/26/2027	424,057	395,509	399,260
084664CZ2	BERKSHIRE HATH	2,700,000	03/15/2027	2,649,348	2,530,899	2,549,184
084664CZ2	BERKSHIRE HATH	400,000	03/15/2027	392,496	374,948	377,657
09290DAA9	BLACKROCK	175,000	03/14/2029	174,683	174,242	176,687
09290DAA9	BLACKROCK	1,675,000	03/14/2029	1,675,821	1,667,747	1,691,146
09290DAA9	BLACKROCK	25,000	03/14/2029	24,955	24,892	25,241
09290DAA9	BLACKROCK	250,000	03/14/2029	250,123	248,918	252,410

14913R2U0	CATERPILLAR	1,350,000	01/08/2027	1,343,183	1,246,496	
14913R2U0	CATERPILLAR	200,000	01/08/2027	198,990	184,666	186,300
166764BW9	CHEVRON	900,000	05/11/2025	934,353	871,272	873,215
17252MAP5	CINTAS	390,000	05/01/2025	389,914	383,393	385,636
17252MAP5	CINTAS	60,000	05/01/2025	59,987	58,984	59,329
17275RBR2	CISCO SYSTEMS	1,485,000	02/26/2029	1,484,480	1,484,733	1,509,741
17275RBR2	CISCO SYSTEMS	215,000	02/26/2029	214,925	214,961	218,582
17325FBB3	CITIBANK NA	2,600,000	09/29/2028	2,587,104	2,671,136	2,709,694
17325FBB3	CITIBANK NA	400,000	09/29/2028	398,016	410,944	416,876
24422EXB0	JOHN DEERE CAP	1,300,000	07/14/2028	1,309,932	1,301,365	1,331,216
24422EXB0	JOHN DEERE CAP	200,000	07/14/2028	201,528	200,210	204,803
254687FK7	WALT DISNEY CO	950,000	08/30/2024	946,124	943,635	949,315
254687FK7	WALT DISNEY CO	270,000	08/30/2024	268,898	268,191	269,805
30231GBC5	EXXON MOBIL CORP	900,000	08/16/2024	945,567	895,968	902,782
38141EC23	GOLDMAN SACHS	900,000	07/08/2024	941,922	899,658	916,309
38141EC23	GOLDMAN SACHS	250,000	07/08/2024	261,645	249,905	254,530
437076CM2	HOME DEPOT	140,000	04/15/2025	139,755	137,159	137,957
437076CM2	HOME DEPOT	20,000	04/15/2025	19,965	19,594	19,708
459200KS9	IBM	1,300,000	07/27/2025	1,300,000	1,281,410	1,303,654
459200KS9	IBM	200,000	07/27/2025	200,000	197,140	200,562
46625HMN7	JPMORGAN CHASE	450,000	07/15/2025	509,648	443,070	451,163
46647PCV6	JPMORGAN CHASE	750,000	02/24/2026	750,000	735,075	741,941
46647PCV6	JPMORGAN CHASE	100,000	02/24/2026	100,000	98,010	98,925
539830BZ1	LOCKHEED MARTIN	205,000	05/15/2028	204,631	201,894	203,060
539830BZ1	LOCKHEED MARTIN	30,000	05/15/2028	29,946	29,546	29,716
58933YBH7	MERCK & CO	515,000	05/17/2028	514,583	504,170	506,719
58933YBH7	MERCK & CO	80,000	05/17/2028	79,935	78,318	78,714
61747YET8	MORGAN STANLEY	1,300,000	07/17/2026	1,300,000	1,287,260	1,314,970
61747YET8	MORGAN STANLEY	200,000	07/17/2026	200,000	198,040	202,303
63743HFC1	NAT'L RURAL UTILITIES	390,000	02/07/2025	389,988	381,408	384,333
63743HFC1	NAT'L RURAL UTILITIES	60,000	02/07/2025	59,998	58,678	59,128
63743HFE7	NAT'L RURAL UTILITIES	220,000	06/15/2025	219,941	215,721	216,058
63743HFE7	NAT'L RURAL UTILITIES	35,000	06/15/2025	34,991	34,319	34,373
69371RR40	PACCAR FINANCIAL	635,000	08/09/2024	634,657	631,730	632,982

69371RR40	PACCAR FINANCIAL	105,000	08/09/2024	104,943	104,459	104,666
771196BT8	ROCHE HOLDINGS	2,330,000	03/10/2025	2,330,000	2,278,204	2,293,521
771196BT8	ROCHE HOLDINGS	365,000	03/10/2025	365,000	356,886	359,285
857477BR3	STATE STREET	400,000	02/06/2026	400,000	390,292	393,105
857477BR3	STATE STREET	60,000	02/06/2026	60,000	58,544	58,966
87612EBM7	TARGET CORP	240,000	01/15/2027	239,592	223,344	225,502
87612EBM7	TARGET CORP	35,000	01/15/2027	34,941	32,571	32,886
89236TLL7	TOYOTA MOTOR	575,000	01/05/2029	574,241	567,968	581,039
89236TLL7	TOYOTA MOTOR	775,000	01/05/2029	773,938	765,522	783,140
89236TLL7	TOYOTA MOTOR	115,000	01/05/2029	114,842	113,594	116,208
89236TLL7	TOYOTA MOTOR	85,000	01/05/2029	84,888	83,960	85,893
90327QD89	USAA CAPITAL	1,255,000	05/01/2025	1,250,896	1,233,577	1,240,637
90327QD89	USAA CAPITAL	200,000	05/01/2025	199,346	196,586	197,711
904764BN6	UNILEVER CAPITAL	280,000	08/12/2024	280,000	278,284	278,960
91159HHX1	US BANCORP	1,800,000	07/30/2024	1,920,420	1,794,996	1,813,116
91324PEC2	UNITEDHEALTH	1,150,000	05/15/2026	1,147,999	1,069,006	1,070,695
91324PEC2	UNITEDHEALTH	200,000	05/15/2026	199,652	185,914	186,208
931142FB4	WALMART INC	930,000	04/15/2028	928,289	906,108	913,765
931142FB4	WALMART INC	140,000	04/15/2028	139,742	136,403	137,556
63254ABD9	NAT'L AUSTRALIA BANK	1,395,000	06/09/2025	1,395,000	1,370,978	1,373,962
63254ABD9	NAT'L AUSTRALIA BANK	250,000	06/09/2025	250,000	245,695	246,230
63254ABE7	NAT'L AUSTRALIA BANK	1,250,000	06/09/2027	1,238,825	1,213,750	1,216,733
Total		52,805,000		53,168,569	51,584,676	52,102,195

CUSIP	Agency MBS and CMO	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
3132CWMM3	FH SB0364	751,441	06/01/2035	809,678	713,997	716,188
3132CWMM3	FH SB0364	139,479	06/01/2035	150,288	132,528	132,935
3133L7LB1	FH RC1222	841,719	12/01/2034	904,848	801,359	803,814
3133L7LB1	FH RC1222	151,510	12/01/2034	162,873	144,245	144,687
3133L9AJ2	FH RC2709	916,970	09/01/2037	900,349	899,841	903,279
3133L9AJ2	FH RC2709	148,683	09/01/2037	145,988	145,906	146,463
3137BGK24	FHMS K-043 A2	634,059	12/25/2024	665,465	626,146	627,764
3137BGK24	FHMS K-043 A2	170,708	12/25/2024	179,164	168,578	169,013

3137H4RZ5	FHMS K-J36 A1	22,648	12/25/2026	22,648	21,900	21,924
3137H4RZ5	FHMS K-J36 A1	3,603	12/25/2026	3,603	3,484	3,488
3137H8B42	FHMS K-J40 A1	815,089	06/25/2028	815,079	783,039	785,349
3137H8B42	FHMS K-J40 A1	135,848	06/25/2028	135,846	130,507	130,891
3137H8H79	FHMS K-J41 A1	1,684,241	01/25/2029	1,684,221	1,589,822	1,594,225
3137H8H79	FHMS K-J41 A1	280,707	01/25/2029	280,703	264,970	265,704
3137H92N8	FHMS K-J42 A1	986,070	07/25/2029	986,033	950,838	954,044
3137H92N8	FHMS K-J42 A1	165,089	07/25/2029	165,082	159,190	159,727
3137H9MM8	FHMS K-J43 A1	1,715,828	12/25/2028	1,715,799	1,687,774	1,689,026
3137H9MM8	FHMS K-J43 A1	262,140	12/25/2028	262,136	257,854	258,046
3137H9QT9	FHMS K-J44 A1	1,776,065	01/25/2029	1,776,010	1,749,424	1,756,170
3137H9QT9	FHMS K-J44 A1	271,343	01/25/2029	271,335	267,273	268,304
3137HA4K9	FHMS K-J45 A1	1,791,379	11/25/2028	1,791,376	1,761,965	1,768,616
3137HA4K9	FHMS K-J45 A1	273,683	11/25/2028	273,682	269,189	270,205
3137HACX2	FHMS K-505 A2	1,800,000	06/25/2028	1,817,978	1,797,084	1,804,313
3137HACX2	FHMS K-505 A2	275,000	06/25/2028	277,747	274,555	275,659
3137HAD45	FHMS K-J46 A1	1,441,071	06/25/2028	1,441,035	1,427,540	1,433,276
3137HAD45	FHMS K-J46 A1	223,615	06/25/2028	223,609	221,515	222,405
3137HAGY6	FHMS K-752 A1	828,033	01/25/2029	803,574	812,317	815,273
3137HAGY6	FHMS K-752 A1	128,148	01/25/2029	124,363	125,716	126,173
3137HAMH6	FHMS K-506 A2	1,800,000	08/25/2028	1,773,373	1,783,278	1,790,253
3137HAMH6	FHMS K-506 A2	275,000	08/25/2028	270,932	272,445	273,511
3137HAMS2	FHMS K-507 A2	1,800,000	09/25/2028	1,778,485	1,792,746	1,799,946
3137HAMS2	FHMS K-507 A2	275,000	09/25/2028	271,713	273,892	274,992
3137HAQ74	FHMS K-508 A2	1,800,000	08/25/2028	1,760,515	1,788,624	1,795,734
3137HAQ74	FHMS K-508 A2	275,000	08/25/2028	268,968	273,262	274,348
3137HAST4	FHMS K-509 A2	1,350,000	09/25/2028	1,306,958	1,346,787	1,352,243
3137HAST4	FHMS K-509 A2	205,000	09/25/2028	198,464	204,512	205,341
3137HB3D4	FHMS K-510 A2	655,000	10/25/2028	653,106	659,133	661,900
3137HB3D4	FHMS K-510 A2	100,000	10/25/2028	99,711	100,631	101,053
3133Q5GZ3	FHS 370 A3	767,291	09/25/2033	778,141	719,650	720,289
3137F7DH5	FHR 5048 B	518,158	05/25/2033	524,716	466,223	466,655
3137F7DH5	FHR 5048 B	109,610	05/25/2033	110,998	98,624	98,715
3137HB3G7	FHMS K-511 A2	1,000,000	10/25/2028	997,127	998,640	1,002,690

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150,404

3137HB3G7	FHMS K-511 A2	150,000	10/25/2028	149,569	149,796	
3137HDJJ0	FHMS K-522 A2	1,900,000	05/25/2029	1,899,994	1,896,656	1,904,858
3137HDJJ0	FHMS K-522 A2	280,000	05/25/2029	279,999	279,507	280,716
3140K7XA6	FN BP0672	842,085	03/01/2035	902,346	786,776	788,882
3140K7XA6	FN BP0672	148,603	03/01/2035	159,238	138,843	139,214
3140Q9FM0	FN CA1971	971,077	06/01/2033	1,024,638	930,088	932,920
3140Q9FM0	FN CA1971	145,662	06/01/2033	153,696	139,513	139,938
3140QGKN6	FN CA8400	837,595	12/01/2035	916,381	803,061	805,504
3140QGKN6	FN CA8400	163,942	12/01/2035	179,363	157,183	157,661
3140X92C8	FN FM6170	613,454	07/01/2035	664,831	593,768	595,813
3140X92C8	FN FM6170	115,023	07/01/2035	124,656	111,332	111,715
3140X9K46	FN FM5714	556,312	11/01/2035	606,033	539,083	540,938
3140X9K46	FN FM5714	99,341	11/01/2035	108,220	96,265	96,596
3140XALC4	FN FM6622	1,039,139	02/01/2036	1,092,720	939,953	942,118
3140XALC4	FN FM6622	194,839	02/01/2036	204,885	176,241	176,647
3140XC4K1	FN FM8925	1,007,942	08/01/2034	1,092,987	983,792	987,152
3140XC4K1	FN FM8925	188,989	08/01/2034	204,935	184,461	185,091
3140XHQQ3	FN FS2262	1,399,481	06/01/2037	1,417,193	1,360,981	1,365,646
3140XJHF3	FN FS2929	1,374,563	09/01/2037	1,333,541	1,327,223	1,331,805
3140XJHF3	FN FS2929	229,094	09/01/2037	222,257	221,204	221,968
3140XJJ87	FN FS2986	1,189,752	10/01/2032	1,154,432	1,152,751	1,156,717
3140XJJ87	FN FS2986	168,450	10/01/2032	163,450	163,212	163,773
31394CP22	FNR 2005-33 QE	1,468,394	04/25/2035	1,496,672	1,465,384	1,471,502
31394CP22	FNR 2005-33 QE	222,881	04/25/2035	227,173	222,424	223,353
	Total	44,870,847		45,362,927	43,786,500	43,935,563

CUSIP	Municipal Bonds	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
13077DQD7	CALIFORNIA ST UNIV	430,000	11/01/2025	430,000	406,066	406,684
13077DQD7	CALIFORNIA ST UNIV	75,000	11/01/2025	75,000	70,826	70,933
157411TK5	CHAFFEY JUHSD	230,000	08/01/2024	230,000	229,356	231,369
157411TK5	CHAFFEY JUHSD	60,000	08/01/2024	60,000	59,832	60,357
341271AD6	FLORIDA ST BRD	350,000	07/01/2025	352,321	335,920	338,121
341271AD6	FLORIDA ST BRD	650,000	07/01/2025	650,000	623,851	627,939

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341271AD6	FLORIDA ST BRD	250,000	07/01/2025	251,768	239,943	241,515
341271AD6	FLORIDA ST BRD	55,000	07/01/2025	55,389	52,787	53,133
341271AD6	FLORIDA ST BRD	75,000	07/01/2025	75,497	71,983	72,455
341271AD6	FLORIDA ST BRD	130,000	07/01/2025	130,000	124,770	125,588
574193TQ1	MARYLAND ST	750,000	08/01/2024	749,790	746,955	748,549
60412AK85	MINNESOTA ST	405,000	08/01/2025	405,000	386,301	387,364
60412AK85	MINNESOTA ST	85,000	08/01/2025	85,000	81,076	81,299
646140DP5	NEW JERSEY ST TPK	330,000	01/01/2026	330,000	310,263	311,990
646140DP5	NEW JERSEY ST TPK	55,000	01/01/2026	55,000	51,710	51,998
650036DT0	NY ST URBAN DEV	1,600,000	03/15/2025	1,600,000	1,549,328	1,553,427
650036DT0	NY ST URBAN DEV	275,000	03/15/2025	275,000	266,291	266,995
798306WN2	SAN JUAN CALIF USD	575,000	08/01/2024	575,000	572,677	574,359
798306WN2	SAN JUAN CALIF USD	125,000	08/01/2024	125,000	124,495	124,861

Total **6,505,000** **6,509,764** **6,304,428** **6,328,936**

CUSIP	Supranational	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
459058KJ1	IBRD	1,800,000	06/15/2027	1,799,064	1,726,920	1,729,420
459058KJ1	IBRD	275,000	06/15/2027	274,857	263,835	264,217

Total **2,075,000** **2,073,921** **1,990,755** **1,993,637**

CUSIP	US Treasury Bonds / Notes	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
912828U24	US TREASURY	500,000	11/15/2026	460,820	470,510	471,787
912828U24	US TREASURY	2,000,000	11/15/2026	1,861,016	1,882,040	1,887,149
912828U24	US TREASURY	1,550,000	11/15/2026	1,442,045	1,458,581	1,462,540
912828U24	US TREASURY	150,000	11/15/2026	138,246	141,153	141,536
912828U24	US TREASURY	100,000	11/15/2026	93,035	94,102	94,357
912828YY0	US TREASURY	850,000	12/31/2024	908,504	835,057	835,097
912828YY0	US TREASURY	250,000	12/31/2024	267,207	245,605	245,617
912828ZW3	US TREASURY	2,400,000	06/30/2025	2,391,187	2,287,440	2,287,456
91282CBC4	US TREASURY	350,000	12/31/2025	344,859	327,320	327,324
91282CBC4	US TREASURY	1,200,000	12/31/2025	1,167,234	1,122,240	1,122,252
91282CBC4	US TREASURY	7,200,000	12/31/2025	6,983,438	6,733,440	6,733,513
91282CBC4	US TREASURY	50,000	12/31/2025	49,102	46,760	46,761
91282CBC4	US TREASURY	525,000	12/31/2025	510,665	490,980	490,985

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91282CBW0	US TREASURY	350,000	04/30/2026	341,469	325,528	
91282CCH2	US TREASURY	2,150,000	06/30/2028	1,901,826	1,902,084	1,902,157
91282CCH2	US TREASURY	350,000	06/30/2028	309,600	309,642	309,653
91282CCP4	US TREASURY	450,000	07/31/2026	411,943	413,964	415,138
91282CCP4	US TREASURY	150,000	07/31/2026	136,594	137,988	138,379
91282CEN7	US TREASURY	4,400,000	04/30/2027	4,236,547	4,192,012	4,212,398
91282CEN7	US TREASURY	650,000	04/30/2027	625,854	619,275	622,286
91282CFB2	US TREASURY	4,950,000	07/31/2027	4,782,744	4,700,174	4,757,017
91282CFB2	US TREASURY	1,900,000	07/31/2027	1,811,977	1,804,107	1,825,926
91282CFB2	US TREASURY	1,525,000	07/31/2027	1,437,670	1,448,033	1,465,546
91282CFB2	US TREASURY	1,600,000	07/31/2027	1,498,750	1,519,248	1,537,622
91282CFB2	US TREASURY	875,000	07/31/2027	845,435	830,839	840,887
91282CFB2	US TREASURY	300,000	07/31/2027	286,102	284,859	288,304
91282CFB2	US TREASURY	225,000	07/31/2027	212,115	213,644	216,228
91282CFB2	US TREASURY	250,000	07/31/2027	234,180	237,383	240,253
91282CFZ9	US TREASURY	3,100,000	11/30/2027	3,058,949	3,041,038	3,051,213
91282CFZ9	US TREASURY	3,100,000	11/30/2027	3,088,133	3,041,038	3,051,213
91282CFZ9	US TREASURY	325,000	11/30/2027	320,696	318,819	319,885
91282CFZ9	US TREASURY	450,000	11/30/2027	448,277	441,441	442,918
91282CGP0	US TREASURY	1,500,000	02/29/2028	1,506,270	1,477,155	1,497,209
91282CGP0	US TREASURY	2,100,000	02/29/2028	2,066,613	2,068,017	2,096,093
91282CGP0	US TREASURY	2,700,000	02/29/2028	2,626,594	2,658,879	2,694,977
91282CGP0	US TREASURY	225,000	02/29/2028	225,940	221,573	224,581
91282CGP0	US TREASURY	175,000	02/29/2028	172,218	172,335	174,674
91282CGP0	US TREASURY	425,000	02/29/2028	413,445	418,527	424,209
Total		51,350,000		49,617,298	48,932,828	49,221,112
CUSIP	Hedge Asset [Kept with hedge]	Current Units	Final Maturity	Original Cost	Market Value	Market Value + Accrued
	Uninvested Cash	285,688		285,688	285,688	285,688
912797GB7	US TREASURY	1,282,500	07/11/2024	1,282,500	1,347,838	1,347,838
912797KK2	US TREASURY	750,000	09/12/2024	750,000	741,945	741,945
Total		2,318,188	4	2,318,188	2,375,471	2,375,471
Grand Total		589,406,577	06/04/2025	588,252,628	583,774,454	584,928,666



SAN MATEO COUNTY TRANSIT DISTRICT

Investment Performance Review For the Quarter Ended June 30, 2024

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:
 - ▶ Moderating economic growth following two quarters of exceptional strength
 - ▶ Recent inflation prints resuming the path towards the Federal Reserve (Fed)'s 2% target
 - ▶ Labor markets continuing to show strength while unemployment has ticked up modestly
 - ▶ Resilient consumer spending supported by wage growth that is outpacing inflation



- ▶ Federal Reserve pushes out rate cuts
 - ▶ Fed revises expectations from 3 rate cuts in 2024 to 1 by year end following a lack of progress in the fight against inflation
 - ▶ Market continues to expect 1 or 2 rate cuts in 2024
 - ▶ Fed officials note that the risks to its “dual mandate” of stable inflation and maximum employment are becoming more balanced

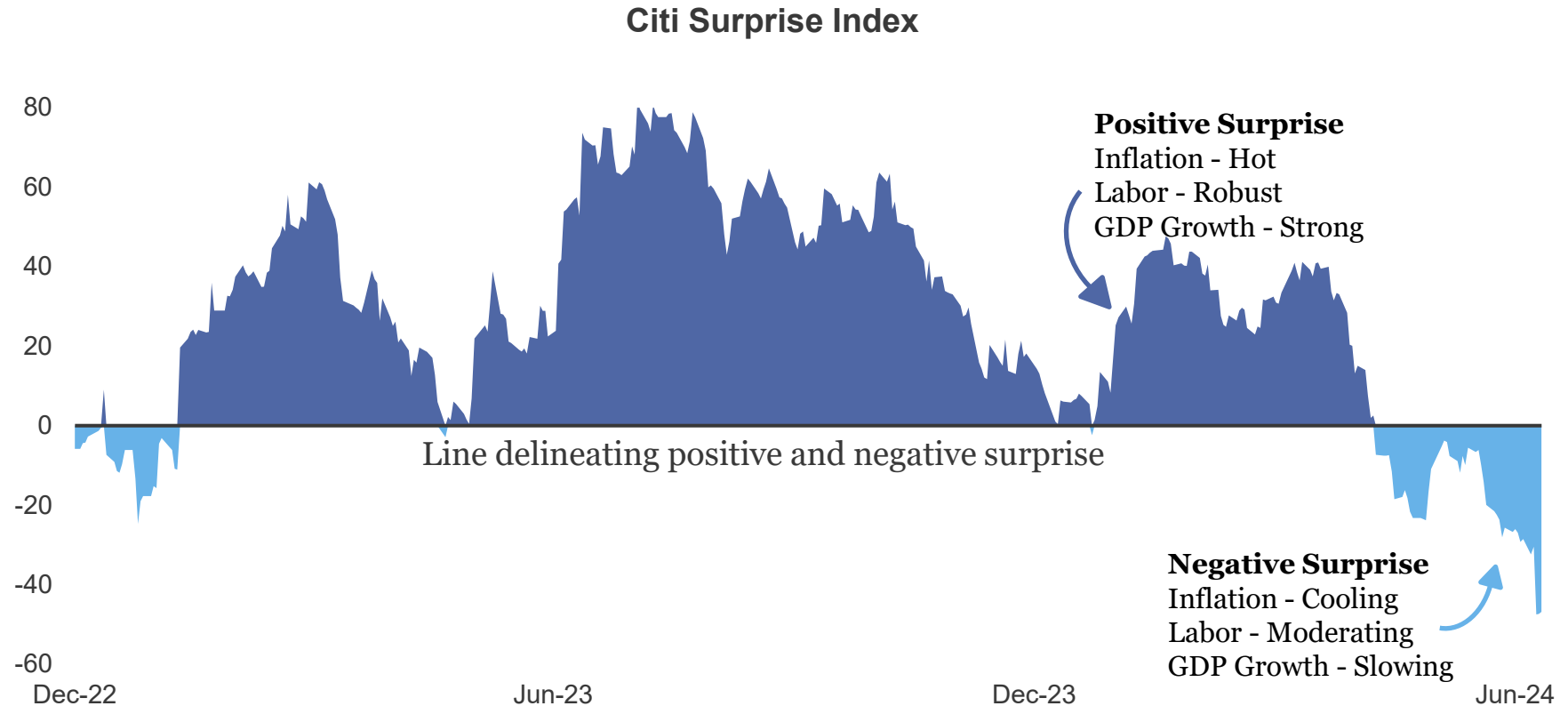


- ▶ Treasury yields increase in response to economic data over the quarter
 - ▶ Yields on maturities between 2 and 10 years rose 13-20 basis points during the quarter
 - ▶ The yield curve has now been inverted for 24 months, the longest period in history
 - ▶ Spreads across most sectors remain near multi-year tight and represent market expectations for a soft landing

Recent Economic Data Points to Moderation

The Citi Surprise Index measures various economic readings relative to market expectations.

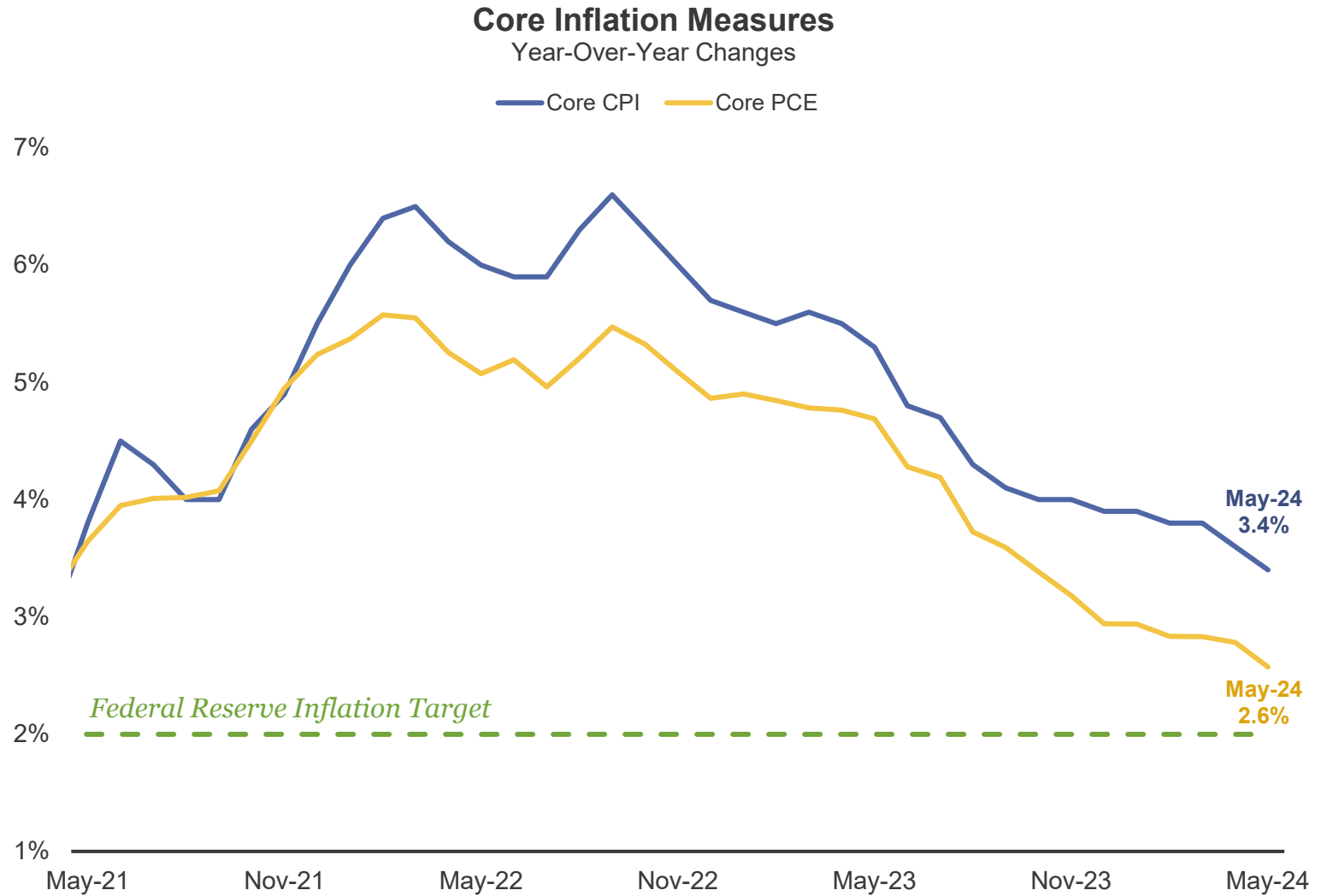
- **A positive reading** means that data releases have been **greater than market expectations**
- **A negative reading** means that data releases have been **less than expected**



Source: Bloomberg, as of 7/5/2024.

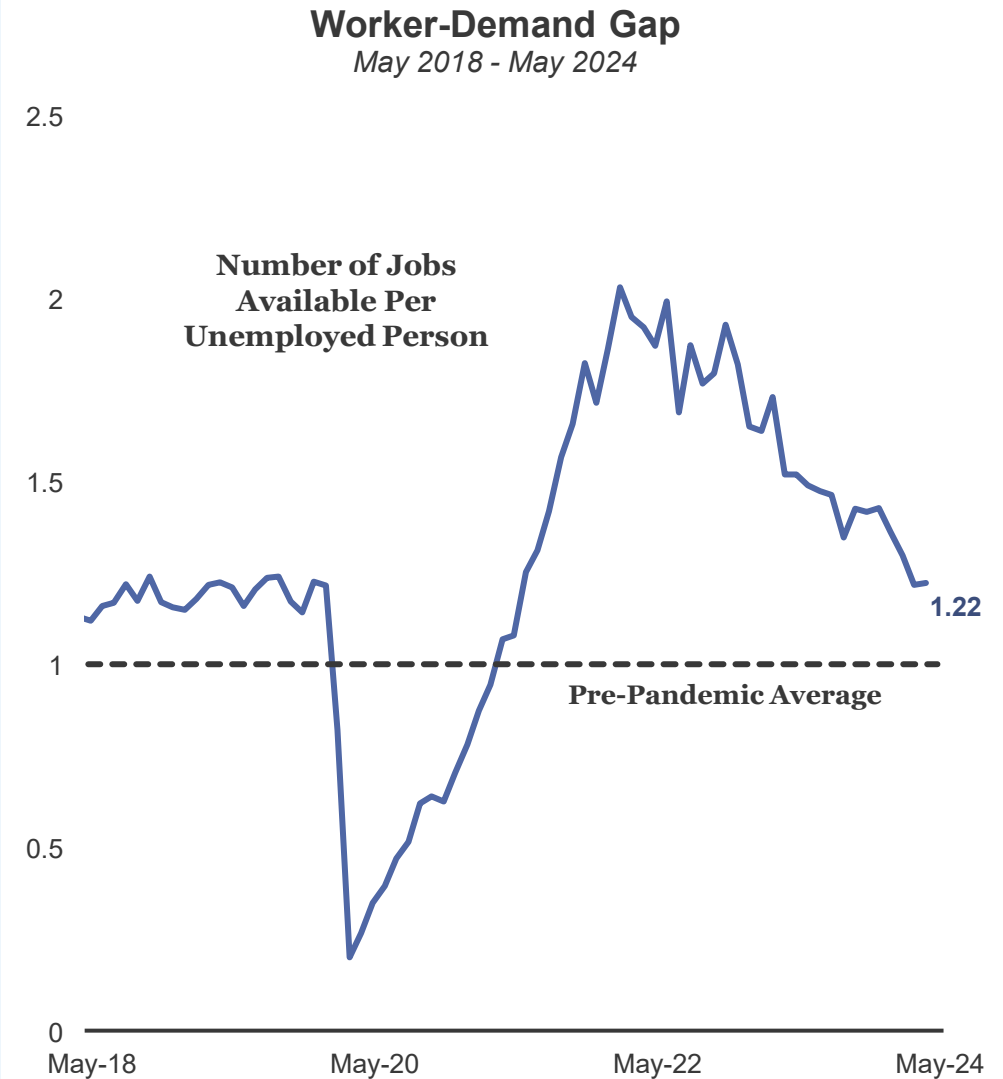
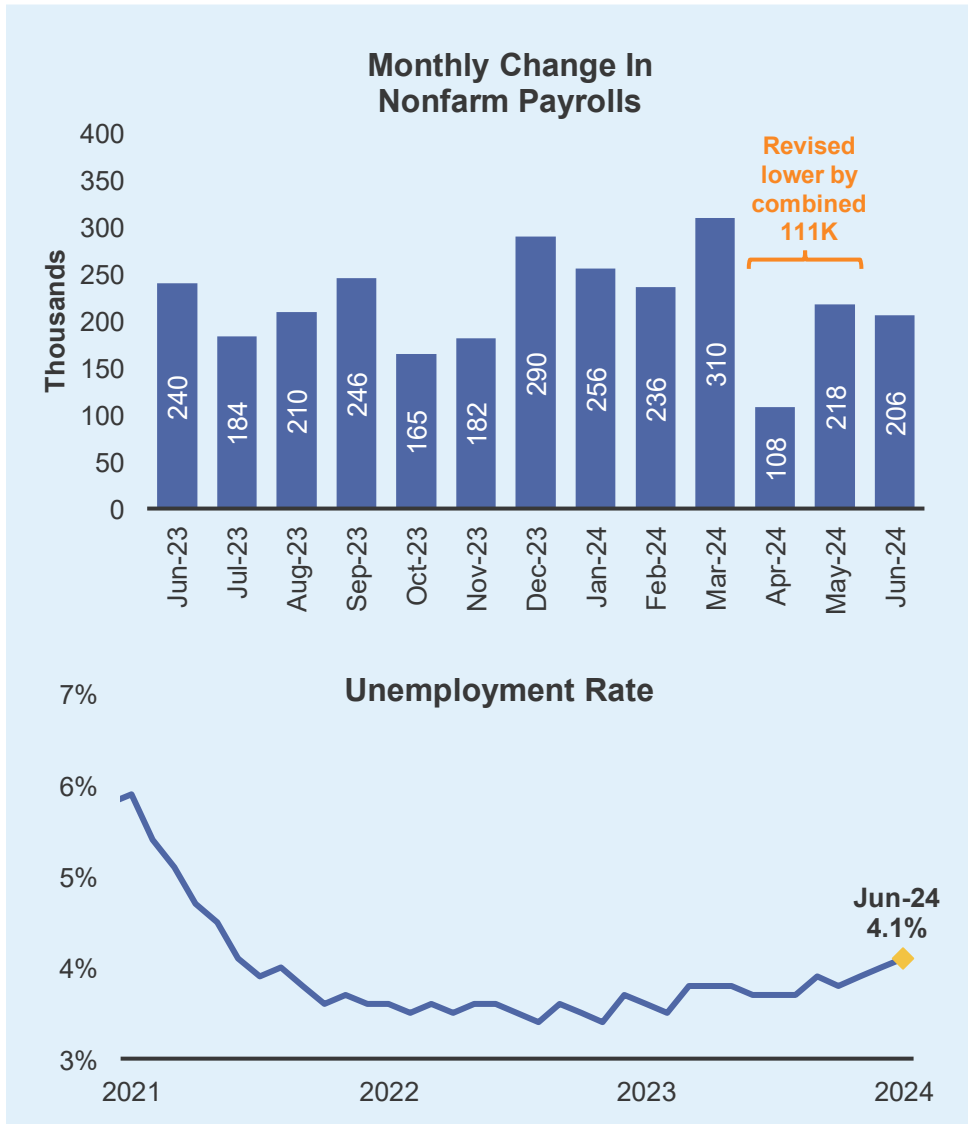
Fed's Preferred Inflation Measure Shows Progress

Core CPI and PCE strips out the volatile food and energy components.



Source: Bureau of Labor Statistics, Bureau of Economic Analysis, and Bloomberg. As of May 2024.

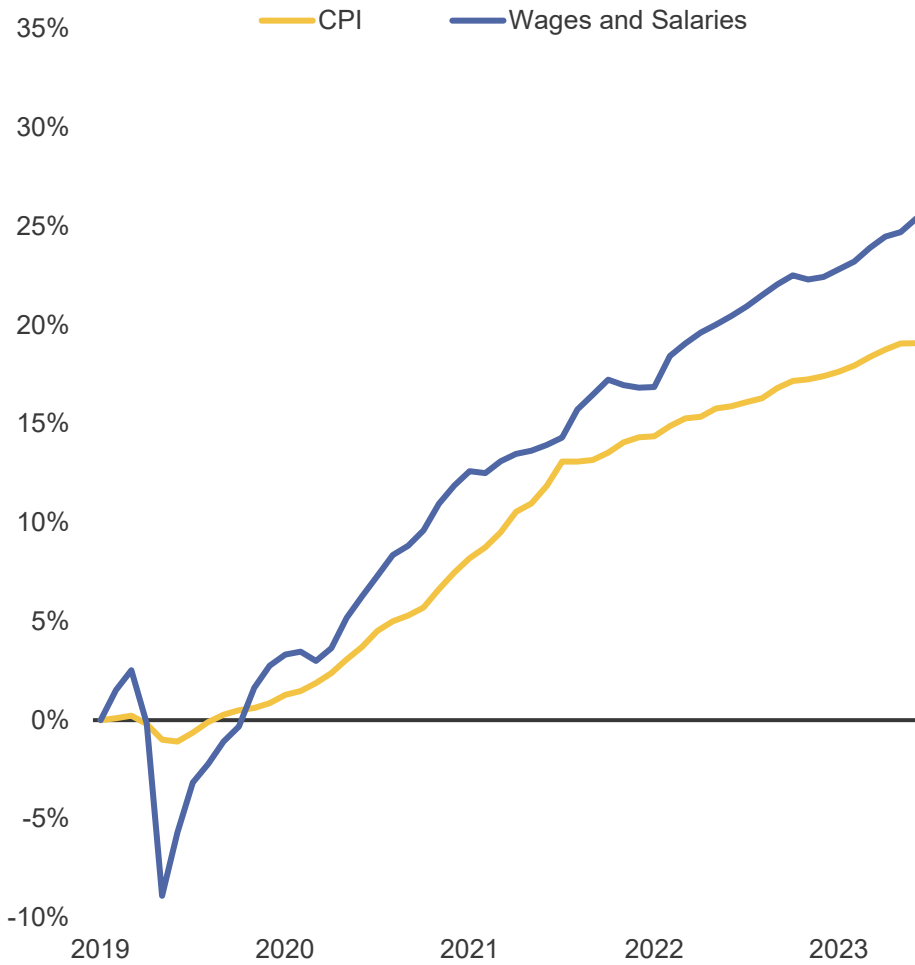
Labor Market Moves Into Better Balance



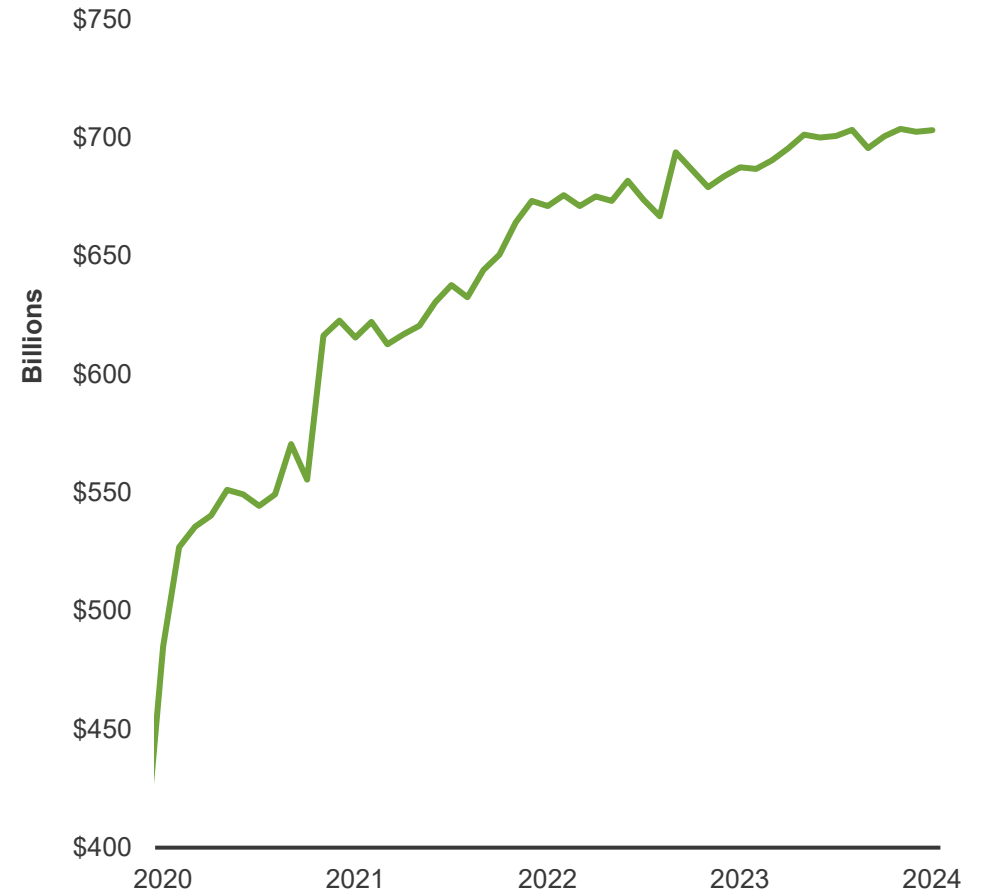
Source: Bloomberg, Bureau of Labor Statistics. Monthly change in nonfarm payrolls and unemployment rate as of June 2024. Data is seasonally adjusted (left). Worker demand gap as of May 2024. Pre-pandemic average from February 2016 – February 2020 (right).

The Consumer Moderates But Remains Well Positioned Given Strong Wage Growth

Percentage Change in Earnings and Inflation

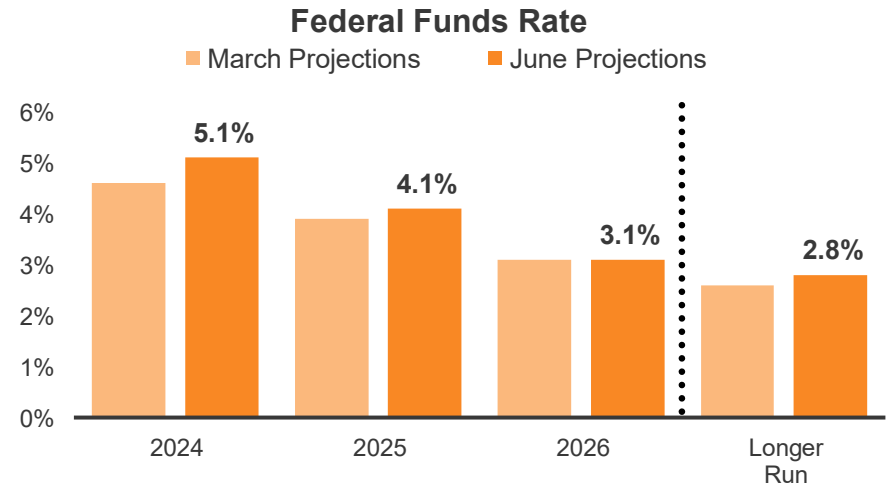
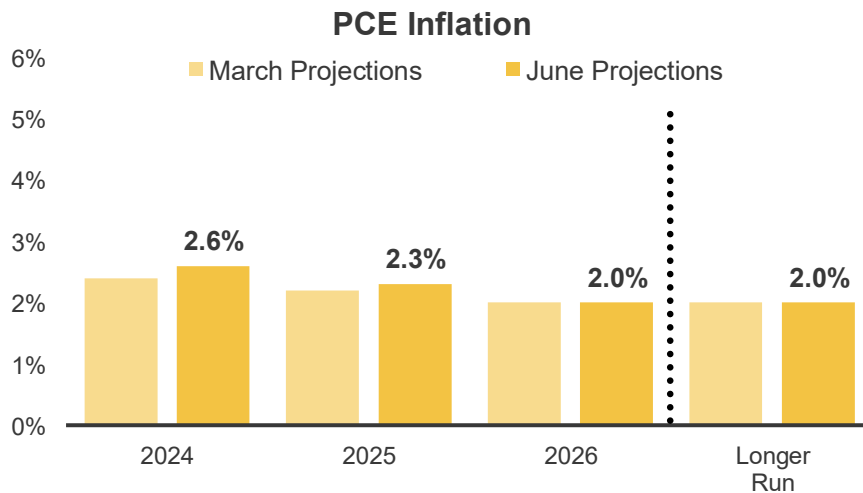
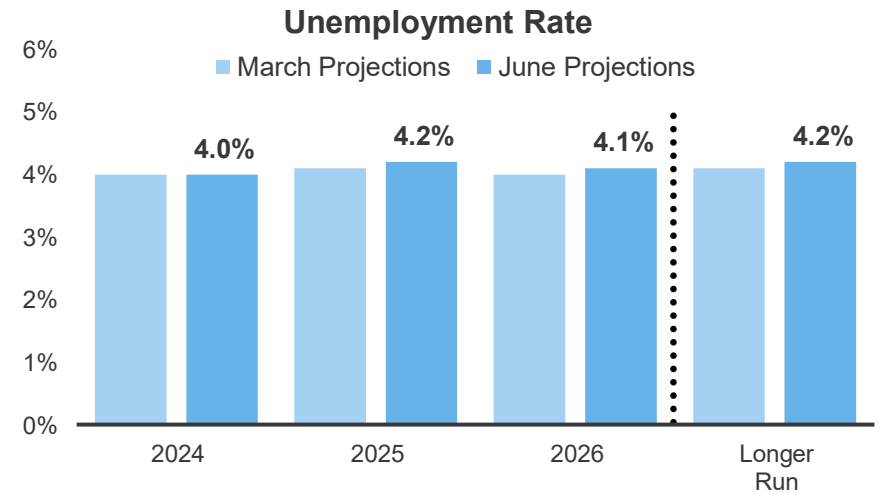
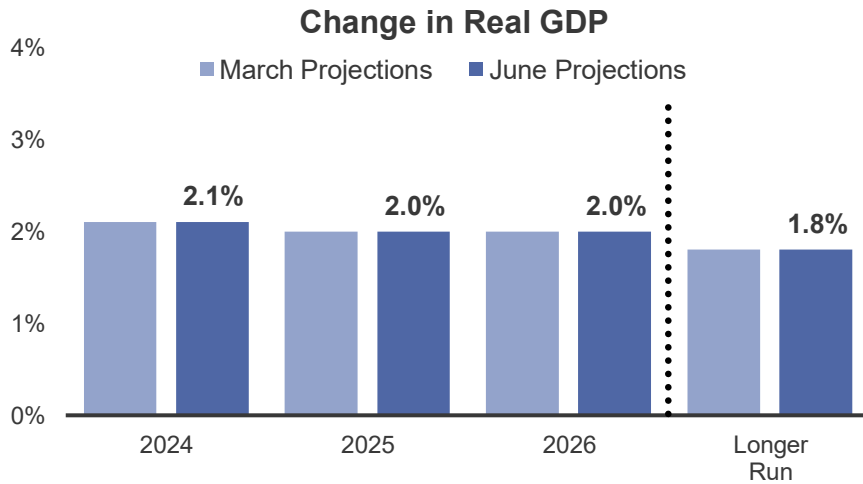


Retail Sales (Monthly)



Source: Bloomberg, U.S. Census Bureau, Bureau of Economic Analysis as of May 2024 (left). Bloomberg, U.S. Census Bureau as of May 2024 (right).

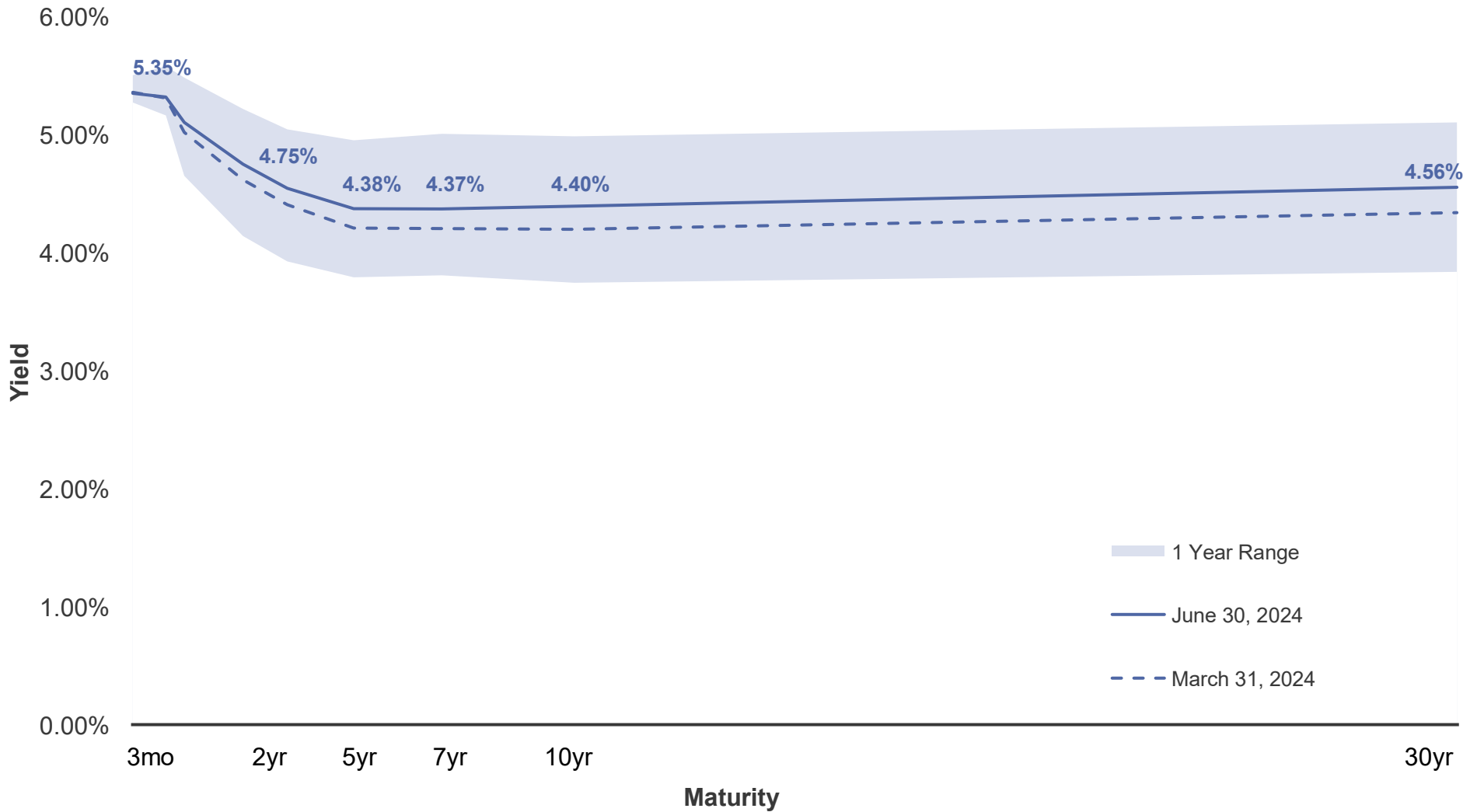
Fed's Updated June Projections Reflect Stable Economic Expectations for 2024



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

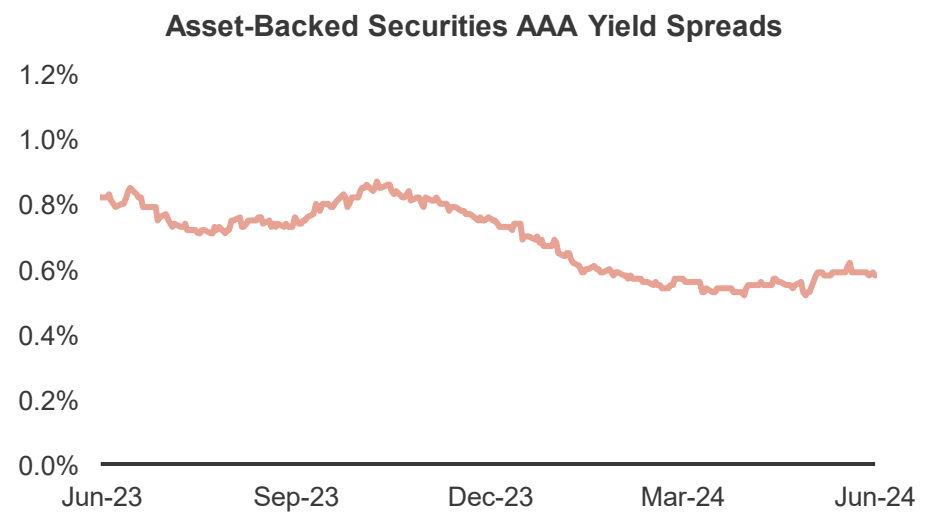
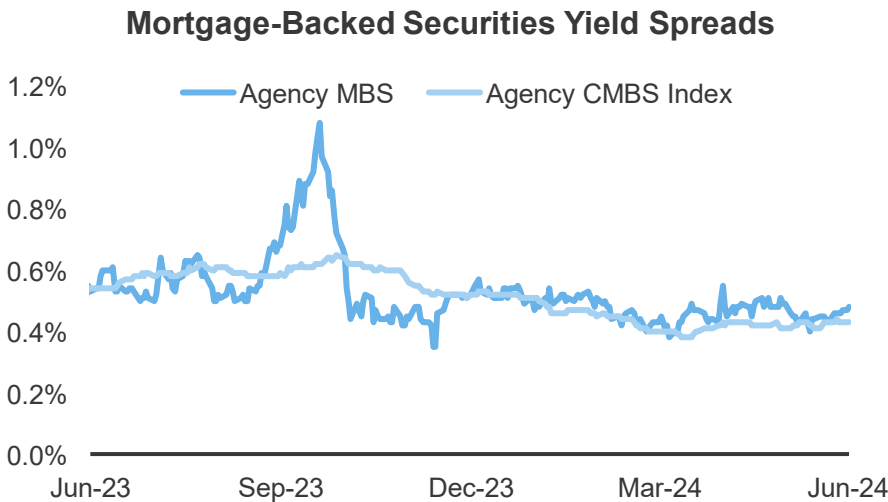
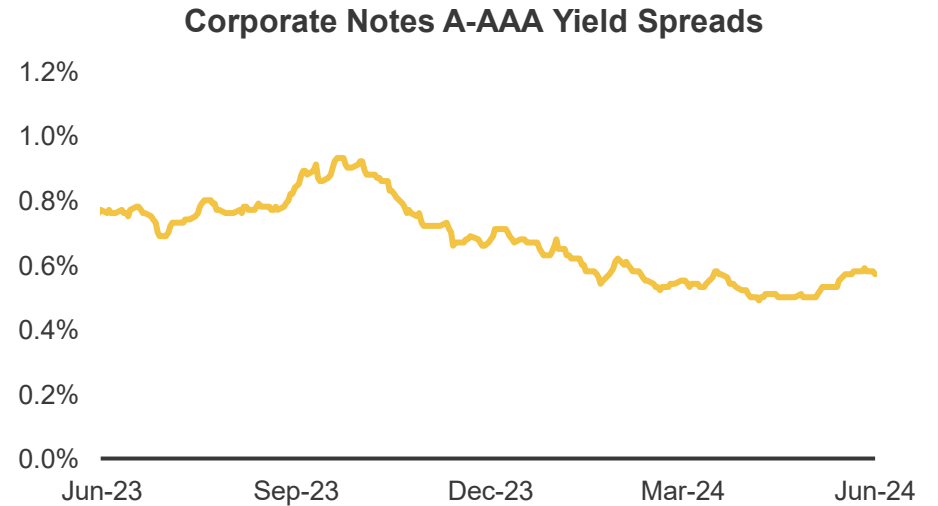
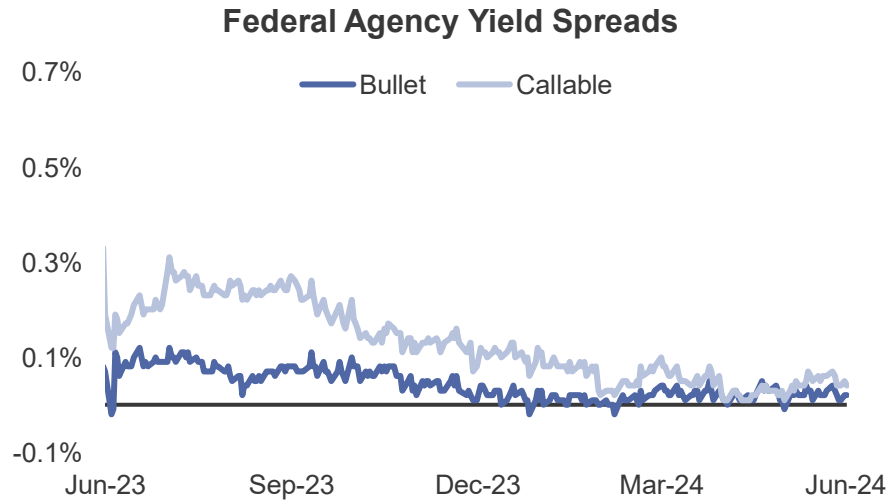
Treasury Yields Move Higher as Market Evolves to Revised Fed Expectations

U.S. Treasury Yield Curve



Source: Bloomberg, as of 6/30/2024.

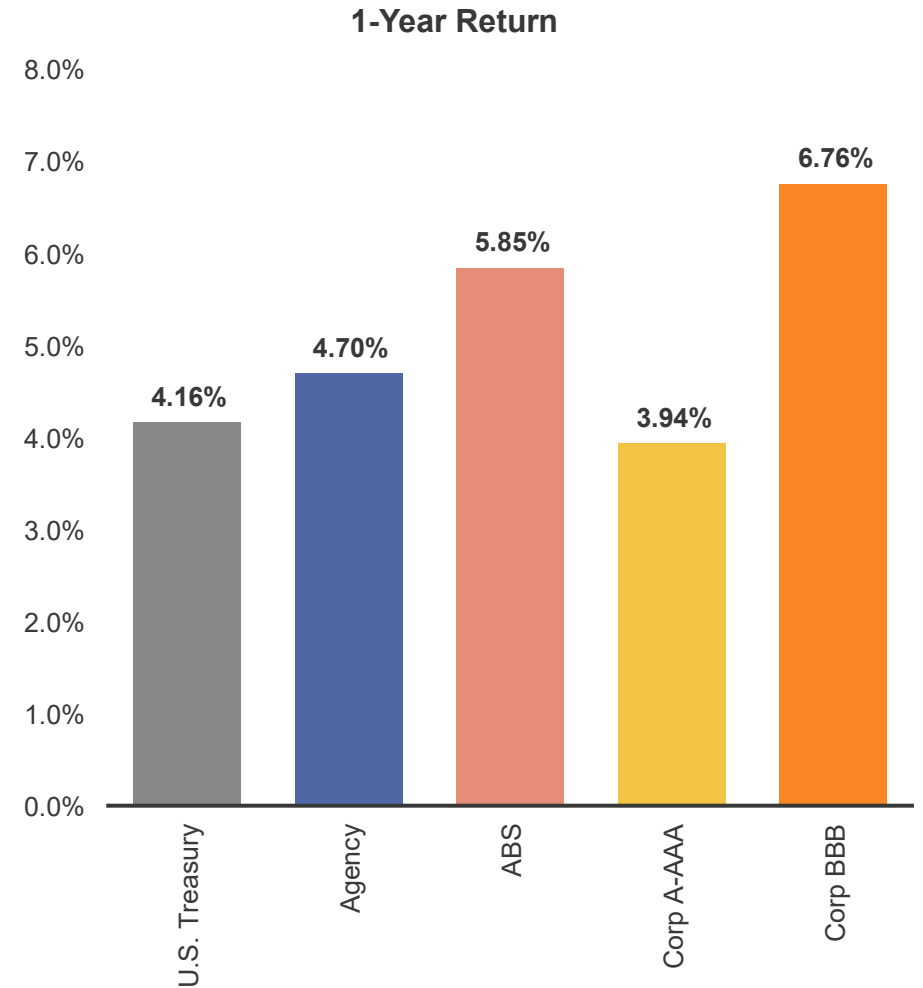
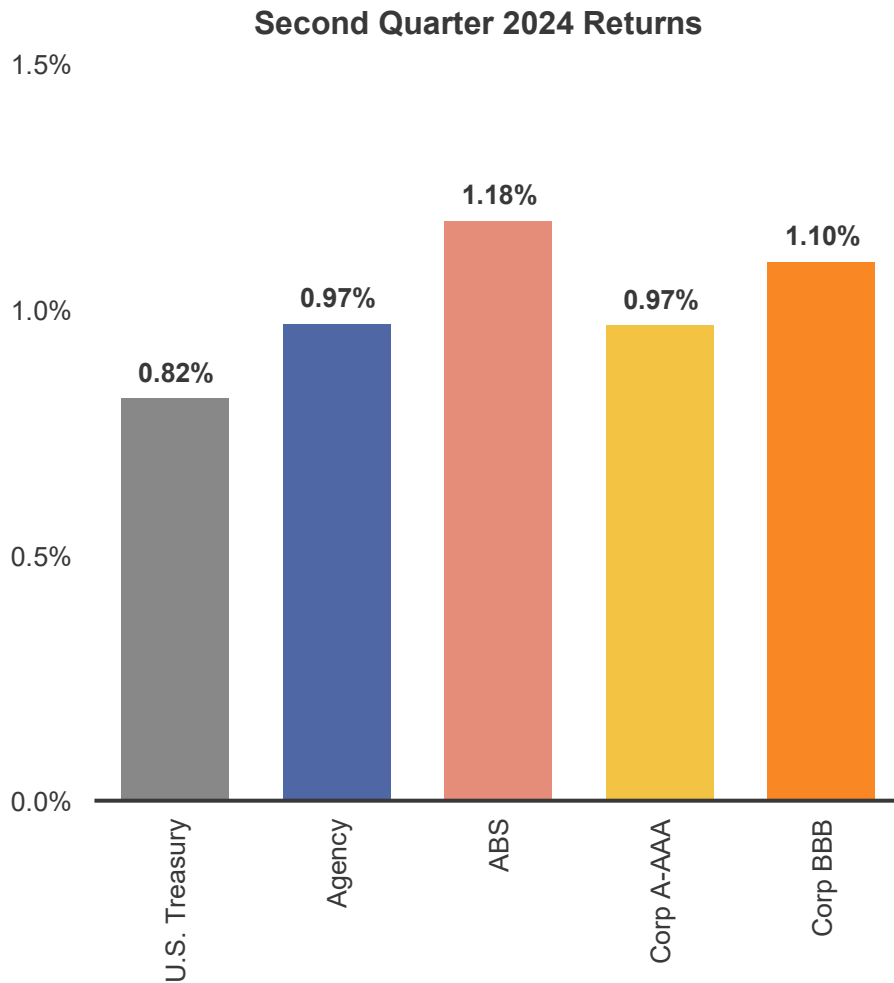
Sector Yield Spreads



Source: ICE BofA 1-5 year Indices via Bloomberg, MarketAxess and PFMAM as of June 30, 2024. Spreads on ABS and MBS are option-adjusted spreads of 0-5 year indices based on weighted average life; spreads on agencies are relative to comparable maturity Treasuries. CMBS is Commercial Mortgage-Backed Securities and represented by the ICE BofA Agency CMBS Index.

Fixed-Income Index Total Returns in 2Q 2024

1-5 Year Indices









Source: ICE BofA Indices. ABS indices are 0-5 year, based on weighted average life. As of June 30, 2024.

Fixed-Income Sector Commentary – 2Q 2024

- ▶ **U.S. Treasury** yields once again rose over the quarter, reflecting the market adjusting to delayed rate cut expectations, but remained largely range-bound following the June Fed meeting. Despite higher yields, U.S. Treasury indexes less than 10 years posted positive returns as higher income more than offset the negative price effects.
- ▶ **Federal Agency** spreads remained in a narrow, tight range over the quarter driven by limited supply. Limited value, tight spreads, and normalized liquidity are likely to remain features of this sector absent an unexpected increase in new issuance. Callables, specifically, longer lockout structures with limited call options, can add value selectively in government-only accounts.
- ▶ **Supranational** spreads tightened on maturities on the short end of the curve, bringing the entire supranational yield curve into rich valuations.
- ▶ **Investment-Grade (IG) Corporates** continued to perform exceedingly well for the majority of the quarter, as strong performance in April and May offset modest weakness in June. Lower rated issuers and longer-duration securities performed best. Given strong trailing performance and spreads near their two-year tights, selective trimming in favor of increased portfolio liquidity or new issues offered at attractive concessions remains appropriate.
- ▶ **Asset-Backed Securities** continued to generate strong returns, as spreads in the sector flatlined in a tight range near their multi-year lows for most of Q2. Despite modest weakening in market confidence of consumer fundamentals and moderating personal consumption, new issuance remained well-digested by investors.
- ▶ **Mortgage-Backed Securities** ended the quarter with flat excess returns as a selloff in the 30-year U.S. Treasury over the final week of Q2 erased the strong performance of MBS in May and June. Several new issue opportunities in agency commercial mortgage-backed securities offered selective new buying opportunities.
- ▶ **Short-term credit** (commercial paper and negotiable bank CDs) yield spreads continue to tighten closer to similar maturity USTs. However, the sector can selectively provide value with incremental yields ranging 20 to 25 basis point in 9- to 12-month maturities.

Factors to Consider for 6-12 Months

<p>Monetary Policy (Global):</p>  <ul style="list-style-type: none"> • The Fed remains data dependent. Recent Fed guidance has been revised from three rate cuts to one rate cut in 2024. Markets currently expect one or two cuts. • Globally, major central banks have begun easing cycle with rate cuts leading to divergence from Fed policy. 	<p>Economic Growth (Global):</p>  <ul style="list-style-type: none"> • U.S. economic growth remains resilient but there has been some softness recently as consumer spending tapers. • Economic growth outside U.S. remain mixed with slower but improved growth projected in Eurozone and continued growth projected in emerging markets. 	<p>Inflation (U.S.):</p>  <ul style="list-style-type: none"> • The latest inflation reading has revived market confidence that inflation is heading in the right direction after experiencing broad disinflation across both goods and services. • Despite the progress on inflation, policymakers would like more data to confirm the downward trend.
<p>Financial Conditions (U.S.):</p>  <ul style="list-style-type: none"> • Market measures, such as narrow corporate yield spreads, record equity index levels and low volatility, reflect economic confidence. • With interest rates elevated and the gradual normalization of labor markets and the consumer, we continue to focus on identifying potential catalysts for a broader slow down. 	<p>Consumer Spending (U.S.):</p>  <ul style="list-style-type: none"> • The consumer has begun to exercise caution and limit spending, which has shed light on a notable downshift over recent months. • Moderation in the pace of overall spending is expected to continue given persistent inflation, reduced/lower savings, and a cooling job market. 	<p>Labor Markets:</p>  <ul style="list-style-type: none"> • The labor market normalization has begun. After the pandemic-led jolt, the labor force participation rate and non-farm payrolls have moved to be in line with long-term averages. • With the quits rate and excess demand for workers reaching a better balance, this should help cool wage pressures and inflation.

● Current outlook ○ Outlook one quarter ago



Statements and opinions expressed about the next 6-12 months were developed based on our independent research with information obtained from Bloomberg and FactSet. The views expressed within this material constitute the perspective and judgment of PFM Asset Management LLC at the time of distribution (6/30/2024) and are subject to change. Information is obtained from sources generally believed to be reliable and available to the public; however, PFM Asset Management LLC cannot guarantee its accuracy, completeness, or suitability.

Account Summary

Certificate of Compliance

During the reporting period for the quarter ended June 30, 2024, the account(s) managed by PFM Asset Management ("PFMAM") were in compliance with the applicable investment policy and guidelines as furnished to PFMAM.

Acknowledged : *PFM Asset Management LLC*

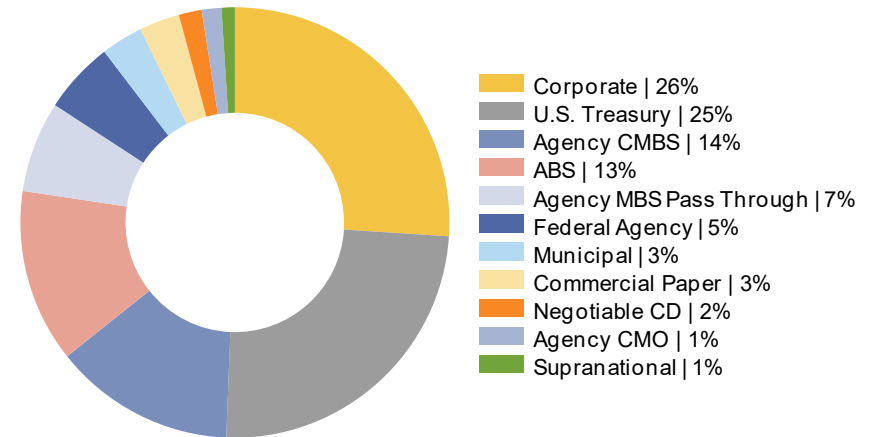
Note: Pre- and post-trade compliance for the account(s) managed by PFM Asset Management is provided via Bloomberg Asset and Investment Management ("AIM").

Consolidated Summary

Account Summary

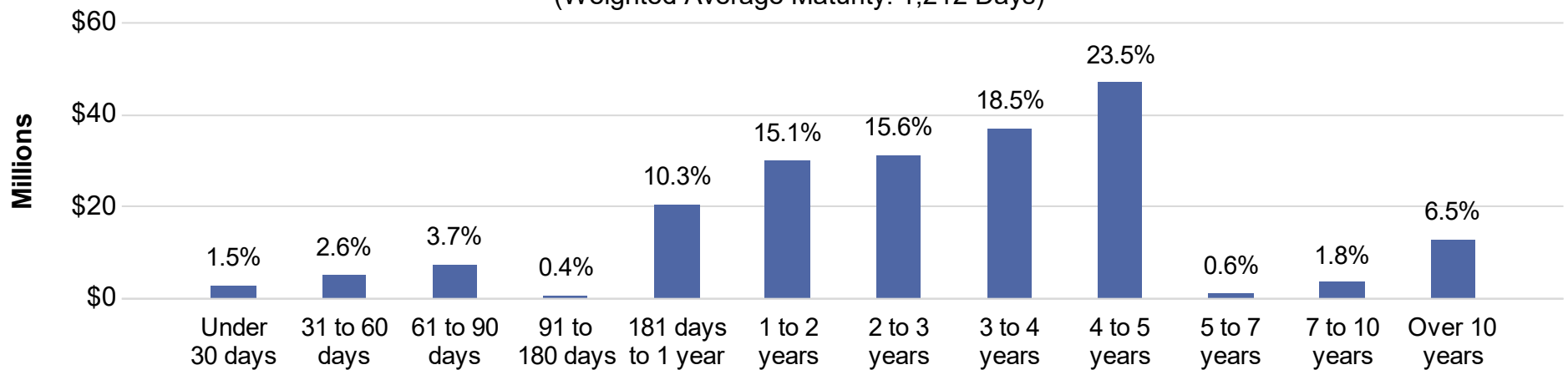
PFMAM Managed Account	\$216,125,461
Total Program	\$216,125,461

Sector Allocation



Maturity Distribution

(Weighted Average Maturity: 1,212 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

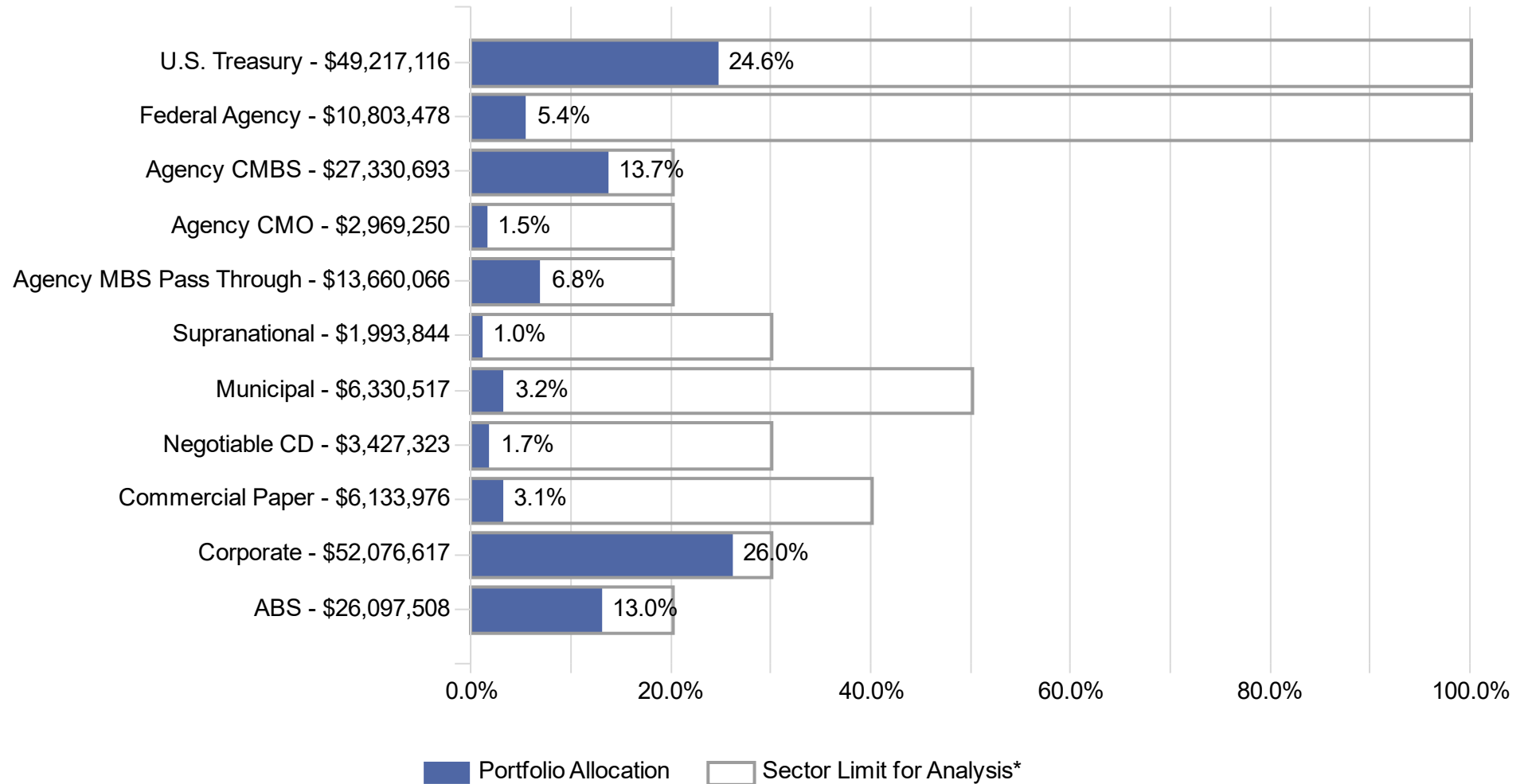
Account Summary

SAN MATEO COUNTY TRANS DIST RESERVE			
Portfolio Values	June 30, 2024	Analytics ¹	June 30, 2024
PFMAM Managed Account	\$172,363,655	Yield at Market	4.80%
Amortized Cost	\$176,442,390	Yield on Cost	3.35%
Market Value	\$172,363,655	Portfolio Duration	2.22
Accrued Interest	\$1,006,430		
Cash	\$14,188,683		

SAN MATEO COUNTY TRANS DIST PARATRANSIT			
Portfolio Values	June 30, 2024	Analytics ¹	June 30, 2024
PFMAM Managed Account	\$26,514,892	Yield at Market	4.81%
Amortized Cost	\$27,164,528	Yield on Cost	3.36%
Market Value	\$26,514,892	Portfolio Duration	2.19
Accrued Interest	\$155,411		
Cash	\$1,896,390		

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	24.6%	
UNITED STATES TREASURY	24.6%	AA / Aaa / AA
Federal Agency	5.4%	
FANNIE MAE	2.7%	AA / Aaa / AA
FEDERAL HOME LOAN BANKS	0.9%	AA / Aaa / NR
FREDDIE MAC	1.8%	AA / Aaa / AA
Agency CMBS	13.7%	
FREDDIE MAC	13.7%	AA / Aaa / AA
Agency CMO	1.5%	
FANNIE MAE	0.9%	AA / Aaa / AA
FREDDIE MAC	0.6%	AA / Aaa / AA
Agency MBS Pass Through	6.8%	
FANNIE MAE	5.4%	AA / Aaa / AA
FREDDIE MAC	1.4%	AA / Aaa / AA
Supranational	1.0%	
INTL BANK OF RECONSTRUCTION AND DEV	1.0%	AAA / Aaa / AAA
Municipal	3.2%	
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
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
Negotiable CD	1.7%	
NORDEA BANK ABP	0.2%	AA / Aa / AA

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
Negotiable CD	1.7%	
TORONTO-DOMINION BANK	1.5%	A / A / NR
Commercial Paper	3.1%	
MITSUBISHI UFJ FINANCIAL GROUP INC	3.1%	A / Aa / A
Corporate	26.0%	
AIR PRODUCTS & CHEMICALS	0.7%	A / A / NR
AMAZON.COM INC	0.5%	AA / A / AA
APPLE INC	1.4%	AA / Aaa / NR
ASTRAZENECA PLC	0.8%	A / A / A
BANK OF AMERICA CO	1.0%	A / A / AA
BERKSHIRE HATHAWAY INC	1.5%	AA / Aa / A
BLACKROCK INC	1.1%	AA / Aa / NR
BMW FINANCIAL SERVICES NA LLC	0.7%	A / A / NR
CATERPILLAR INC	0.7%	A / A / A
CHEVRON CORPORATION	0.4%	AA / Aa / NR
CINTAS CORPORATION NO. 2	0.2%	A / A / NR
CISCO SYSTEMS INC	0.9%	AA / A / NR
CITIGROUP INC	1.6%	A / Aa / A
DEERE & COMPANY	0.8%	A / A / A
EXXON MOBIL CORP	0.5%	AA / Aa / NR
GOLDMAN SACHS GROUP INC	0.6%	BBB / A / A
HOME DEPOT INC	0.1%	A / A / A
IBM CORP	0.8%	A / A / A
JP MORGAN CHASE & CO	0.6%	A / A / AA
LOCKHEED MARTIN CORP	0.1%	A / A / A
MERCK & CO INC	0.3%	A / A / NR
MORGAN STANLEY	0.8%	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	26.0%	
NATIONAL AUSTRALIA BANK LTD	1.4%	AA / Aa / NR
NATIONAL RURAL UTILITIES CO FINANCE CORP	0.3%	A / A / A
PACCAR FINANCIAL CORP	0.4%	A / A / NR
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	1.5%	A / A / AA
THE WALT DISNEY CORPORATION	0.6%	A / A / A
TOYOTA MOTOR CORP	0.8%	A / A / A
TRUIST FIN CORP	0.6%	A / Baa / A
UNILEVER PLC	0.1%	A / A / NR
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	13.0%	
AMERICAN EXPRESS CO	1.3%	AAA / NR / AAA
BANK OF AMERICA CO	1.6%	AAA / Aaa / AAA
CAPITAL ONE FINANCIAL CORP	1.7%	AAA / Aaa / AAA
CARMAX AUTO OWNER TRUST	0.7%	AAA / NR / AAA
CHASE ISSURANCE	1.7%	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
GM FINANCIAL CONSUMER AUTOMOBILE TRUST	0.2%	AAA / Aaa / AAA

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
ABS	13.0%	
HONDA AUTO RECEIVABLES	0.9%	AAA / Aaa / AAA
HYUNDAI AUTO RECEIVABLES	0.1%	AAA / NR / AAA
KUBOTA CREDIT OWNER TRUST	0.0%	NR / Aaa / AAA
NISSAN AUTO RECEIVABLES	1.0%	AAA / Aaa / AAA
VOLKSWAGEN AUTO LEASE TURST	0.3%	NR / Aaa / AAA
VOLKSWAGEN OF AMERICA	0.1%	AAA / Aaa / NR
WF CARD ISSUANCE TRUST	1.0%	AAA / Aaa / AAA
WORLD OMNI AUTO REC TRUST	0.1%	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.

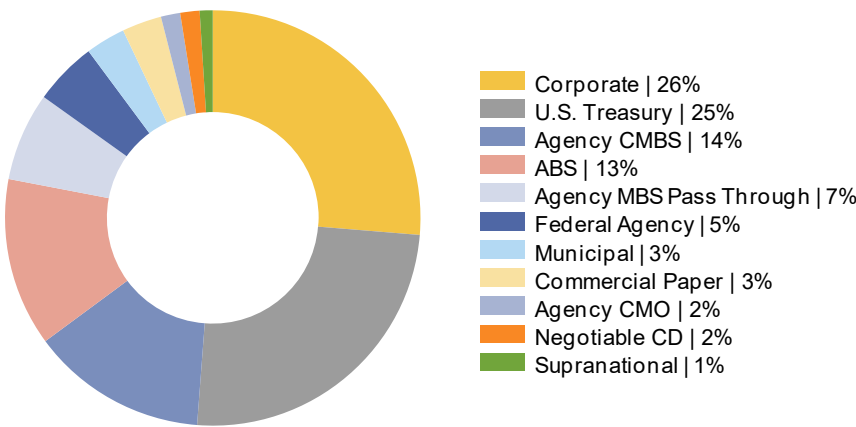
Portfolio Review: SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST RESERVE¹

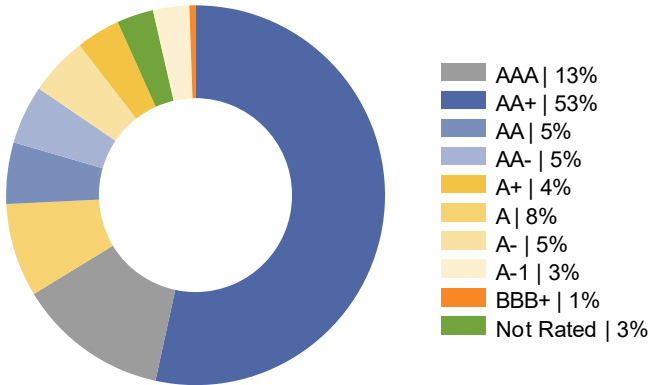
Portfolio Statistics

Total Market Value	\$187,558,767.97
<i>Securities Sub-Total</i>	\$172,363,654.92
<i>Accrued Interest</i>	\$1,006,429.77
<i>Cash</i>	\$14,188,683.28
Portfolio Effective Duration	2.22 years
Benchmark Effective Duration	2.03 years
Yield At Cost	3.35%
Yield At Market	4.80%
Portfolio Credit Quality	AA

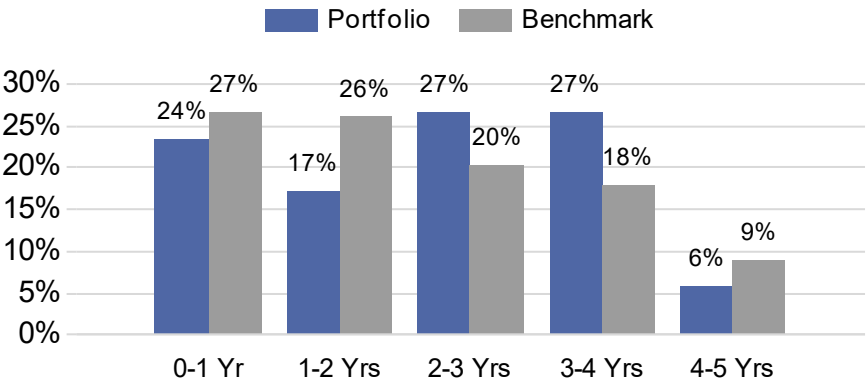
Sector Allocation



Credit Quality - S&P



Duration Distribution



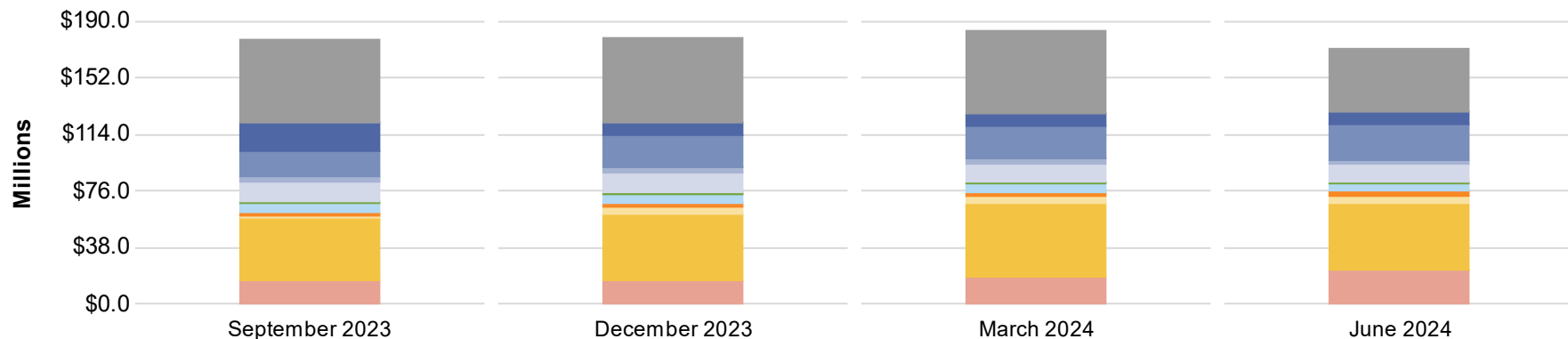
1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate 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	Sep-23	% of Total	Dec-23	% of Total	Mar-24	% of Total	Jun-24	% of Total
U.S. Treasury	\$55.6	31.3%	\$56.8	31.6%	\$55.3	30.2%	\$43.0	24.9%
Federal Agency	\$19.8	11.1%	\$8.4	4.7%	\$8.4	4.6%	\$8.5	4.9%
Agency CMBS	\$16.9	9.5%	\$22.2	12.4%	\$21.8	11.9%	\$23.5	13.7%
Agency CMO	\$3.1	1.7%	\$3.0	1.7%	\$2.8	1.5%	\$2.6	1.5%
Agency MBS Pass Through	\$13.2	7.4%	\$13.1	7.3%	\$12.4	6.7%	\$11.8	6.9%
Supranational	\$1.7	1.0%	\$1.7	1.0%	\$1.7	0.9%	\$1.7	1.0%
Municipal	\$5.7	3.2%	\$5.8	3.3%	\$5.9	3.2%	\$5.4	3.1%
Negotiable CD	\$2.5	1.4%	\$2.5	1.4%	\$2.5	1.4%	\$2.5	1.5%
Commercial Paper	\$2.0	1.1%	\$5.2	2.9%	\$5.3	2.9%	\$5.3	3.1%
Corporate	\$42.1	23.6%	\$44.9	25.0%	\$48.4	26.4%	\$45.3	26.3%
ABS	\$15.5	8.7%	\$15.5	8.7%	\$18.9	10.3%	\$22.6	13.1%
Total	\$178.2	100.0%	\$179.2	100.0%	\$183.3	100.0%	\$172.4	100.0%

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

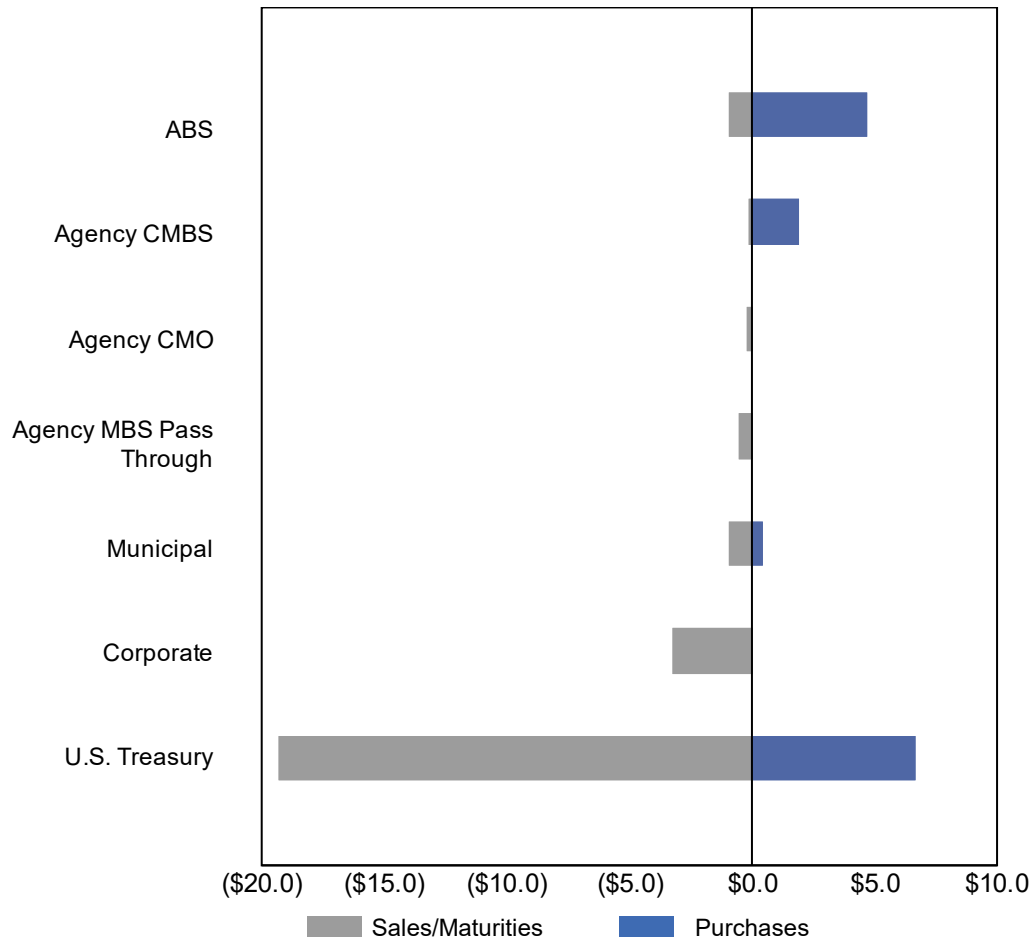
Federal Agency
 Agency CMO
 Supranational



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

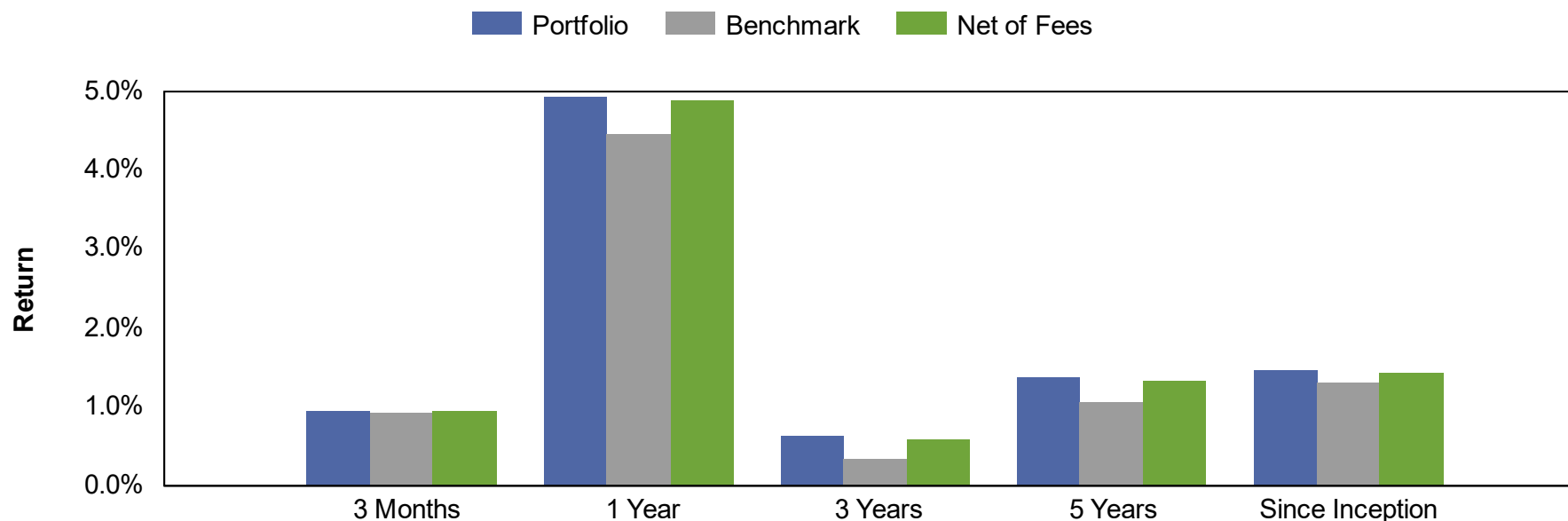
Net Activity by Sector
 (\$ millions)



Sector	Net Activity
ABS	\$3,701,375
Agency CMBS	\$1,833,269
Agency CMO	(\$173,268)
Agency MBS Pass Through	(\$501,300)
Municipal	(\$528,804)
Corporate	(\$3,213,100)
U.S. Treasury	(\$12,635,022)
Total Net Activity	(\$11,516,851)

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	\$1,363,248	\$4,693,326	\$9,858,952	\$13,705,575	\$19,241,811
Change in Market Value	\$416,854	\$4,132,369	(\$6,308,659)	(\$5,361,905)	(\$4,879,780)
Total Dollar Return	\$1,780,102	\$8,825,695	\$3,550,293	\$8,343,670	\$14,362,031
Total Return³					
Portfolio	0.96%	4.94%	0.62%	1.37%	1.46%
Benchmark ⁴	0.93%	4.45%	0.34%	1.07%	1.31%
Basis Point Fee	0.01%	0.05%	0.04%	0.04%	0.05%
Net of Fee Return	0.94%	4.89%	0.58%	1.33%	1.41%

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.

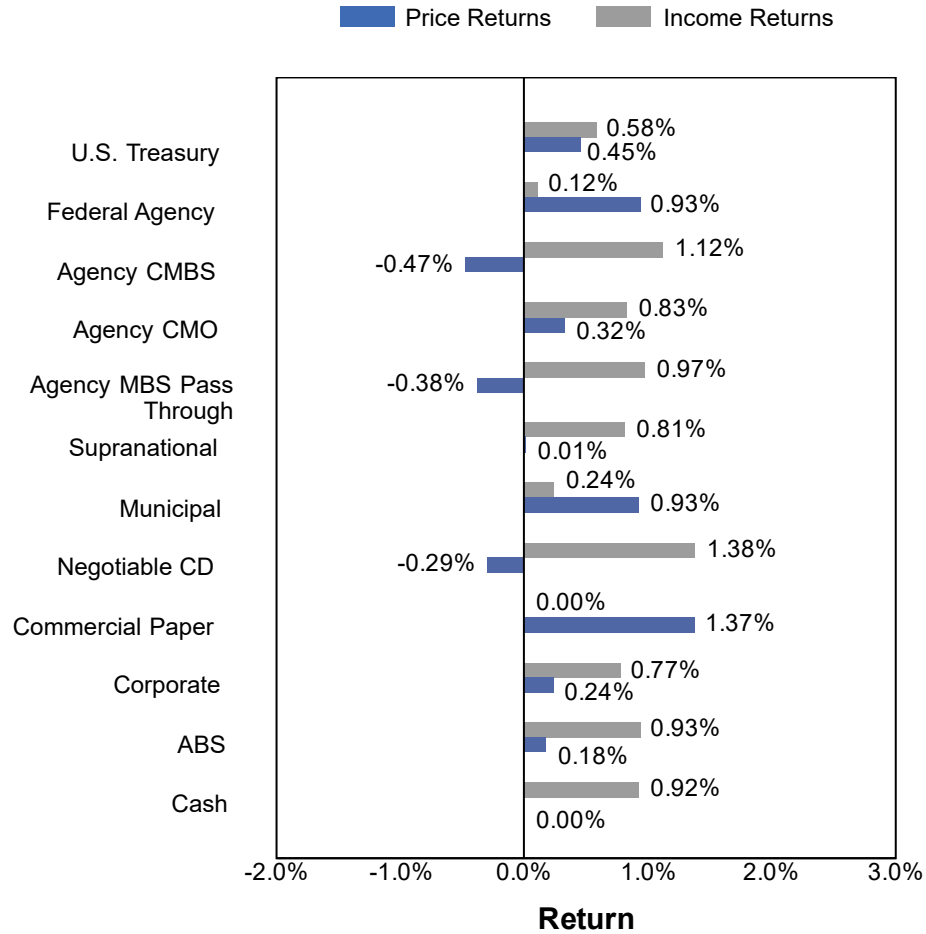
2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.

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.

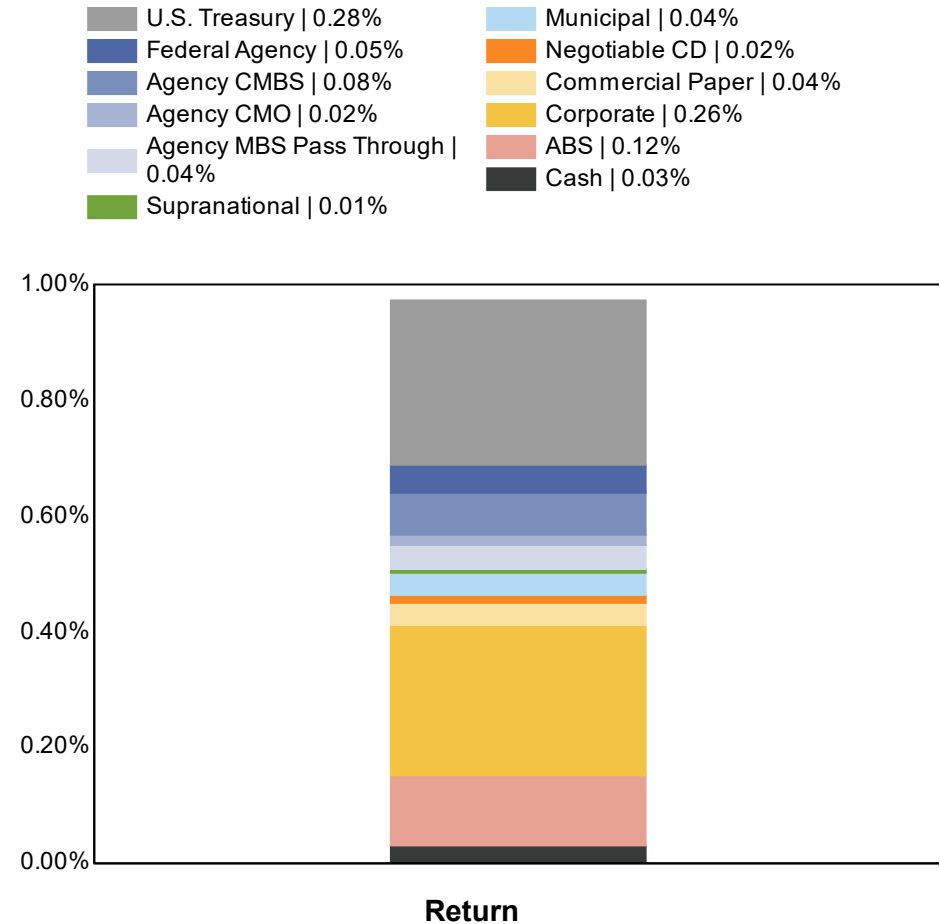
4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S. Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg.

Quarterly Sector Performance - SAN MATEO COUNTY TRANS DIST RESERVE

Total Return by Sector

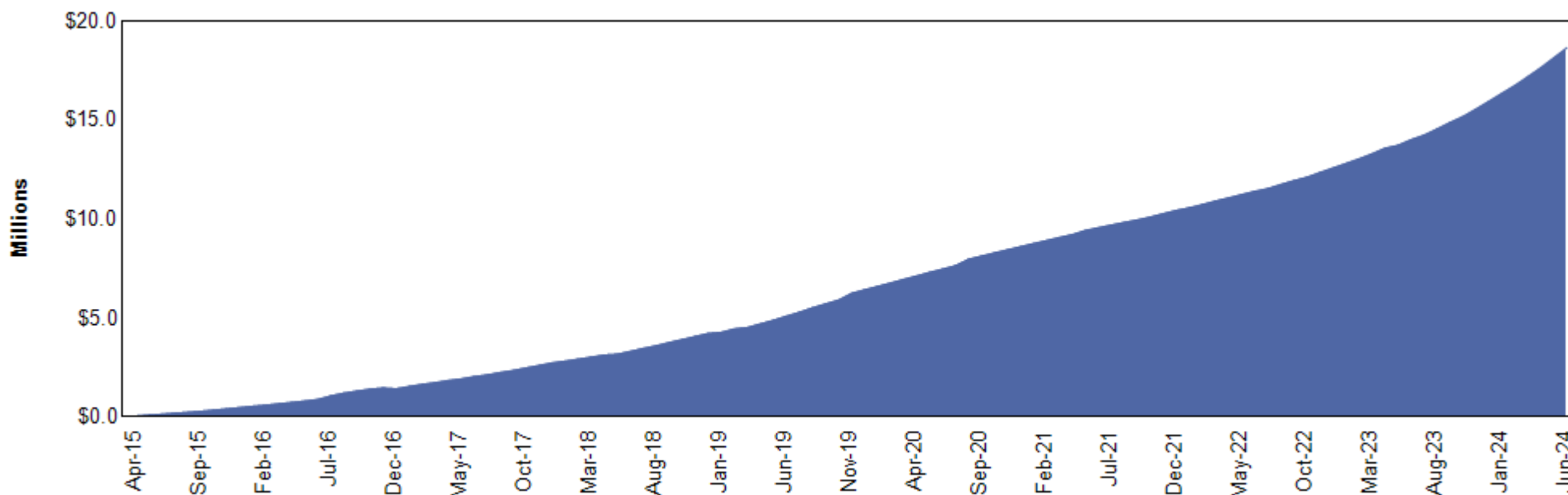


Contribution to Total Return



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	\$1,363,248	\$4,693,326	\$9,858,952	\$13,705,575	\$19,241,811
Realized Gains / (Losses) ³	(\$45,711)	(\$304,402)	(\$554,348)	(\$56,295)	(\$576,075)
Change in Amortized Cost	\$140,192	\$257,678	(\$211,490)	(\$84,515)	(\$8,701)
Total Earnings	\$1,457,729	\$4,646,602	\$9,093,114	\$13,564,766	\$18,657,035

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.

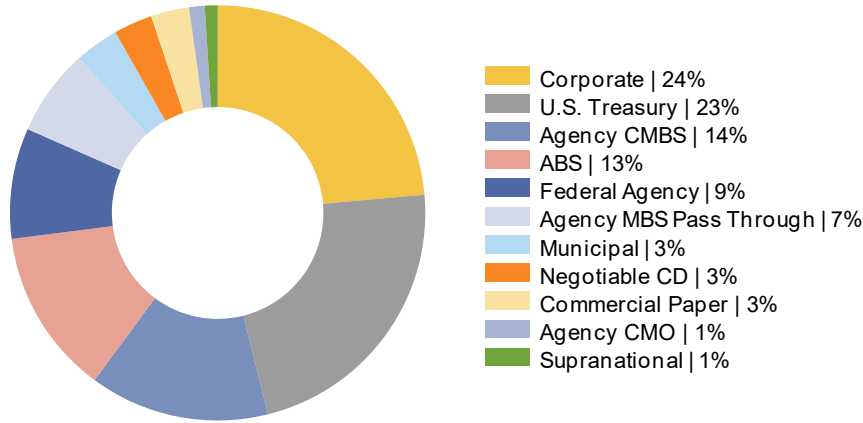
Portfolio Review: SAN MATEO COUNTY TRANS DIST PARATRANSIT

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST PARATRANSIT¹

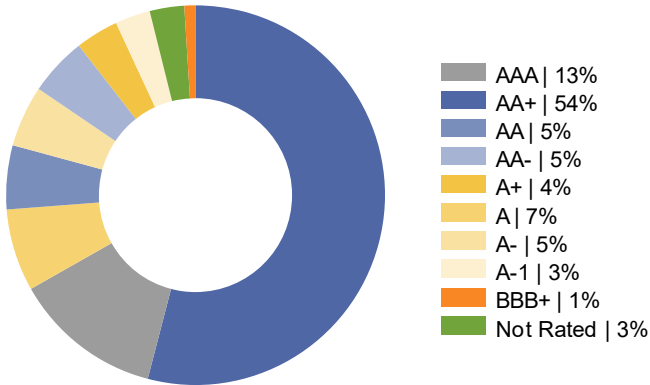
Portfolio Statistics

Total Market Value	\$28,566,692.90
<i>Securities Sub-Total</i>	\$26,514,891.95
<i>Accrued Interest</i>	\$155,410.99
<i>Cash</i>	\$1,896,389.96
Portfolio Effective Duration	2.19 years
Benchmark Effective Duration	2.03 years
Yield At Cost	3.36%
Yield At Market	4.81%
Portfolio Credit Quality	AA

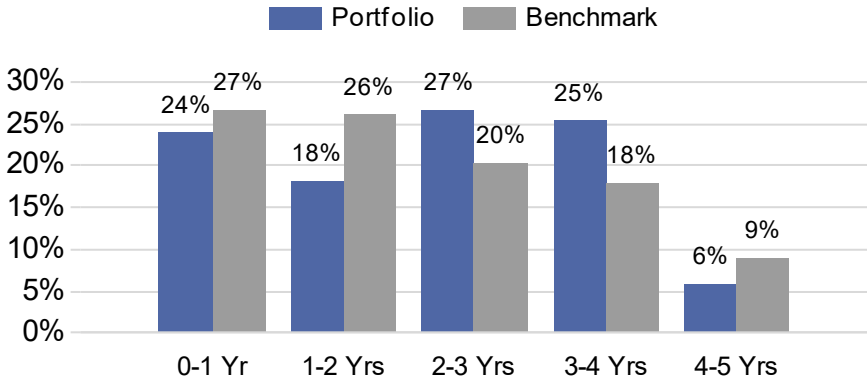
Sector Allocation



Credit Quality - S&P



Duration Distribution

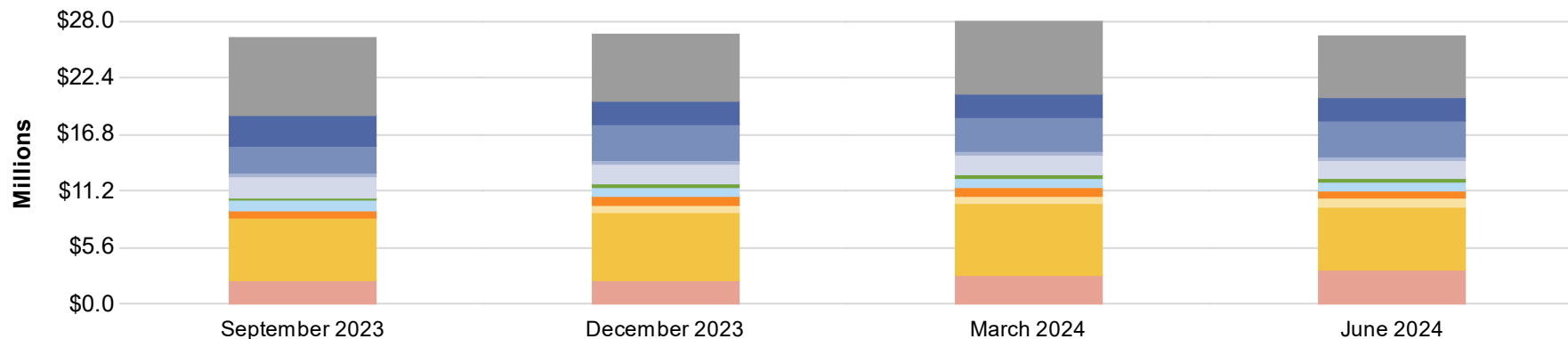


1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate 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	Sep-23	% of Total	Dec-23	% of Total	Mar-24	% of Total	Jun-24	% of Total
U.S. Treasury	\$7.6	29.1%	\$6.6	24.8%	\$7.1	25.5%	\$6.0	22.5%
Federal Agency	\$3.0	11.3%	\$2.2	8.4%	\$2.3	8.1%	\$2.3	8.6%
Agency CMBS	\$2.7	10.3%	\$3.5	13.2%	\$3.5	12.4%	\$3.7	14.0%
Agency CMO	\$0.4	1.4%	\$0.4	1.4%	\$0.3	1.2%	\$0.3	1.2%
Agency MBS Pass Through	\$2.0	7.7%	\$2.0	7.5%	\$1.9	6.8%	\$1.8	6.8%
Supranational	\$0.3	1.0%	\$0.3	1.0%	\$0.3	0.9%	\$0.3	1.0%
Municipal	\$1.0	3.7%	\$1.0	3.7%	\$1.0	3.6%	\$0.9	3.4%
Negotiable CD	\$0.8	3.0%	\$0.8	3.0%	\$0.8	2.9%	\$0.8	3.0%
Commercial Paper	\$0.0	0.0%	\$0.8	2.9%	\$0.8	2.8%	\$0.8	3.0%
Corporate	\$6.3	23.8%	\$6.8	25.4%	\$7.1	25.6%	\$6.3	23.6%
ABS	\$2.3	8.7%	\$2.3	8.7%	\$2.8	10.2%	\$3.4	12.9%
Total	\$26.3	100.0%	\$26.7	100.0%	\$27.9	100.0%	\$26.5	100.0%

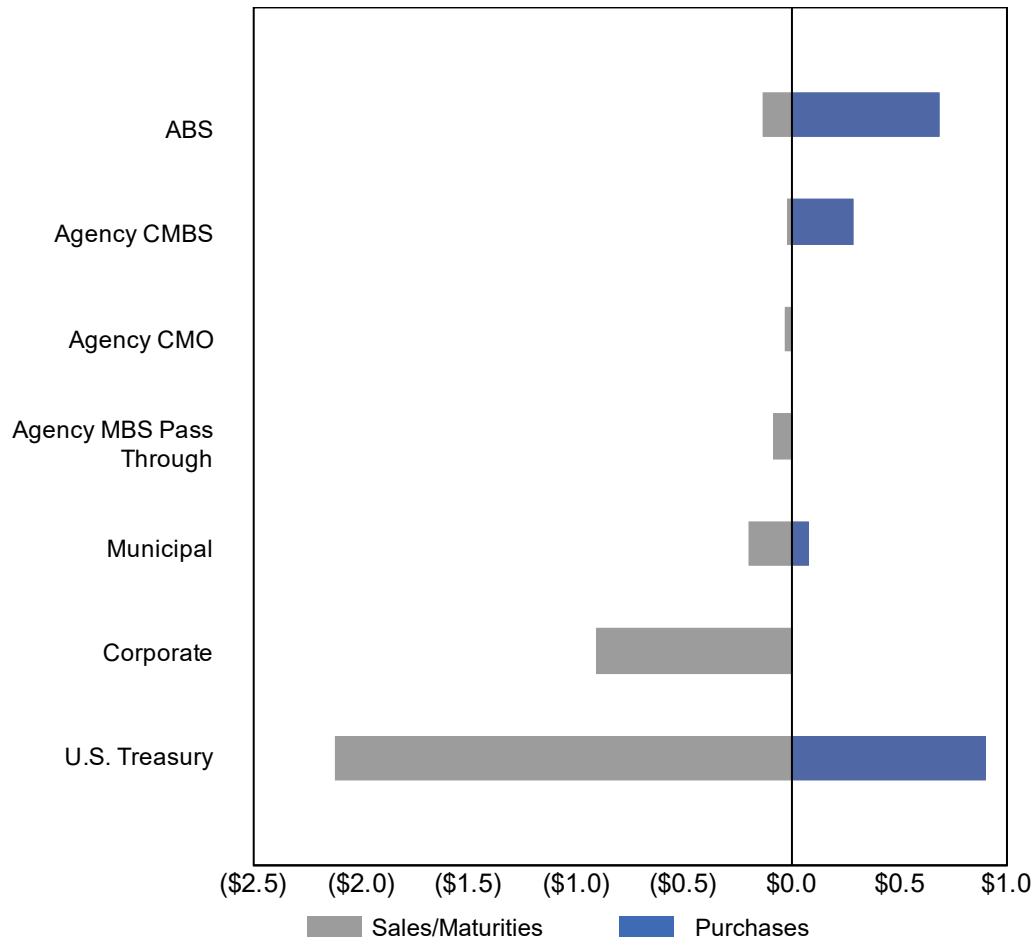
U.S. Treasury
 Agency CMBS
 Agency MBS Pass Through
 Municipal
 Negotiable CD
 Commercial Paper
 Corporate
 ABS
 Federal Agency
 Agency CMO
 Supranational



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

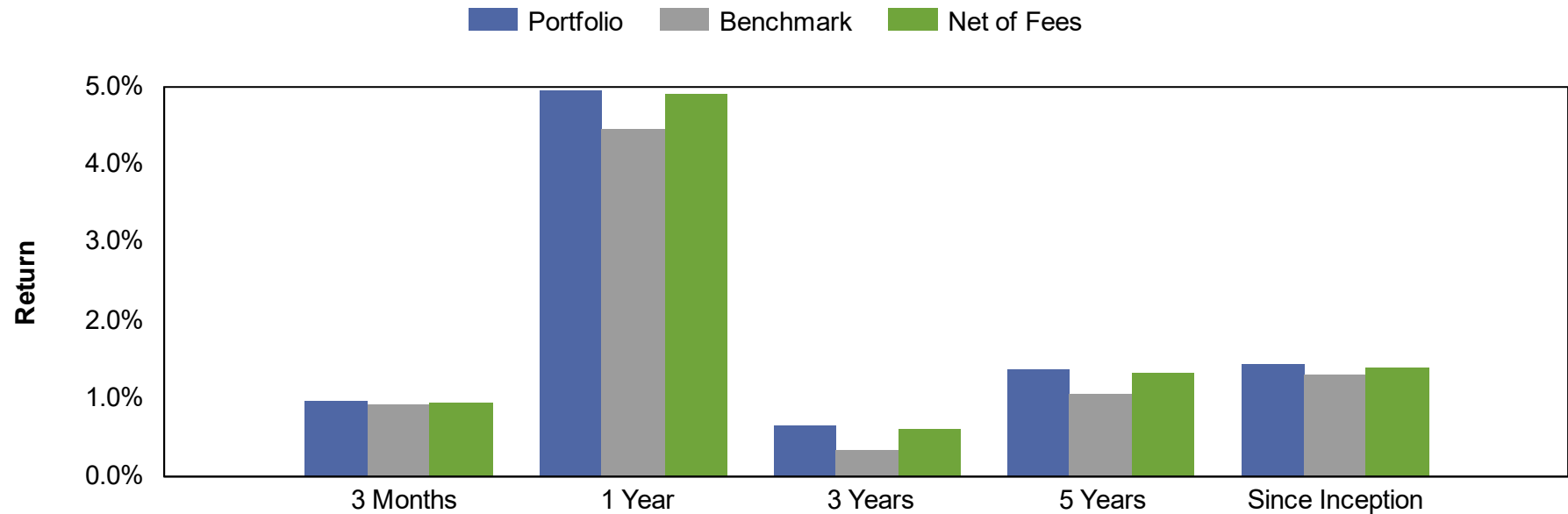
Net Activity by Sector
 (\$ millions)



Sector	Net Activity
ABS	\$568,304
Agency CMBS	\$268,991
Agency CMO	(\$19,675)
Agency MBS Pass Through	(\$78,122)
Municipal	(\$110,568)
Corporate	(\$905,372)
U.S. Treasury	(\$1,216,365)
Total Net Activity	(\$1,492,807)

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	\$204,460	\$751,947	\$1,640,473	\$2,619,950	\$4,181,784
Change in Market Value	\$70,381	\$596,500	(\$1,093,048)	(\$728,542)	(\$626,007)
Total Dollar Return	\$274,841	\$1,348,447	\$547,425	\$1,891,408	\$3,555,777
Total Return³					
Portfolio	0.97%	4.95%	0.65%	1.38%	1.45%
Benchmark ⁴	0.93%	4.45%	0.34%	1.07%	1.31%
Basis Point Fee	0.01%	0.05%	0.04%	0.05%	0.05%
Net of Fee Return	0.96%	4.90%	0.61%	1.34%	1.40%

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.

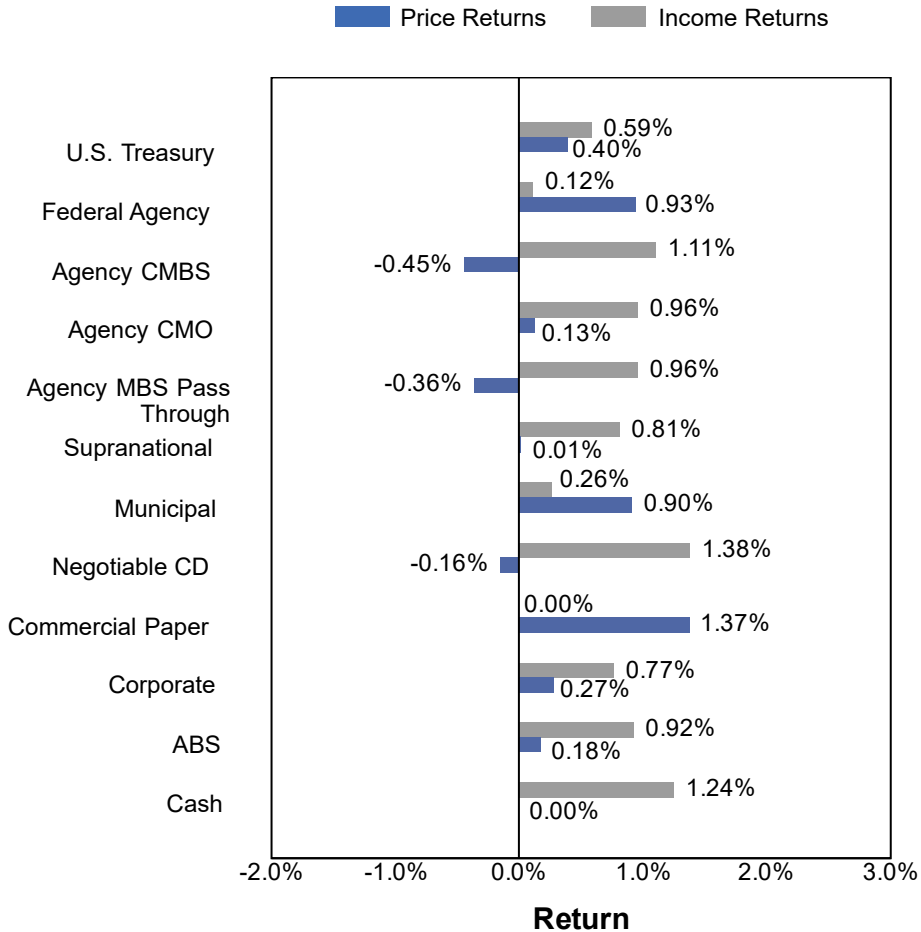
2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.

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.

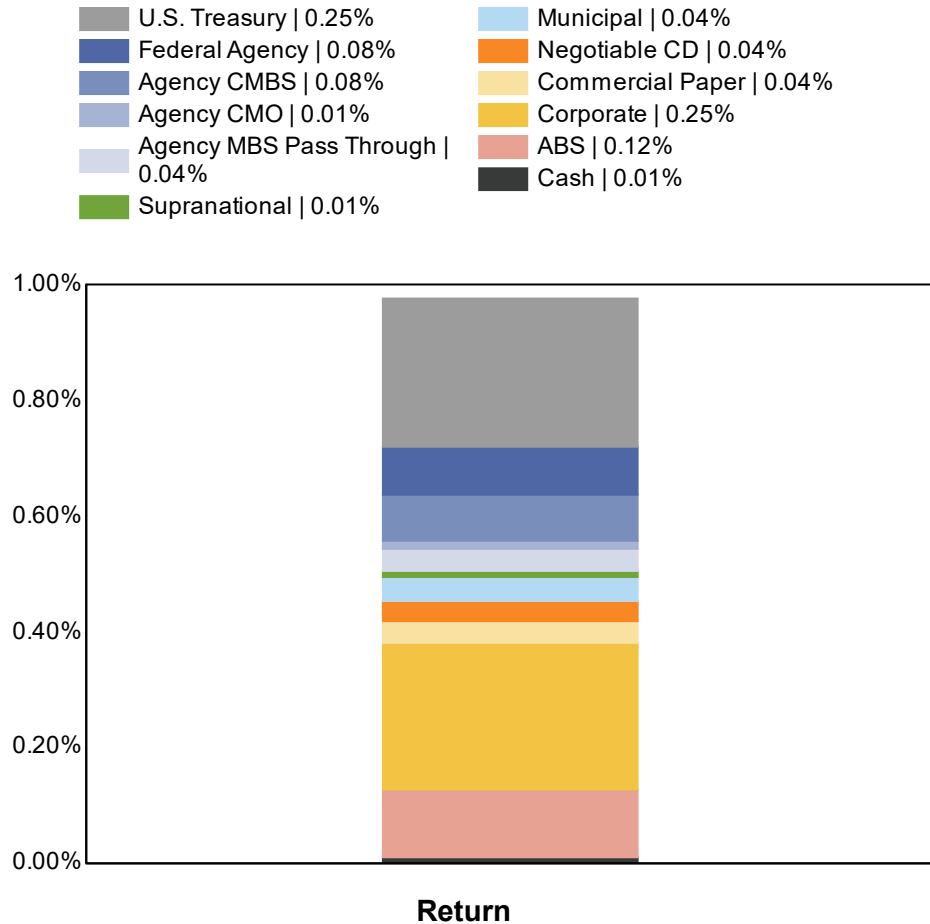
4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg.

Quarterly Sector Performance - SAN MATEO COUNTY TRANS DIST PARATRANSIT

Total Return by Sector

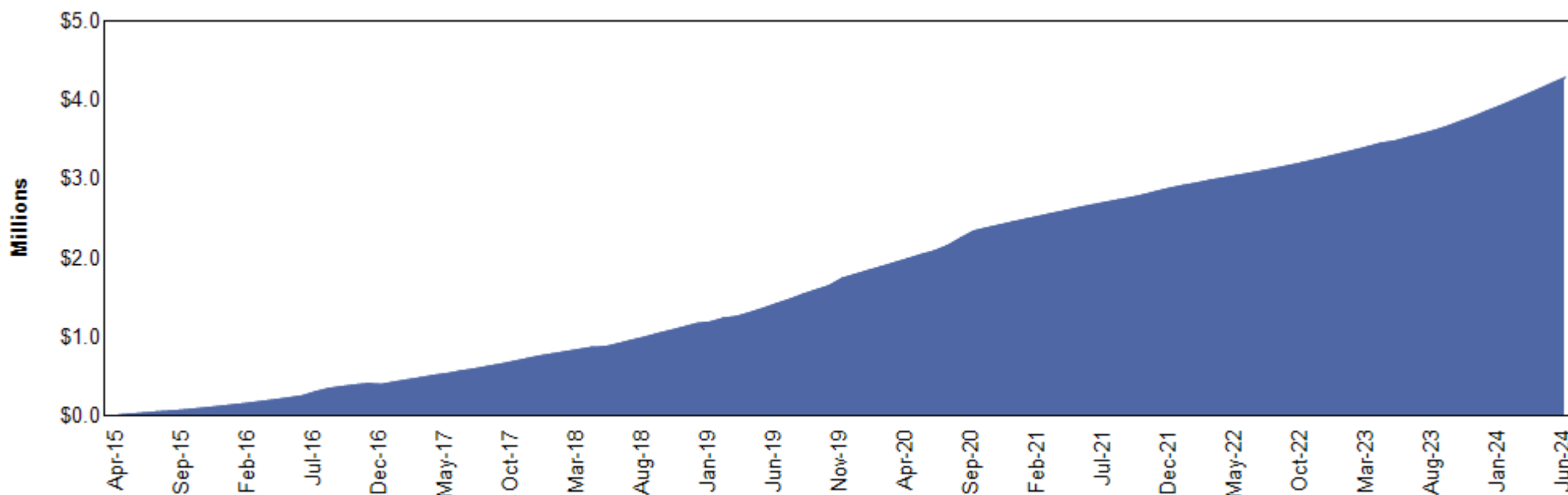


Contribution to Total Return



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	\$204,460	\$751,947	\$1,640,473	\$2,619,950	\$4,181,784
Realized Gains / (Losses) ³	(\$12,009)	(\$37,915)	(\$25,374)	\$171,513	\$20,747
Change in Amortized Cost	\$26,441	\$45,575	(\$450)	\$73,544	\$84,715
Total Earnings	\$218,892	\$759,607	\$1,614,649	\$2,865,007	\$4,287,247

1. The lesser of 10 years or since inception is shown. Performance inception date is March 31, 2015.
 2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.
 3. Realized gains / (losses) are shown on an amortized cost basis.

Important Disclosures

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

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- 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.

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Liria Larano, Deputy Chief for Fleet and Facilities Infrastructure
Subject: **Adopting an Organizational Conflict of Interest Policy for Design-build Projects**

Action

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

1. Adopt an organizational conflict of interest policy for design-build projects (Policy).
2. Authorize the General Manager/CEO or designee to take further actions as may be necessary to give effect to the Policy, including updating the District's Procurement Manual.

Significance

To use the design-build project delivery method, local agencies must adopt a standard organizational conflict of interest policy, which would apply to all consultants and contractors that wish to enter into contracts with the District to perform design-build work. Adoption of the Policy would satisfy this statutory requirement and establish procedures for identifying and mitigating organizational conflicts of interest.

Budget Impact

There is no budget impact associated with adopting the Policy.

Background

California law requires local agencies desiring to use the design-build project delivery method to adopt a standard organizational conflict of interest policy regarding the ability of a person or entity that performs services for the local agency relating to the solicitation of a design-build project, to submit a proposal as a design-build entity, or to join a design-build team.

The District has developed the Policy to satisfy this statutory requirement and provide guidance with regard to identifying and mitigating organizational conflicts of interest in design-build projects. The District intends to use this project delivery method for its permanent hydrogen fueling station project.

The Policy is in addition to the District's Conflict of Interest Code and does not supersede or modify any of the requirements of the Conflict of Interest Code. The Policy applies to all consultants and contractors that wish to enter into contracts with the District to perform design-build work.

Prepared By: Liria Larano Deputy Chief, Fleet and Facilities Infrastructure 650-430-0349

Resolution No. 2024-

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

* * *

**Adopting an Organizational Conflict of Interest Policy for
Design-build Projects**

Whereas, the California Public Contract Code authorizes local agencies such as the San Mateo County Transit District (District) to use a design-build project delivery method for specific projects; and

Whereas, in order to utilize this project delivery method, local agencies are required to adopt an organizational conflict of interest policy applicable to design-build projects; and

Whereas, the District desires to use the design-build project delivery method to procure certain hydrogen fueling infrastructure and may use the design-build project delivery method for other projects in the future; and

Whereas, to proceed with the design-build procurement process, staff recommends that the Board of Directors adopt a resolution to establish the Organizational Conflict of Interest Policy for Design-Build Projects.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby adopts the Organizational Conflict of Interest Policy for Design-Build Projects, attached hereto as Attachment A.

Be it Further Resolved that the General Manager/CEO or designee is authorized to take further actions as may be necessary to give effect to this Resolution, including updating the District's Procurement Manual.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Organizational Conflict of Interest Policy for Design-Build Projects

Purpose

This policy establishes the organizational conflict of interest guidelines applicable to design-build projects awarded by the San Mateo County Transit District (District).

Applicability

This policy applies to all consultants and contractors that have entered into or wish to enter into contracts with the District to perform design-build work. This policy is supplemental to the District's Conflict of Interest Code and does not supersede or modify any requirements in that Conflict of Interest Code.

Policy

Contractors and consultants participating as proposers (Proposers) on a design-build project or joining a design-build team may not have an organizational conflict of interest.

Organizational conflicts of interest are created by circumstances arising out of consultants' or contractors' existing or past activities, business or financial interests, familial relationships, contractual relationships, or organizational structure (e.g., parent entities, subsidiaries, affiliates) that result in: (i) impairment or potential impairment of consultants' or contractors' ability to render impartial assistance or advice to the District, (ii) impairment or potential impairment of consultants' or contractors' objectivity in performing work for the District, (iii) an unfair competitive advantage for any Proposer with respect to the District's procurement (including, but not limited to, through access to nonpublic information or assisting the District in the preparation of the RFQ, RFP, or the design-build contract), or (iv) a perception or appearance of impropriety or unfair competitive advantage with respect to any of the District's procurements or contracts (irrespective of whether such perception is accurate).

This policy neither purports to address every situation that may arise in the context of the District's procurements and contracts, nor to mandate a particular decision or determination by the District. The District retains the ultimate and sole discretion to determine, on a case-by-case basis, whether an actual, perceived, or potential organizational conflict of interest exists. An organizational conflict of interest may exist in the following instances:

- a. A Proposer is the District's general engineering or architectural consultant for the design-build project.

However, a sub-consultant of the general engineering or architectural consultant that has not yet performed work on the contract to provide services for the design-build project may participate as a Proposer or join a design-build team if the Proposer terminates the agreement to provide work and provides no work for the District's general engineering or architectural consultant on the design-build project.

- b. A Proposer has assisted or is assisting the District in the management of the design-build project, including the preparation of the RFP, evaluation criteria, or any other aspect of the procurement.
- c. A Proposer has conducted preliminary design services for the design-build project such as conceptual layouts, preliminary design, or preparation of bridging documents.
- d. A Proposer performed design work related to the design-build project for other stakeholders in the design-build project.
- e. A Proposer performed design work on a previous contract that specifically excludes the Proposer from participating as a Proposer or joining any design-build team for the design-build project.
- f. A Proposer is under contract with any other entity or stakeholder to perform oversight of the design-build project.
- g. Any circumstances that would violate California Government Code Sections 1090 *et seq.* (contractual conflicts).

The District may be required to comply with requirements and regulations applicable to federally funded procurements and contracts. Nothing in this policy is intended to limit, modify or otherwise alter the effect of other relevant federal, state, or local regulations, statutes or rules.

Consultants responsible for preparing documents under the California Environmental Quality Act (CEQA) are required to comply with all state laws and regulations applicable to such services, including requirements relating to organizational conflicts of interest. For federally funded projects subject to NEPA compliance, consultants involved in the preparation of environmental assessments or environmental impact statements must submit a disclosure statement to the lead agency that specifies any financial or other interests in the outcome of the project. (See 40 CFR §1506.5(b)(4).)

Proposers' Obligations

Proposers having a conflict must immediately make a full written disclosure of the actual, perceived, or potential conflict to the contract administrator for the project, and shall have a continuing obligation to do so until they are no longer Proposers.

If a Proposer determines that a potential conflict of interest exists, the Proposer's disclosure will not necessarily disqualify the Proposer from being awarded a contract. The Proposer shall submit proposed measures to avoid, neutralize, or mitigate all potential or actual conflicts. The District, at its sole discretion, shall determine whether an actual or potential organizational conflict of interest, or the appearance of any such organizational conflict of interest, exists and

whether the proposed measures are sufficient to overcome the actual, perceived, or potential conflict and whether the Proposer may continue with the procurement process.

Obligations after Contract Award

The successful Proposer to whom the contract is awarded (Contractor) has an ongoing obligation to monitor and disclose actual, perceived, or potential conflicts of interest. If an actual, perceived, or potential organizational conflict of interest is discovered after the contract has been awarded, the Contractor must make an immediate and full written disclosure to the District that includes a description of the action that the Contractor has taken or proposes to take to avoid or mitigate the conflict. The District, in its sole discretion, shall determine whether an actual or potential organizational conflict of interest, or the appearance of any such organizational conflict of interest, exists and whether the proposed measures are sufficient to overcome the actual, perceived, or potential conflict. During the pendency of such evaluation, the District reserves the right to suspend work under the contract without obligation, responsibility, or liability to reimburse all or part of the costs incurred or alleged to have been incurred by the Contractor.

If an actual, perceived, or potential organizational conflict of interest is determined to exist and the Contractor was aware of the actual, perceived, or potential organizational conflict of interest prior to award of the contract and did not disclose the conflict, the District may terminate the contract. If a conflict of interest arises after the contract award and the Contractor's proposed measures to avoid or mitigate the conflict are determined by the District to be inadequate to protect the District, the District may terminate the contract. If the contract is terminated, the District assumes no obligation, responsibility or liability to reimburse all or part of the costs incurred or alleged to have been incurred by the Contractor, and the District shall be entitled to pursue any and all appropriate legal remedies.

Incorporation by Reference

This policy shall be incorporated by reference into all design-build contracts executed by the District.

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Information on Statement of Revenues and Expenses for the Period Ending June 30, 2024**

Action

This item is for information only. No action required.

Significance

The Finance Division engages in many activities following the end of the June 30 fiscal year to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 9th meeting of the Board of Directors. The auditors, Eide Bailly, LLP, expect to finish the audit in late October. We expect to have the Annual Comprehensive Financial Report finalized in early November 2024.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

San Mateo County Transit District

To: Board of Directors
Through: Marina Fraser, Chair
From: SamTrans Directors Marie Chuang and Brooks Esser
Subject: **Report from Attendance at the APTA Board Member Seminar in San Jose, CA from July 14 through July 16, 2024**

SamTrans Directors Marie Chuang and Brooks Esser attended the APTA (American Public Transportation Association) Seminar in San Jose, CA from July 14 through July 16, 2024.

The seminar allowed for peer exchange and professional development on board governance and policy development for public transportation agencies and the topics included national and regional transit advocacy, workforce development and labor relations, safety and security, mobility innovation, procurement practices and the CEO-Board relationship. This included interactive workshops on the following:

- Critical features of a functional board;
- The leadership role and responsibility of TBMs (Transit Board Members);
- Establishing an effective relationship with the CEO;
- The TBM-TBA (Transit Board Administrator) relationship, and; Successfully attracting and onboarding new TBMs
- APTA's role as an association, what services and resources are available and how you can become engaged
- Transit in the Bay Area
- A View from Washington; Federal Transit Advocacy
- Making the (Business) Case: Quantifying and Communicating Transit's Economic Value to Your Communities
- Developing an Effective TBM-CEO Partnership
- Discussions by System Size on TBM-CEO Relationships
- The Board's Role in Agency Procurements
- Innovations in Transit for an Increasingly Digital, Tech-Savvy World
- Discussions by System Size: exchange with your peers on transit innovation challenges and strategies
- Addressing Public and Employee Security: Effective Community-Focused Strategies
- Ensuring a Robust Transit Workforce and Constructive Labor Relations

Director Chuang's comments: I am very appreciative of the opportunity to attend the APTA Conference from July 13-16, 2024, in San Jose. I came away with the notion that we have a dedicated board and staff. The profound experience, thoughtful collaboration, and strong vision for the innovation of public transportation will only lead us to implement policies that greatly shape the future of our region.

Director Esser's comments: I found the APTA Conference in San Jose to be an extremely worthwhile experience. I was particularly pleased to realize that we exhibit the characteristics of a 'high-performance board' i.e. we maintain a strategic focus, are mindful of risk, hold a long view for the organization, and partner well with the CEO. I believe that these factors will help SamTrans sustain its award-winning performance.

Proclamation

In Honor of Sammi Riley

Whereas, the San Mateo County Paratransit Coordinating Council (PCC) was founded in 1977 and is a volunteer organization that provides a formal structure for people with disabilities to advocate for riders of paratransit services in San Mateo County; and

Whereas, the PCC voted to rename itself the Paratransit Advisory Council (PAC); and

Whereas, the PAC is dedicated to improving the quality and availability of paratransit services in San Mateo County; and

Whereas, paratransit is door-to-door public transportation for people with disabilities; and

Whereas, SamTrans supports the PAC and enjoys a strong working relationship with this group and is committed to providing comprehensive and quality transportation and paratransit services; and

Whereas, **Sammi Riley** has served 17 years on the PAC (and 14 years on the PAC Executive Committee); and

Whereas, **Ms. Riley's** knowledge, experience and energy have benefited the disabled community and the public at large; and

Whereas, **Ms. Riley** has served on the PAC Executive Committee and as a member of the SamTrans eligibility appeals panel and no-show appeals panel; and

Whereas, **Ms. Riley** has appeared in videos, photos, brochures such as the *Paratransit Riders' Guide* and advertisements to promote Redi-Wheels service and the PAC; and

Whereas, **Ms. Riley** is a friend and ally to SamTrans and public transportation; and

Whereas, **Ms. Riley** is a long-time user of Red-Wheels and RediCoast services; and

Whereas, **Ms. Riley** is a dedicated community volunteer who has served as a member of many groups, including Strides for Life Colon Cancer Foundation, and the San Mateo County Voting Accessibility Advisory Committee,

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors, does thank and commend **Sammi Riley** for her decades of dedicated and passionate service to the San Mateo County Paratransit Advisory Council and greater Peninsula community.

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



Chair, San Mateo County Transit District

Proclamation

Expressing Appreciation to Dora Seamans

Whereas, Dora Seamans has served as the Executive Officer/District Secretary of the San Mateo County Transit District (District) with dedication and distinction since January 7, 2019, and plans to retire from District service this August 2024; and

Whereas, throughout Dora Seamans' tenure as District Secretary, and as Secretary of the Peninsula Corridor Joint Powers Board (JPB) and San Mateo County Transportation Authority (TA), she has demonstrated exemplary professionalism, meticulous attention to detail and tireless commitment to the community and the organization; and

Whereas, Dora Seamans' knowledge and experience in municipal leadership has provided a particularly valuable resource to the District, JPB and TA; and

Whereas, Dora Seamans has consistently ensured that Board of Directors and other administrative operations comply with local, state, and federal laws and regulations, thus safeguarding the integrity and legal standing of the District, JPB and TA; and

Whereas, Dora Seamans successfully led and implemented multiple substantial projects, such as an overhaul of the agencies' records retention schedule, introduction of NextRequest for public records requests tracking, and use of the OnBase agenda management system, streamlining related processes in accordance with state-of-the-art 21st Century standards; and

Whereas, Dora Seamans helped lead the agency with grace and dignity throughout the challenge of the coronavirus (COVID-19) pandemic, fighting to make sure staff were protected and keeping Board and Committee meetings on-track during a time of confusion and chaos; and

Whereas, Dora Seamans' unwavering commitment to accuracy and precision has ensured the highest standards of documentation, record-keeping, and adherence to rules and procedures, greatly benefiting the San Mateo County Transit District, its stakeholders and the public; and

Whereas, during **Dora Seamans'** tenure, she has been a leader, a friend, and a mentor to countless members of this organization, such that it is impossible to overstate the value she has provided to the District and the people that it serves; and

Whereas, the members of the San Mateo County Transit District thank **Dora Seamans** for her kindness, wisdom, organizational skills, composure and dedication to the work of the Board, and wish her happiness and success in her future endeavors. She will be greatly missed by all who have had the pleasure of working with her, and her contributions will be felt for many years to come.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors hereby expresses its deepest gratitude and appreciation to **Dora Seamans** for her exemplary service to the District, her many accomplishments as Executive Officer/District Secretary, and her collaborative leadership on matters of public transit.

Be It Further Resolved that this proclamation be presented with our heartfelt congratulations and best wishes from every member of the San Mateo County Transit District.

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



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2024

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APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

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

Summary

SamTrans fixed-route provided 10,006,912 total trips in FY 2024 (including Ride Plus) as of June 30, 2024. Total monthly ridership achieved a 94.9 percent recovery compared to June 2019. The new runbook and the final phase of Reimagine SamTrans started on August 4, 2024. Customer satisfaction is high with 95 complaints per 1 million trips compared to 179 complaints per one million trips in FY 2019.

ADA Paratransit ridership has been slower to recover from the COVID pandemic. In June 2024, we achieved 67.5 percent of June 2019's ridership. There were 224,053 total trips in FY 2024, which is 66.0 percent of the total trips in FY 2019. The District's contractual performance standard for customer satisfaction is 2.5 complaints per 1,000 trips. ADA Paratransit services provided via Redi-Wheels and Redi-Coast maintained a high customer satisfaction rating, achieving less than 0.6 complaints per 1,000 trips in June 2024.

Ridership Recovery

SamTrans total trips for the first eleven months of FY 2024, ending May 31, 2024, was 90.5 percent compared to the eleven months prior to the start of the COVID pandemic (March 2020). SamTrans ridership recovery compares favorably with local peer agencies and out-of-state bus public transportation providers. The national bus ridership recovery rate is 79.0 percent. Local rail systems remain at a lower ridership recovery rate compared to buses and the national rail.

	11 Months Prior to COVID Pandemic	11 Months Ending May 2024	Ridership Recovery Rate
SamTrans	10,165,070	9,197,534	90.5%
AC Transit	50,645,987	36,432,359	71.9%
SFMTA	194,437,520	143,112,787	73.6%

	11 Months Prior to COVID Pandemic	11 Months Ending May 2024	Ridership Recovery Rate
VTA	25,365,937	20,772,459	81.9%
Dallas	34,711,940	26,103,846	75.2%
Seattle - King	112,291,073	72,859,152	64.9%
Chicago	220,262,065	158,839,038	72.1%
Atlanta	47,272,142	30,326,065	64.2%
New York MTA	672,629,405	583,873,443	86.8%
National Bus	4,213,217,909	3,326,650,848	79.0%
Caltrain	17,146,909	6,519,603	38.0%
BART Extension	12,274,836	5,272,273	43.0%
BART System	116,798,775	50,365,025	43.1%
National Rail	4,518,255,579	3,091,861,401	68.4%
Total NTD Trips	9,183,316,914	6,741,861,401	73.4%

Bus Operator Staffing

	Approved FTEs	Trainees	No. Bus Operators*
Bus Operators	348	17	350

* This number excludes the 17 Bus Operator Trainees.

Miles Between Preventable Accidents

Directly operated and contracted services for fixed route services did not meet the goal of 100,000 miles between preventable accidents during the month of June 2024. Safety is an on-going effort and the District is committed to improve the safety culture with contracted services and with its employees who directly operate transportation services. The District established a safety committee with representatives from various departments to review safety performance and to identify actions to improve the system’s safety performance. Safety campaigns are issued with a focus on specific actions or fundamental skills to aid the bus operators. Accident evaluations are performed seeking trends and better understand of root causes. Most recently the District initiated a mentorship program to assist bus operators in their overall duties, including safe driving. The District also provides incentives and recognitions for safe driving.

The ADA service exceeded the goal with one preventable accident per 100,000 miles achieving 168,453 miles with one preventable accident. Below is a table illustrating the miles between accidents performance by mode and location.

	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	294,737	4	73,684
South Base	210,352	4	52,588
CUB	234,853	10	23,485
Fixed Route Total	739,942	18	41,108
ADA	168,453	1	168,453
Micro Transit	12,300	0	N/M

Regional/MTC Matters

As we have reported, MTC has convened a Transportation Revenue Measure Select Committee composed of a subset of its commissioners and designated stakeholders to discuss and formulate next steps for building consensus for a 2026 regional transportation revenue measure. MTC also established a parallel Executive Group composed of Bay Area transit agency General Managers and Executives to give feedback on the same topic. Both groups are meeting regularly and will be doing so into the fall. Staff will report out the progress of these meetings at the August 2024 Board meeting.

Clipper BayPass Pilot Program

MTC has issued an Amendment to the Clipper BayPass Pilot Program Participation Agreement between MTC and SamTrans. This Amendment includes administrative changes to the Pilot Program to: 1) allow the Fare Integration Task Force (or designated successor body) to adjust the size of the Pilot Program; 2) extend the pilot program period until 2025 (for Phase 1) and 2027 (for Phase 2); 3) allow Phase 1 participants and organizers of special events to purchase the Clipper BayPass; and 4) clarify that the property boundaries of SFO Airport is excluded from San Mateo County.

The Board has previously authorized SamTrans’ participation in the Clipper BayPass Pilot Program and therefore, the GM/CEO will sign the Amendment to the Participation Agreement on behalf of SamTrans to continue its support for the program.

Transit 2050+

A Transit 2050+ project update was provided at the July 22 Regional Network Management (RNM) Council meeting. MTC staff presented the Draft Transit 2050+ Network (Network), along with performance assessments for projects that are proposed to be included in the Network. There is approximately half as much revenue available for expansion projects when compared to Plan Bay Area 2050 adopted two years ago. Therefore, the major transportation project selection process focused on “quick and impactful upgrades” during the first half of the planning period (2025 through 2035) and “expansion for future generations” in the longer term

(2036 through 2050). SamTrans-sponsored projects included in the Draft Transit 2050+ Network include the Dumbarton Busway, SamTrans Express Bus Expansion, and El Camino Real BRT. MTC/ABAG staff is conducting public outreach this summer to help develop the final Transit 2050+ Network in fall 2024. Projects included in the final network will be eligible to compete for construction funding from MTC.

Regional Mapping & Wayfinding

The Regional Mapping and Wayfinding Project will make it easier to ride transit in the Bay Area by making wayfinding materials (maps, signs, screens, etc.) more consistent and easier to identify. The current phase of the Mapping and Wayfinding Project will see the installation of several "test" prototype signs at El Cerrito del Norte and Santa Rosa Transit Mall. The project has also identified additional pilot locations to test customer understanding of the wayfinding system at complex multimodal stations, particularly for customers making transfers. Criteria for selecting pilot locations included project benefit, operator representation, geographic diversity, rider representation, and station complexity. Millbrae station is recommended as the pilot location for San Mateo County, and the pilot wayfinding signage is expected to be installed in late 2025.

Free Passes for Field Trips Program

SamTrans updated its fare policies in January 2024. The new policies include free fares offered for pre-arranged school field trips. San Mateo County public schools are eligible for this benefit. SamTrans received its first request in February from Capuchino High School's field trip to the Exploratorium. Including this trip, eight different schools (14 classes) have taken advantage of these free passes. The majority of these schools are elementary schools while one middle school and two high schools also participated. In total, 536 students with 104 chaperones traveled on our buses for field trips to the San Mateo County History Museum, the Museum of African Diaspora, Japanese Tea Garden, South San Francisco Library, College of San Mateo, and more. Routes used include 122, 130, 250, 278, 295, and ECR.

SamTrans Mobile App Update for Q4 FY2024

The SamTrans mobile app was launched in September 2018 and sells paratransit and most fixed-route bus service products except monthly passes.

For the entire FY2024, the SamTrans mobile app has been downloaded 12,204 times, and 12,720 accounts have been created. In FY 2024, a total of 164,519 tickets were sold via the SamTrans mobile app, representing a 13 percent increase compared to FY 2023. The total ticket sales revenue for FY 2024 was \$354,271, a 12 percent increase compared to FY 2023. For FY 2024, the SamTrans mobile app revenue was approximately 3 percent of total farebox revenue.

Overall, the SamTrans mobile app has shown a steady and gradual increase throughout FY2024, with positive trends in app downloads and ticket sales, while maintaining a consistent share of overall revenue.

JBR Partners (JBR) and their outreach work for SamTrans

This is a summary of SamTrans public outreach work for Fiscal Year 2023-2024 (FY24) and JBR Partners Inc.'s (JBR) involvement in supporting SamTrans with their outreach efforts.

For the third fiscal year in a row, JBR staff supplemented SamTrans' customer outreach staff in support of SamTrans' broader outreach initiatives. JBR's service has helped ensure SamTrans riders were informed, engaged and able to take advantage of SamTrans services with satisfaction.

JBR's multilingual staff enhanced community outreach, boosting SamTrans' ability to engage with diverse communities and reach underserved areas. JBR's multilingual talents in Spanish, Mandarin, Cantonese and Vietnamese empower SamTrans to engage diverse communities throughout its service area, enhancing connections with individuals who rely on its bus service.

Recognitions, June 2024

Bus Operator Employee of the Month (EOM) for North Base, **Samuel Yu**. This is Samuel's first EOM award during his nearly two years of service with the District.

Bus Operator Employee of the Month (EOM) for South Base, **Cherry Anne Catungal**. This is Cherry Anne's first EOM award during her 1.5 years of service with the District.

Bus Maintenance Employee of the Month (EOM) for North Base, **Ashok Singh**. This is Ashok's eleventh EOM Award during his 33 years of service with the District.

Bus Maintenance Employee of the Month (EOM) for South Base, **Bruce Jensen**. This is Bruce's fourteenth EOM Award during his 23 years of service with the District.

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Nathaniel Kramer, Chief People Officer
Subject: **Equal Employment Opportunity (EEO) District Data Report**

Action

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

Significance

Provide data to support General Manager's goal of including Equal Employment Opportunity (EEO) goals into hiring targets to ensure SamTrans' workforce reflects the surrounding community.

Budget Impact

There is no impact to the budget.

Background

The U.S. Department of Transportation and SamTrans are committed to providing equal employment opportunities (EEO) and a discrimination-free work environment. No one working for or applying to SamTrans should face discrimination based on race, color, sex, national origin, religion, age, disability, pregnancy, sexual orientation, gender identity, genetic information, retaliation, or any other non-merit-based factor.

The Federal Transit Administration's (FTA) EEO Circular 4704.1A went into effect on October 31, 2016. As a recipient of federal funds, SamTrans is required to submit an EEO Program (EEOP) every four years to the FTA Office of Civil Rights. As part of its program, SamTrans creates and reviews quarterly reports that analyze employee demographics and monitors progress on set EEO Goals. The program also includes utilization and availability analyses that are used to set hiring goals for the next four years.

SamTrans EEO Program and Goals were completed by Biddle Consulting.

EEO Quarterly Reporting

Each quarter (January-March, April-June, July-September, October-December), SamTrans' Office of Civil Rights (OCR) prepares a comprehensive report collected from an internal database. OCR analyzes workforce, terminations, disciplines, promotions, and Director/ Executive assignments. This allows SamTrans to identify areas where there may be improvement to ensure equal opportunity. The report is reviewed by the General Manager.

SamTrans' employee numbers have increased by over 80 employees since June 2023. This includes both Caltrain and Transit Authority employees. The percentage split between male

(72 percent) and female (28 percent) has remained the same over the past year. This report also compares EEO categories against local and national demographic data. As a separate category, Directors and Executives are extracted from the Officials and Administrator's category to also monitor.

EEO Goals 2024-2028

The FTA EEO Circular requires that SamTrans set EEO Goals where minority or female representation within an EEO job category is less than would reasonably be expected given their availability. Based on the availability of the demographic groups in the EEO-4 job categories, SamTrans placed percentage goals intended to reach parity for each of the under-represented groups in each EEO category within the term of the EEOP.

These goals consider the availability of basically qualified persons in the local labor market. It is important to note that goals are not rigid and inflexible quotas which must be met but are instead targets reasonably attainable by means of applying good faith efforts to fully implement the EEOP. Goals do not require the hiring of a person when there are no vacancies or the hiring of a person who is less likely to do well on the job ("less qualified") over a person more likely to do well on the job ("better qualified"), under valid selection procedures. Goals do not require that SamTrans hire a specified number of minorities or females.

Strategies to Meet EEO Goals

To meet these targets, SamTrans' Human Resources Department and OCR meet regularly to monitor and implement strategies. EEO Goals are included in recruitment strategies and communicated to hiring managers. In many cases, additional resources such as targeted searches and additional public service outreach are executed.

With the implementation of Neo.gov in Spring 2024, SamTrans implemented blind resume review. Applicant information such as name, university, and age are redacted to limit potential bias. This allows wider pool of candidates to be considered by the hiring manager. OCR will analyze the impacts of blind resume hiring at the end of the 2024.

SamTrans will continue to recruit at community oriented public service job fairs and partnering with workforce development organizations in San Mateo and neighboring counties. Additionally, the District plans to partner with other public sector offices to hold recruiting events and outreach with community colleges.

Prepared By: Wendy Lau Deputy Director, Office of Civil Rights 650-418-1592



EEO Report 2024

Covering January 1 – June 14, 2024

by Athena Gong & David Scarbor



**San Mateo County
TRANSIT DISTRICT**

Overview

- SamTrans' workforce is diverse and strives to reflect the community it serves.
- In March 2024, SamTrans submitted its' Equal Employment Opportunity (EEO) Program to the Federal Transit Authority's (FTA) pursuant to FTA Circular 4704.1A.
- The District contracted with Biddle Consulting to provide the availability and utilization analyses for this program. Biddle Consulting also identified the EEO Goals from this data.
- This report provides workforce comparisons across gender and racial demographics for all EEO categories and provides information on the EEO goals submitted in SamTrans 2024 EEO Program.

Workforce Snapshot



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San Mateo County Transit District

- For the purpose of this report, EEO data for only **Full-time Employees** at the District have been selected.
- Duration: **1-01-2024 to 6-14-2024**
- **Total Workforce = 951**

Gender	Hispanic or Latino	White	Black or African American	Asian	Native Hawaiian or Other Pacific Islander	American Indian or Alaskan Native	Two or more Races	Non - Specified	Total
Male	13.3%	14.6%	8.2%	31.5%	1.8%	0.4%	2.7%	0.5%	73%
Female	3.9%	6.5%	4.6%	10.2%	0.5%	0.1%	0.8%	0.2%	27.2%

Demographic Data Comparison

- 2020 American Community Survey (ACS) 5-year estimates was used to determine availability on the national level and local labor market.
- Local labor market includes Alameda, San Francisco, Contra Costa, San Mateo, and Santa Clara counties.
- EEO Categories are defined by the Federal government. Each title within the District is designated within an EEO Category.
- For Paraprofessionals, about 90% of these positions are promoted within or on a local level. Therefore, no national data was provided for the goal.

Demographics Comparisons: Asian/ Asian American



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San Mateo County Transit District

Full-Time Employees	District	Local	National
Job Categories	District	Local	National
Officials - Administrators	33.2%	26.8%	6.1%
Professionals	45.8%	36.7%	9.4%
Technicians	23.3%	34.8%	5.6%
Administrative Support	24.2%	25.5%	4.8%
Skilled Craft	56.7%	15.2%	2.5%
Service - Maintenance	45%	23.6%	4.7%

Demographics Comparisons: American Indian or Alaska Native



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Full-Time Employees			
Job Categories	District	Local	National
Officials - Administrators	0.5%	0.1%	0.4%
Professionals	0%	0.1%	0.4%
Technicians	0%	0.3%	0.6%
Administrative Support	0%	0.3%	0.5%
Skilled Craft	1.7%	0.2%	0.6%
Service - Maintenance	0.7%	0.2%	0.7%

Demographics Comparisons: Black or African American



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Full-Time Employees Job Categories	District	Local	National
Officials - Administrators	7.6%	3.9%	7.6%
Professionals	4.7%	3.6%	8.6%
Technicians	23.3%	5.4%	13%
Administrative Support	11.3%	6.5%	11.7%
Skilled Craft	3.3%	3.7%	7.1%
Service - Maintenance	18.1%	7%	14.9%

Demographics Comparisons: Hispanic or Latino



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San Mateo County Transit District

Full-Time Employees Job Categories	District	Local	National
Officials - Administrators	14.1%	11.6%	9.9%
Professionals	5.6%	9.2%	8.6%
Technicians	16.7%	25.4%	17.6%
Administrative Support	25.8%	22.8%	15.6%
Skilled Craft	23.3%	45%	24.8%
Service - Maintenance	19%	42.3%	25.8%

Demographics Comparisons: Native Hawaiian or other Pacific Islander



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 San Mateo County Transit District

Full-Time Employees Job Categories	District	Local	National
Officials - Administrators	0%	0.4%	0.1%
Professionals	0.9%	0.3%	0.1%
Technicians	3.3%	0.6%	0.2%
Administrative Support	4.8%	0.9%	0.2%
Skilled Craft	1.7%	0.7%	0.2%
Service - Maintenance	3.2%	0.8%	0.2%

Demographics Comparisons: White or Caucasian



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San Mateo County Transit District

Full-Time Employees Job Categories	District	Local	National
Officials - Administrators	39.1%	53.9%	74%
Professionals	39.3%	46.5%	70.9%
Technicians	23.3%	26.1%	61.2%
Administrative Support	29%	40%	65.1%
Skilled Craft	10%	32.3%	63.3%
Service - Maintenance	10.3%	22.9%	51.6%

Demographics Comparisons: Two or More Races



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San Mateo County Transit District

Full-Time Employees Job Categories	District	Local	National
Officials - Administrators	4.9%	1.2%	1.8%
Professionals	2.8%	2.9%	2%
Technicians	10%	2.9%	1.8%
Administrative Support	3.2%	3.6%	2.1%
Skilled Craft	3.3%	6.1%	1.5%
Service - Maintenance	2.8%	1.5%	2.1%

Workforce by Position



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San Mateo County Transit District

Job Group	Male	Female
Officials /Administrators	100	84
Professionals	61	46
Technicians	24	6
Paraprofessionals	47	25
Administrative Support	20	41
Skilled Craft Workers	60	0
Service and Maintenance	383	53
Total	695	255

Workforce by Ethnicity (Male)



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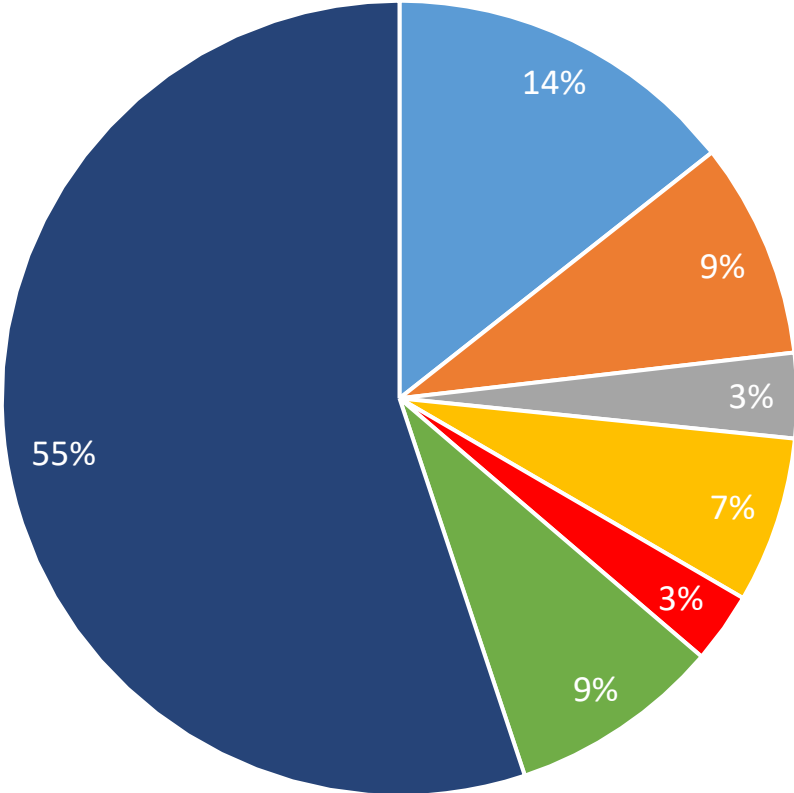
Job Group	Hispanic or Latino	White	Black or African American	Asian	Native Hawaiian or Other Pacific Islander	American Indian or Alaska Native	Two or more races	Non-Specific
Officials /Administrators	17	46	7	24	-	-	6	-
Professionals	5	29	4	24	-	-	2	1
Technicians	5	5	6	4	1	-	3	-
Paraprofessionals	9	5	4	24	2	-	3	-
Administrative Support	1	8	4	6	1	-	-	-
Skilled Craft Workers	14	6	2	34	1	1	2	
Service and Maintenance	75	40	51	188	12	3	10	4
Total	126	139	78	304	17	4	26	5

Workforce by Position (Male)



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Workforce-Male



- Officials - Administrators
- Paraprofessionals
- Service - Maintenance
- Professionals
- Administrative Support
- Technicians
- Skilled Craft

195

Workforce by Ethnicity (Female)



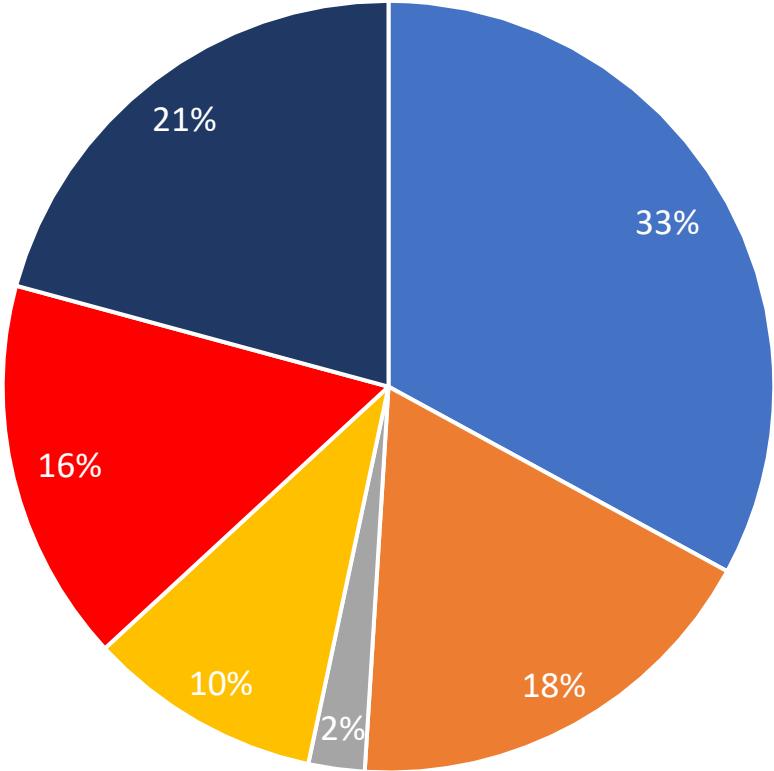
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Job Group	Hispanic or Latino	White	Black or African American	Asian	Native Hawaiian or Other Pacific Islander	American Indian or Alaska Native	Two or more races	Non-Specific
Officials /Administrators	9	26	7	37	-	1	3	1
Professionals	1	13	1	29	1	-	1	-
Technicians	-	2	1	3	-	-	-	-
Paraprofessionals	4	6	4	11	-	-	-	-
Administrative Support	15	10	3	9	2	-	2	1
Skilled Craft Workers	-	-	-	-	-	-	-	-
Service and Maintenance	8	5	28	8	2	-	2	-
Total	37	62	44	97	5	1	8	2

Workforce by Position (Female)



Workforce-Female



- Officials - Administrators
- Professionals
- Technicians
- Paraprofessionals
- Administrative Support
- Service - Maintenance

Directors/Executives by Ethnicity



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San Mateo County Transit District

Directors

Gender	Hispanic or Latino	White	Black or African American	Asian	Native Hawaiian or Other Pacific Islander	American Indian or Alaskan Native	Two or more Races	Non-Specific	Total
Male	4	12	1	7	-	-	1	-	25
Female	1	10	-	6	-	-	-	1	18

Executives

Gender	Hispanic or Latino	White	Black or African American	Asian	Native Hawaiian or Other Pacific Islander	American Indian or Alaskan Native	Two or more Races	Non-Specific	Total
Male	2	6	-	2	-	-	-	-	10
Female	-	4	-	3	-	-	-	-	7

*(This includes the data from the following EEO Categories: Officials-Administrators)

EEO Goals

- The District and Biddle Consulting identified annual percentage placement goals to achieve parity in minority and female representation in job groups where they are underrepresented.
- These goals are based on the availability of these demographic groups within the EEO-4 job categories and are intended to reach parity over the term of the Equal Employment Opportunity Plan (EEOP).
- When minority and female representation is less than estimated availability, incremental annual goals are established at the availability figures for each group, considering the availability of qualified individuals in relevant labor areas.
- The following EEO goals are guideposts to measure progress in identified deficiencies in its workforce. They should not be seen as rigid targets that bypass qualifications and experience.

EEO Goals pt.1



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San Mateo County Transit District

Goals		Current # of Employees	1- year mark	2- year mark	3- year mark	4- year mark	Total Goal By 2028
Officials-Administrators							
	White Males	46	3	3	3	4	13
	White Females	28	1	1	1	2	5
Professionals							
	Hispanic Males	5	0	0	1	0	1
	White Females	12	0	0	1	0	1
	Black Females	1	0	0	1	0	1
	Hispanic Females	1	1	1	1	0	3
	Two + Females	1	0	0	1	0	1
Technicians							
	White Males	3	0	0	1	0	1
	White Females	2	0	1	1	0	2
	Hispanic Females	0	0	0	1	0	1
	Asian Females	3	0	0	1	0	1

EEO Goals pt.2



PEOPLE & CULTURE GROUP
San Mateo County Transit District

Goals		Current # of Employees	1- year mark	2- year mark	3- year mark	4 Year Mark	Total Goal By 2028
Paraprofessionals							
	White Males	6	2	3	3	3	11
	Hispanic Males	9	0	0	1	0	1
	White Females	6	1	1	1	1	4
Administrative Support							
	Hispanic Males	1	0	0	1	0	1
	White Females	10	1	1	1	2	5
Skilled Craft							
	White Males	6	2	3	3	4	11
	Hispanic Males	14	1	1	1	2	5
Service Maintenance							
	White Males	39	4	4	4	4	16
	Hispanic Males	75	8	8	8	9	33
	2/More Races Male	9	0	1	0	1	2
	White Females	5	2	2	2	3	9
	Black Females	30	0	0	0	1	1
	Hispanic Females	8	4	4	4	5	17
	Asian Females	7	1	1	2	2	6

Updated Recruiting Practices



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San Mateo County Transit District

- Instituting Blind Resume Review
- Integrating EEO Goals in recruiting strategies
- Partnership with Jobtrain
- Tabling at Public Service Fairs

Next Steps

- Partnership with Parks and Recs. Department to have recruitment events
- Hiring Manager Training
- Collaborating with the Employee Resource Groups to identify other networks
- Research opportunities with groups such as WTS, Latinos in Transit and COMTO



Questions or Comments?



**San Mateo County
TRANSIT DISTRICT**



Agenda

Community Relations Committee Committee of the Whole (Accessibility, Senior Services, and Community Issues)

San Mateo County Transit District

Wednesday, August 7, 2024 – 2:30 pm

- | | | |
|--------|-----------------------------------------------------------------------------------|---------------|
| 9.a.1. | Call to Order | |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of July 10, 2024 | Motion |
| 9.a.3. | Accessible Services Update | Informational |
| 9.a.4. | Citizens Advisory Committee Update | Informational |
| 9.a.5. | Paratransit Advisory Council Update | Informational |
| 9.a.6. | Monthly Performance Report June 2024 | Informational |
| 9.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**

July 10, 2024

Committee Members Present: B. Esser (Chair), R. Mueller, P. Ratto

Committee Members Absent: None

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

Other Board Members Absent: J. Gee

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

9.a.1. Call to Order

Committee Chair Brooks Esser called the meeting to order at 2:20 pm.

9.a.2. Approval of Minutes of the Community Relations Committee Meeting of June 5, 2024

Motion/Second: Medina/Powell

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

Noes: None

Absent: Gee

9.a.3. Appointment of Member Representing the Community to the Citizens Advisory Committee

The Committee approved the appointment of Natasha Opfell to the Citizens Advisory Committee, representing the Community, for a term expiring April 30, 2027.

Motion/Second: Medina/Chuang

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

Noes: None

Absent: Gee

9.a.4. Accessible Services Update

Tina Dubost, Manager, Accessible Services, said they held a meeting for their mobility ambassadors in June. They participated in an outreach event on the Coastside to discuss transportation alternatives for residents.

9.a.5. Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, said in June that members voted to rename the Paratransit Coordinating Council to the Paratransit Advisory Council. He said they would have a table at the Inclusion Festival later in the month.

9.a.6. Monthly Performance Report | May 2024

Ana Rivas, Director, Bus Transportation, provided the latest performance statistics showing that average weekday ridership increased by 12.2 percent and total monthly ridership increased by 11.1 percent. She said that Ride Plus ridership increased 70 percent in East Palo Alto and 30 percent in Half Moon Bay. She said there were only two DNOs (Did Not Operate) for the month and they met their goal for miles between service calls.

Ms. Rivas recognized the employees of the month.

9.a.7. Adjourn

The meeting adjourned at 2:25 pm.

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

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

Several groups advise SamTrans on accessible service issues. The Paratransit Advisory Council (PAC), formerly 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 PAC.

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

Minutes from the June 2024 PAL and PCC meetings are attached to this report.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of June 11, 2024, Meeting

ATTENDANCE:

Members in person:

Benjamin McMullan, Chair, CID; Susan Capeloto, Dept. of Rehabilitation; Tina Dubost, SamTrans; Sammi Riley, Consumer, Vice Chair, Educ. Comm. Chair; Marie Violet, Dignity Health. (Member attendance = 5/8, Quorum = Yes)

Members on Zoom:

Dao Do, Rosener House; Sandra Lang, Community Member

Guests:

David Koffman, Nelson\Nygaard; Marvin Ranaldson, Nelson\Nygaard (Zoom); Jane Stahl, PCC Staff; Kenneth Richardson, TransDev/Redi-Wheels;.Vicky Churchill, TransDev/Redi-Wheels; Kelley Shanks, SamTrans (Zoom); Enrique Silvas (Zoom), SamTrans; Larisa Vaserman, Consumer.

Absent:

Kathy Uhl, CoA

WELCOME/INTRODUCTIONS:

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

APPROVAL OF APRIL MINUTES:

Sammi Riley moved to approve the May meeting minutes; Susan Capeloto seconded the motion. The minutes were approved.

NELSON\NYGAARD – Introduction of Marvin Ranaldson

David Koffman introduced Marvin Ranaldson from Nelson\Nygaard who will be assuming his role on the PCC effective July 1, 2024. Marvin gave a brief recap of his relevant experience to the council.

PUBLIC COMMENTS:

None.

COMMITTEE REPORTS:

Policy/Advocacy/Legislative (PAL) – Ben McMullan, Chair

See page 9.

Education – Sammi Riley

The next meeting is on July 2nd. The PCC will have a table at the Inclusion Festival on Thursday, July 25th, from 11am-3pm, in Red Morton Park in Redwood City. Sammi asked for two or three volunteers to assist.

Sammi will be leaving the PCC at the end of August; a new committee chair will need to be selected.

The next meeting is on July 2nd at 2pm.

Executive – Ben McMullan

The committee met on June 4. A membership application had been received from a prior member, Carmen Santoni, with Catholic Charities. Her application was approved to be voted on by the full PCC. Carmen’s application was approved by the full PCC.

The committee made some updates to the 2023-25 Work Plan, copies were to be distributed at the meeting for review. The document will be reviewed in more detail in September.

They discussed placing an ad for the PCC in the *San Mateo Daily Journal*, however this expense is not in the budget. We could however prepare a letter to the editor, so will plan to do this. Tina would investigate reviving an older article about Redi-Wheels and having it republished.

They discussed changing the name of the PCC to the “Paratransit Advisory Council,” being more descriptive and relatable to members of the public. There would be no implications to the Council’s operation. This will be an action item for the July meeting.

The next meeting will be on July 2, at 1pm.

Nominations/Membership – Open

No report. This chair position is open to anyone who is interested.

OPERATIONAL REPORTS

PERFORMANCE REPORT

Tina referred the attendees to the performance report in the packet. Total ridership increased about 14% and the average weekday ridership increased about 10% compared to April 2023. Subscription trips are about 24%; agency trips are 7%. Trips sent to taxis were lower at 8.9%. Same day cancels were typical, and the percentage of no shows and late cancels were at a manageable level. The number of individuals riding increased compared to last year. Productivity was 1.45 passengers/hour.

Kenneth Richardson reported that additional drivers have been hired, trained, and are now working, thus reducing the number of trips sent to taxi.

COMMENT STATISTICS REPORT

There continue to be fewer comments than pre-COVID as ridership is lower. Most were received as consumer reports; most of the comment cards were compliments. Patterns are typical, with driver conduct being the most common comment.

SAFETY REPORT

Kenneth Richardson reported four non-preventable incidents and three preventable incidents in May.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

There was no meeting. Marie and Dao expressed their pleasure that Carmen had rejoined the PCC. Dao reported that everything was working well at Rosenor House. Carmen reported that she had discussed some issues with Kenneth.

ERC

Tina reported that the new Trapeze software is working well, they are moving from PCs to tablets, and are looking into future improvements, primarily directed towards dispatch/scheduling.

Larisa asked if the new system considers the accessibility of the new vans. Tina reported that this is something they are working on.

Commission on Disabilities (CoD) – Ben McMullan

No report.

Center for Independence (CID) – Ben McMullan

The ARDC will go live in July, and they are meeting with legislation on funding.

Commission on Aging – Tina Dubost

One of the commission members was concerned about Veterans Village in Colma. SamTrans Government Affairs worked with the cities of South San Francisco and Colma, and with the County Supervisors to extend the SSF Shuttle to this location. The residents were surveyed as to destinations and funding obtained. Shuttle stops include Grocery Outlet, Pacific Supermarket, Seafood City, Safeway, Walgreens, SSF Library, and parks. Transfers are also available to BART and SamTrans.

David asked for an update on the impact of microtransit service on the regular bus service in East Palo Alto and Half Moon Bay. Tina reported that the number of Redi-Wheels trips with an origin and destination in East Palo Alto is small and the impact is

small. Marvin asked about expanding the zones, however Tina explained that the zone is small so that a vehicle is quickly available. Enrique said it was an experiment, and it is very expensive to operate.

Coastside Transportation Committee (CTC) – Tina Dubost

No report as they have not met.

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

(Note: Sandra submitted this report for inclusion in the minutes after the meeting.)

The CAC-TA met on June 4th. Topics of interest to PCC members:

- There was an acceptance and status report on capital projects.
- There was acceptance of an appropriations limit applicable to SMC TA for 2024
- Members received a State and Federal legislative update.
- Members received updated rules and procedures for the TA Board of Directors.
- There was a motion to adopt the budget for FY2025.
- A contract was awarded to Kaddish & Associates not to exceed \$572,755 for Federal Advocacy Services for five years

The next meeting is on July 2nd.

Department of Rehabilitation – Susan Capeloto

Their District Administrator recently retired.

Other Business

Kenneth reported that the ATU driver contract had been ratified.

ADA Policy Review: Tina reminded the council about the late cancellation policy. Riders should let Redi-Wheels know as soon as possible, and at least two hours in advance, if they need to cancel a trip. If the cancellation is received less than two hours in advance, it is considered a late cancellation. However, if a late cancellation or no show occurs for reasons beyond the rider’s control, it will not be counted against the rider.

The meeting adjourned at 2:55pm. The next meeting is on July 9, in person and remotely via Zoom. Everyone thanked David Koffman for his assistance over the past years and wished him well in his retirement.

Minutes of Policy/Advocacy/Legislative (PAL) Meeting – Ben McMullan

The minutes from the May PAL meeting were included in the meeting packet. Tina moved to approve the minutes; Sammi seconded the motion. The minutes were approved by roll call.

Legislative

Ben McMullan reported that AB817 failed to pass. This would have given specific committees an exception to the Brown Act. It might be revived later this year. Tina thought that there was concern about transparency.

Advocacy

Tina reported that paratransit ridership is continuing to increase although the rate is slowing. For the first 10 months of this year, ridership is up 14% from pre-COVID time. SamTrans ridership is almost back to pre-COVID numbers. The Redi-Wheels recovery ratio is around 60%.

Larisa Vaserman asked if usage increases, are there enough buses and drivers. Tina reported that they will accommodate demand.

Policy Issues

Tina gave an update on same-day transit pilot program that started in December 2023.

- 366 same day trips have been made so far.
- There have been some trip refusals, where the timing didn't work for the consumer, and there have been some denials.
- They are either meeting or coming close to meeting the evaluation metrics – on-time performance, productivity, late cancels, no shows, and denied trips.
- Customers are using the service for a variety of reasons. 37% were medically related, the rest were trips to the grocery store, pharmacy, social outings.
- The percentage of fare assistance riders is similar to that of the regular service. The percentage of wheelchair users is a larger percentage compared with total trips. This is probably because other transportation options are not wheelchair accessible.

The next PAL meeting will be on July 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 | June 2024**

Action

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

Significance

SamTrans: Average weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Ride Plus) increased by 7.3 percent in June 2024 compared to June 2023. The total monthly ridership increased by 4.1 percent in June 2024 compared to June 2023.

Post-pandemic SamTrans total fixed-route bus ridership recovery in June 2024 reached 94.5 percent of pre-pandemic total bus ridership in June 2019.

Ride Plus: As of mid-June, Ride Plus has been in service for one year. Average weekday ridership was 98 trips and total ridership was 2,703 trips. This is a 6.7 percent decrease compared to the previous month's total ridership, likely due to the start of summer vacations. Of the total ridership, 71.3 percent of trips were taken in East Palo Alto/Belle Haven and 28.7 percent were taken in Half Moon Bay/El Granada.

Youth Unlimited Pass: Monthly usage for SamTrans Youth Unlimited Pass continues to increase year over year. For June 2024, Youth Unlimited Pass usage increased 19.7 percent compared to June 2023.

Other SamTrans Key Performance Indicators (includes Contracted Urban Bus Service [CUBS]):

- **Preventable Accidents** – There were 18 preventable accidents in June 2024. The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 2.4 accidents per 100,000 miles. This is an improvement compared to 2.8 accidents per 100,000 miles in June 2023.
- **Miles Between Service Calls (MBSC)** – There were 29 service calls in June 2024. The goal is to have one or fewer service calls per every 25,000 miles. Fixed-route service met its goal with one service call per 25,000 miles.
- **On-Time-Performance (OTP)** – June 2024 systemwide OTP was 82.4 percent and is below the goal of 85.0 percent. This is an improvement compared to 78.7 percent in June 2023.
- **Did Not Operate (DNOs)** – In June 2024, there were 3 DNOs. This is an improvement from the 8 DNOs in June 2023.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Jun-22	Jun-23	Jun-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	23,084	27,680	30,231	9.2%	22,216	27,221	31,318	15.1%
Paratransit	594	695	733	5.5%	555	658	724	10.0%
Shuttles	1,580	2,012	1,599	-20.5%	1,370	1,813	1,678	-7.5%
Ride Plus		48	98	104.6%		48	97	102.2%
Total	25,258	30,435	32,661	7.3%	24,141	29,740	33,817	13.7%

SAMTRANS Total Ridership								
Mode	Jun-22	Jun-23	Jun-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Bus	603,960	731,945	773,261	5.6%	6,956,853	8,528,698	9,970,795	16.9%
Paratransit	15,297	18,026	18,471	2.5%	171,130	202,425	224,053	10.7%
Shuttles	34,703	43,436	32,033	-26.3%	350,906	456,030	418,294	-8.3%
Ride Plus		550	2,703	391.5%		550	36,117	6466.7%
Total	653,960	793,957	826,468	4.1%	7,478,889	9,187,703	10,649,259	15.9%

CALTRAIN Average Weekday Ridership								
Mode	Jun-22	Jun-23	Jun-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	18,187	20,453	24,583	20.2%	12,065	17,325	21,260	22.7%

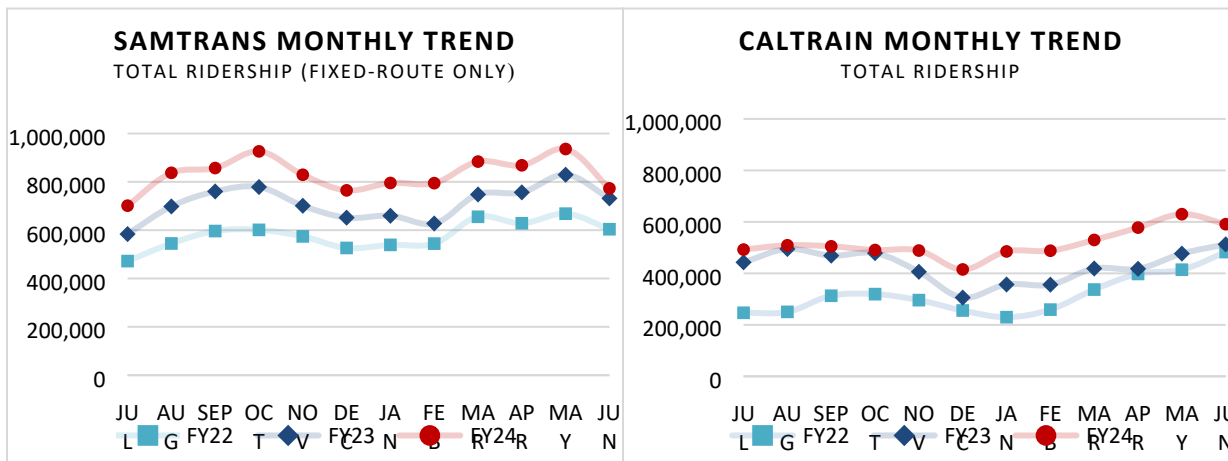
CALTRAIN Total Ridership								
Mode	Jun-22	Jun-23	Jun-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Caltrain	482,687	512,652	590,986	15.3%	3,802,014	5,136,012	6,202,673	20.8%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Jun-22	Jun-23	Jun-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	81	93	103	10.8%	60	81	98	21.3%
BART (San Mateo County)	16,988	18,269	18,346	0.4%	12,437	15,847	17,808	12.4%

OTHER MODES in San Mateo County Total Ridership								
Mode	Jun-22	Jun-23	Jun-24	%Δ ¹	YTD FY22	YTD FY23	YTD FY24	%Δ ²
Dumbarton	1,784	2,044	2,054	0.5%	15,357	21,089	24,925	18.2%
BART (San Mateo County)	465,900	500,437	475,460	-5.0%	4,055,444	5,468,221	5,747,481	5.1%

Important Notes:

SamTrans (Bus) ridership includes Fixed-Route service, Coastside 5311, and SamCoast.
 Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles. There have been some issues over the past few months with delayed data report submittals. The lost historical data gets picked up in the following month's report. SamTrans shuttle ridership is +5.2% in FY24 to date.
 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	Jun-22	Jun-23	Jun-24
Adult	368,578	465,604	500,421
Youth	71,807	88,076	90,514
-- Youth Unlimited Pass	25,746	41,379	49,516
Eligible Discount	163,171	177,946	182,091
Total	603,556	731,626	773,026

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Jun-22	Jun-23	Jun-24
On-Time Performance	80.5%	78.7%	82.4%
Preventable Accidents	15	20	18
Service Calls	19	26	29
Trips Scheduled	37,296	37,419	38,772
Did Not Operate DNOs	389	8	3

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

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 41,111 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 25,517 Miles between Service Calls this month.

Ride Plus started in June 2023.

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

SAMTRANS (BUS) Ride Plus Key Performance Indicators			
KPI	Jun-22	Jun-23	Jun-24
Total Ridership	--	550	2,703
-- East Palo Alto Trips	--	373	1,927
-- Half Moon Bay Trips	--	177	776
Active Users	--	163	338
New Registrations	--	513	145
Total Downloads	--	817	674
-- iOS Downloads	--	593	641
-- Android Downloads	--	224	33
Load Factor	--	1.5	1.2

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Jun-22	Jun-23	Jun-24
Revenue Hours (Sched.)	47,376	48,222	52,675
Revenue Miles (Sched.)	510,329	485,387	506,015
Total Fleet Miles (Actual)	699,072	707,418	739,996

PARATRANSIT Operations Key Performance Indicators			
KPI	Jun-22	Jun-23	Jun-24
On-Time Performance (RW)	94.0%	91.6%	91.5%
On-Time Performance (RC)	94.8%	93.7%	92.9%
Preventable Accidents (RW)	1	0	1
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	5	5	6
Service Calls (RC)	0	0	0

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

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

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Jun-22	Jun-23	Jun-24
Revenue Miles (RW)	126,273	152,264	158,599
Revenue Miles (RC)	14,738	19,294	23,324
Fleet Miles (RW)	142,372	169,991	177,112
Fleet Miles (RC)	21,353	24,049	27,419

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Jun-19	Jun-22	Jun-23	Jun-24	% ³
Bus	32,752	23,084	27,680	30,231	92.3%
Paratransit	1,164	594	695	733	63.0%
Shuttles	11,958	1,580	2,012	1,599	13.4%
Ride Plus			48	98	--
Total	45,874	25,258	30,435	32,661	71.2%

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	Jun-19	Jun-22	Jun-23	Jun-24	% ³
Bus	817,941	603,960	731,945	773,261	94.5%
Paratransit	27,376	15,297	18,026	18,471	67.5%
Shuttles	238,550	34,703	43,436	32,033	13.4%
Ride Plus			550	2,703	--
Total	1,083,867	653,960	793,957	826,468	76.3%

%³ indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 92.3% of pre-pandemic levels (2019) for this month of June 2024.

CALTRAIN Average Weekday Ridership					
Mode	Jun-19	Jun-22	Jun-23	Jun-24	% ³
Caltrain	72,370	18,187	20,453	24,583	34.0%

CALTRAIN Total Ridership					
Mode	Jun-19	Jun-22	Jun-23	Jun-24	% ³
Caltrain	1,590,653	482,687	512,652	590,986	37.2%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Jun-19	Jun-22	Jun-23	Jun-24	% ³
Dumbarton	145	81	93	103	71.0%
BART (San Mateo County)	47,399	16,988	18,269	18,346	38.7%

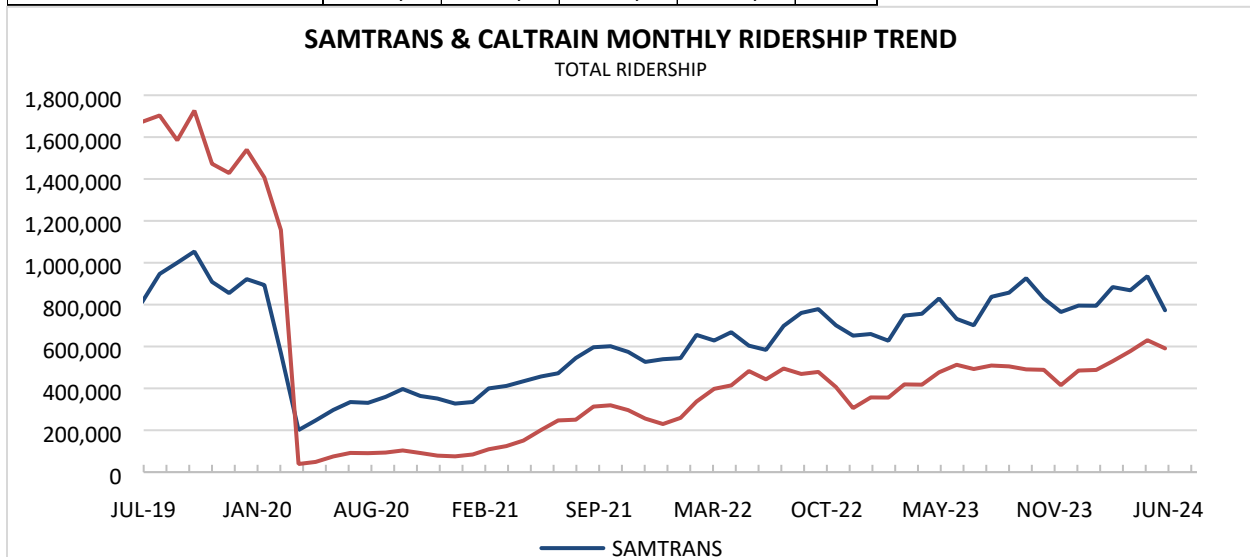
OTHER MODES in San Mateo County Total Ridership					
Mode	Jun-19	Jun-22	Jun-23	Jun-24	% ³
Dumbarton	2,889	1,784	2,044	2,054	71.1%
BART (San Mateo County)	1,198,304	465,900	500,437	475,460	39.7%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Jun-19	Jun-22	Jun-23	Jun-24	% ³
Adult	446,209	368,578	465,604	500,421	112.1%
Youth	132,107	71,807	88,076	90,514	68.5%
Eligible Discount	239,055	163,171	177,946	182,091	76.2%
Total	817,371	603,556	731,626	773,026	94.6%

%³ indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Jun-22	Jun-23	Jun-24
Complaints	91	83	72
Accessibility	2	10	12
Compliments	12	21	9
Service Requests	35	53	56
Reports Total	140	167	149

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

The total number of reports for SamTrans decreased from June 2023 (167) to June 2024 (149).

COMMUNICATIONS & MARKETING

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



Press Releases and Blogs:

- SamTrans receives state funding for zero-emission buses
- SamTrans summer service update
- SamTrans and youth skaters come together
- SamTrans kicks off Pride month with colorful bus that celebrates both love and electricity

Article Mentions:

- SamTrans to use \$15 million in state funding to support zero-emission bus purchase
- SamTrans updates bus service schedules for summer, offers youth pass for unlimited rides
- SamTrans has \$29M surplus
- Commercial spaces at newly built Millbrae transit hub trade hands
- Half Moon Bay shows its pride

Digital Marketing Report:

- June is Pride Month and SamTrans participated in three major events – San Mateo County, Half Moon Bay, and San Francisco Pride Parade.
 - At each event, SamTrans handed out branded swag items, walked in the parades, and heavy social media promotion/coverage was provided.
 - This marks the District's second year of participating in Pride and it was a huge success, with very large interest in continuing to grow it for next year.
- The annual SamTrans Roadeo occurred in June and several operators, admin staff, and executives participated in the Roadeo course. Alongside this, a maintenance competition was held, and the winners will be moving forward to the international Roadeo slated for next April. The event is the largest internal family event at SamTrans and one that staff look forward to every year.
- Summer Youth Pass was in full-swing this month for promoting the use and purchase of the deal. SamTrans participated in three major youth outreach events in June to have face-to-face interaction with youth and promote SYP.
 - At these events, SamTrans also did giveaways of skateboard decks designed by our in-house designers as well as local Bay Area artists to help engage further with youth.
- A Juneteenth bus wrap was designed by a fellow SamTrans employee, Kalief Porter-Brown (Bus Transit Instructor) and is the first Juneteenth wrap the agency has done.



- Schedule changes happened in the month of June due to standard school sessions being completed and our non-school routes being dismissed for the Summer months.
- The always-on campaigns of Drive with Us Bus Operator Recruitment, Ride Plus Microtransit, and Gear Up Mechanic/Utility Worker Recruitment continued as well.

Social Metrics: (Year to Year)

An impression is anytime our content (post, webpage, IG photo) is seen in a user’s feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.

JUNE 2024	JUNE 2023
Impressions: 624,129	Impressions: 404,363
Engagements: 14,281	Engagements: 8,427
Post Link Clicks: 5,229	Post Link Clicks: 2,919

**Please note this does not include any web metrics*

Prepared By:	Emily Chen	Senior Planner, Operations Planning	650-551-6127
	Tasha Bartholomew	Manager, Media Relations	650-508-7927
	Robert Casumbal	Director, Marketing	650-508-6280
	Jamie Vizmanos	Digital Communications Specialist	650-508-7704



MARINA FRASER, CHAIR
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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, August 7, 2024 – 2:45 pm

or immediately following the Community Relations Committee meeting

- 9.b.1. Call to Order
- 9.b.2. Approval of Minutes of the Finance Committee Meeting of July 10, 2024 Motion
- 9.b.3. Awarding a Contract to T & J Lewis, Inc. dba Classic Graphics for Bus Wrap, Bodywork, and Painting Services for a Total Not-to-exceed Amount of \$4,464,075 for a Five-year Term Motion
- 9.b.4. 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**

July 10, 2024

Committee Members Present: M. Chuang (Chair), D. Canepa, J. Powell

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: B. Esser, M. Fraser, R. Medina, R. Mueller, P. Ratto

Other Board Members Absent: J. Gee

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

9.b.1. Call to Order

Committee Chair Marie Chuang called the meeting to order at 2:25 pm.

9.b.2. Approval of Minutes of the Finance Committee Meeting of June 5, 2024

Motion/Second: Powell/Esser

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

Noes: None

Absent: Gee

9.b.3. Approving and Ratifying the District Insurance Program for Fiscal Year 2025

Marshall Rush, Insurance and Claims Administrator, presented the staff report outlining the District's relationship with its insurers and the reasons for the increased premium. Committee Member David Canepa asked over time if Mr. Rush had seen more coverage or less coverage over a period of five to ten years. Mr. Rush noted that the District has more coverage for less cost than other agencies. He said multiple factors such as inflation have negatively impacted insurance in general. Committee Chair Chuang commended Mr. Rush on maintaining the District's long-time relationship with its insurers and looking ahead.

Motion/Second: Canepa/Esser

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

Noes: None

Absent: Gee

9.b.4. Adjourn

The meeting adjourned at 2:33 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

bid. The District received two bids by the bid due date of May 22, 2024. Staff determined both bids were responsive to the IFB requirements. The District established a 25 percent Small Business Enterprise (SBE) utilization goal to provide a 5 percent bid preference to qualified firms for this solicitation.

Company	Bid Amount
1. T & J Lewis Inc. dba Classic Graphics, Newark, CA	\$ 4,464,075.00
2. Graphix Lab LLC, South San Francisco, CA	\$ 5,636,900.00

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

Staff has determined, and legal counsel concurred, that the bid submitted by Classic Graphics is responsive. The bid of \$4,464,075 is approximately 11 percent higher than the Project Manager's independent cost estimate of \$3,940,000. The Services will be performed on an as-needed basis at the fixed prices in accordance with the bid submitted, and therefore the total contract amount is not guaranteed to be used. Staff conducted a price analysis and determined Classic Graphics' prices are fair and reasonable. Classic Graphics' hourly labor rates for these Services are below current market labor rates charged by other body shops in the Bay Area.

Classic Graphics is the District's incumbent for this contract, and an established Bay Area contractor. The Project Manager confirmed Classic Graphics' experience and satisfactory performance. The firm's facility and equipment are particularly suited to provide the Services required, including a paint booth and frame rack that can accommodate the District's largest 60 foot buses. This firm has been successfully providing the Services for the District since July 2012. The current contract expires on September 30, 2024.

Prepared By:	Stacey Routt	Procurement Administrator II	650-508-7727
	Tim Willson	Contract Administrator	650-551-6115

Resolution No. 2024-

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

* * *

Awarding a Contract to T & J Lewis, Inc. dba Classic Graphics for Bus Wrap, Bodywork, and Painting Services for a Total Not-to-exceed Amount of \$4,464,075 for a Five-year Term

Whereas, on April 3, 2024, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB) 24-S-S-095 for Bus Wraps, Bodywork, and Painting Services (Services); and

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

Whereas, staff reviewed the submitted bids and determined that both bids were responsive to the solicitation requirements; and

Whereas, staff and legal counsel determined that T & J Lewis, Inc. dba Classic Graphics of Newark, California (Classic Graphics), is the lowest responsive and responsible bidder; and

Whereas, staff conducted a price analysis and determined that Classic Graphics' prices are fair and reasonable, and consistent with current market prices in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Classic Graphics to provide the Services for a total not-to-exceed amount of \$4,464,075 for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to T & J Lewis, Inc. dba Classic Graphics of Newark, California to provide bus wrap, bodywork, painting services for a total not-to-exceed amount of \$4,464,075 for a five-year term; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with Classic Graphics in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Agenda

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

San Mateo County Transit District

Wednesday, August 7, 2024 – 3:00 pm

or immediately following the Finance Committee meeting

- | | | |
|--------|-------------------------------------------------------------------------------------------------------------------|--------|
| 9.c.1. | Call to Order | |
| 9.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of July 10, 2024 | Motion |
| 9.c.3. | Expansion of Same-day Paratransit Service Pilot Program | Motion |
| 9.c.4. | 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**

July 10, 2024

Committee Members Present: D. Canepa (Chair), R. Medina, J. Powell

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Chuang, B. Esser, M. Fraser, R. Mueller, P. Ratto

Other Board Members Absent: J. Gee

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

9.c.1. Call to Order

Committee Chair David Canepa called the meeting to order at 2:33 pm.

9.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of June 5, 2024

Motion/Second: Medina/Powell

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

Noes: None

Absent: Gee

9.c.3. Approving a Request for Allocation of Regional Measure 3 Funds for the Dumbarton Busway Feasibility Study

Josh Mello, Executive Officer, Planning and Development, introduced Chelsea Schultz, Manager, Strategic Planning, who provided the presentation.

Director Peter Ratto said he had been involved with the prior collaboration with Facebook regarding the Dumbarton Corridor and was happy to see that the District was taking advantage of the corridor and considering other improvements.

Committee Member Josh Powell said he was excited about the project and having dedicated bus lanes.

Chair Marina Fraser said she thought the project would stir up a lot of interest.

Director Brooks Esser asked why bus ridership was projected to be greater than train ridership. Ms. Schultz said it was because bus service can have higher frequency and greater coverage, be more nimble, and be more direct compared to the fixed alignment of rail.

Committee Chair Canepa asked if there was a potential collaboration with AC (Alameda County) Transit. Mr. Mello said the intent is to have conversations with other transit operators in the East Bay about regional service on the corridor that fits the context of the adjacent communities.

Motion/Second: Esser/Chuang

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

Noes: None

Absent: Gee

9.c.4. 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>. Questions may be referred to the District Secretary's office by phone at 650-508-6242 or by email to board@samtrans.com.

**San Mateo County Transit District
Staff Report**

To: Strategic Planning, Development, and Sustainability Committee

Through: April Chan, General Manager/CEO David Olmeda, Chief Operating Officer,
Bus

From: Ana Rivas, Director, Bus Transportation

Subject: **Expansion of Same-day Paratransit Service Pilot Program**

Action

Staff proposes the Committee receive a presentation on the results of the first six months of the Same-Day Paratransit Pilot Program (Pilot Program), and then recommend the Board of Directors (Board) approve two changes for the second six months of the Pilot Program:

- Enhance the service area by removing zones, allowing trips to be provided within and across the entire Redi-Wheels service area on a space-available basis.
- Extend same-day paratransit pilot service hours to 6:00 pm.

Significance

The Pilot Program, which began Monday, December 18, 2023, enables Redi-Wheels-eligible customers to request a same-day paratransit trip, which is scheduled on a space-available basis. The Pilot Program was made possible when the San Mateo County Transit District (District) implemented a new paratransit scheduling system that helps to optimize system performance and makes more capacity available.

Redi-Wheels riders have expressed interest in same-day service for several years to. The Pilot Program is providing riders with the flexibility to make last-minute trips and increasing their transportation options.

Staff will return to the Board with results of the Pilot Program within the next six months. Depending on the Pilot Program's success relative to several metrics and goals, staff may recommend permanent adoption of a same-day paratransit service, including by amendment of the District's fare structure.

Budget Impact

The current budget is anticipated to cover the cost of this pilot program.

Background

Standard Redi-Wheels service meets federal obligations to provide next-day service, requiring advanced planning by customers. Under the Pilot Program, same-day trips are scheduled on a space-available basis. This is a premium service with premium higher fares: \$10.00 for regular fares and \$8.00 with the Lifeline discount. The Pilot Program does not change the regular

reservation method or fares for next-day guaranteed rides. The Pilot Program has been designed, and is being implemented, with no negative impacts on federally-mandated Redi-Wheels paratransit service.

The pilot program has been discussed with the Paratransit Advisory Council (PAC) and other disability groups. To promote the changes to the program and ensure all paratransit customers are informed, staff will mail letters in English, Spanish, and Chinese to all Redi-Wheels customers.

Prepared By:	Tina Dubost	Manager, Accessible Transit Services	650-508-6247
	Kelley Shanks	Acting Manager, Bus Contracts	650-508-6324



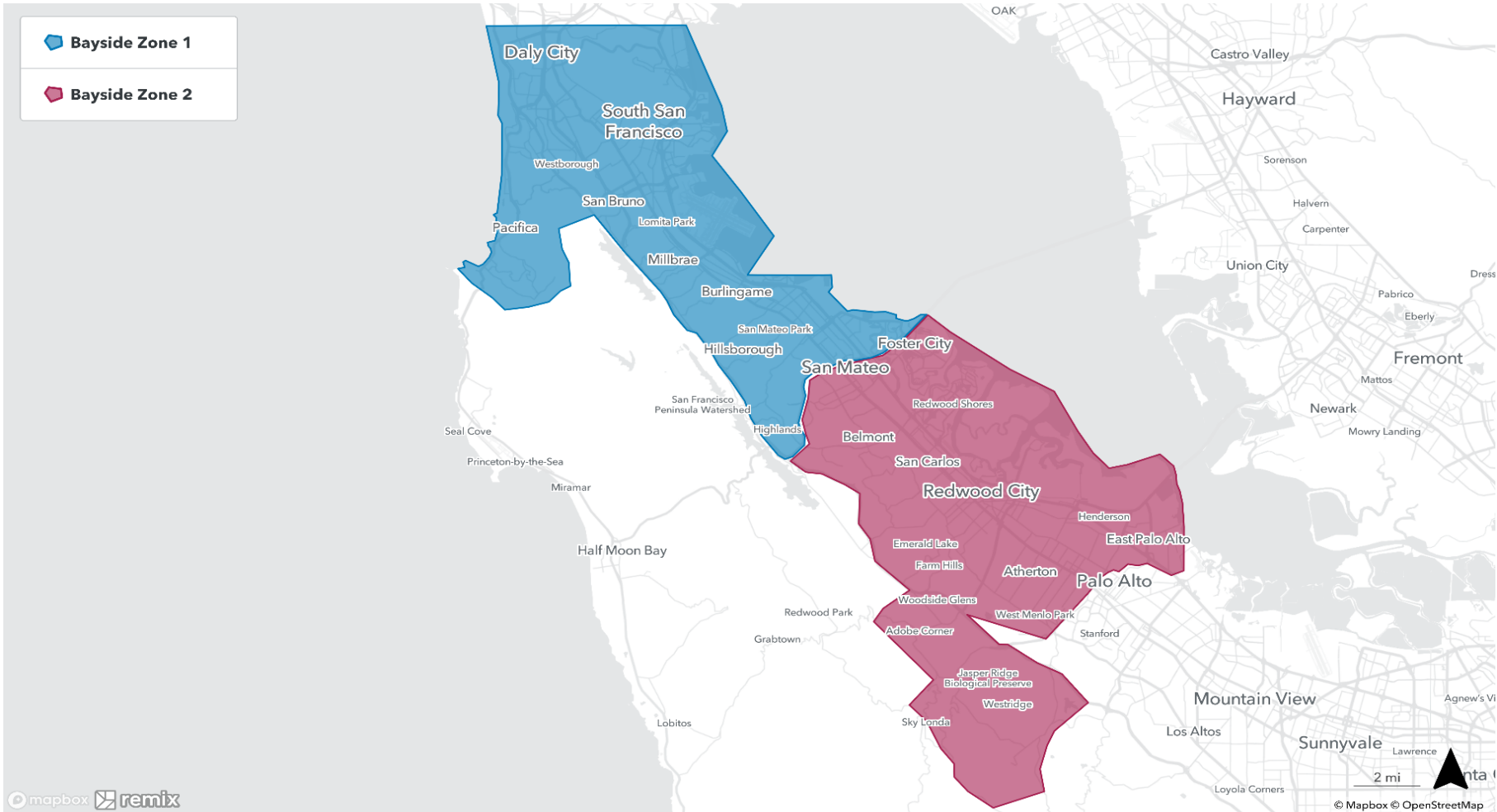
Same-day Paratransit Service Pilot

- Program description
- Same-day Service Zones and Evaluation Metrics
- Key Performance Indicators
 - Service Trends
 - Trip Purpose
- Customer Feedback
- Proposed changes and Improvements
- Next steps

Same-day Paratransit Service Pilot Program Description

- Provide paratransit riders the opportunity to have same day service, in response to long-standing requests from the community.
- Service commenced December 18, 2023, with limited hours, and service restricted within 2 separate zones (9:30 am – 3:00 pm, Monday – Friday)
- Trips scheduled for registered Redi-Wheels customers using available system capacity
- Premium service with higher fares (\$10 standard fare, \$8 fare assistance)
- Customers can still reserve regular paratransit trips at regular price, if same-day paratransit isn't the right option

Same-day Service Zones

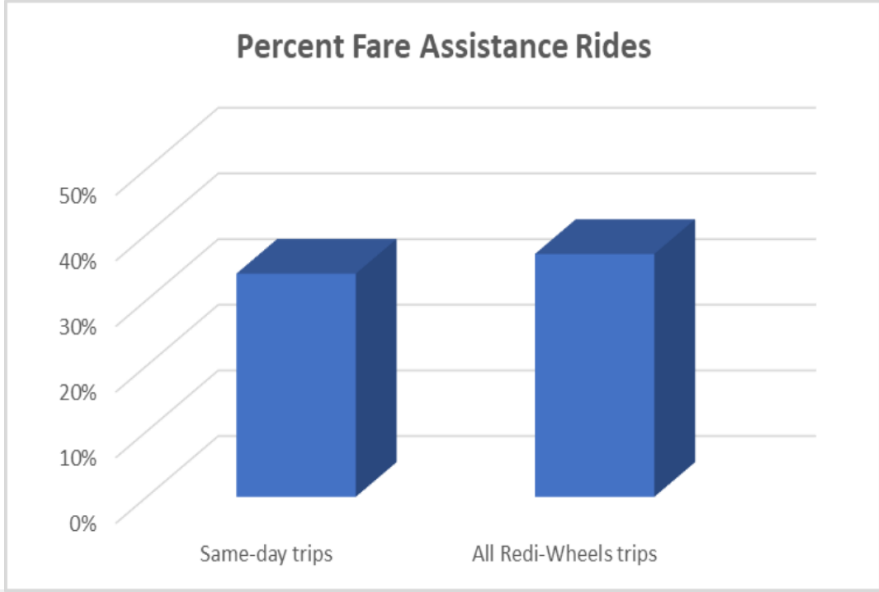
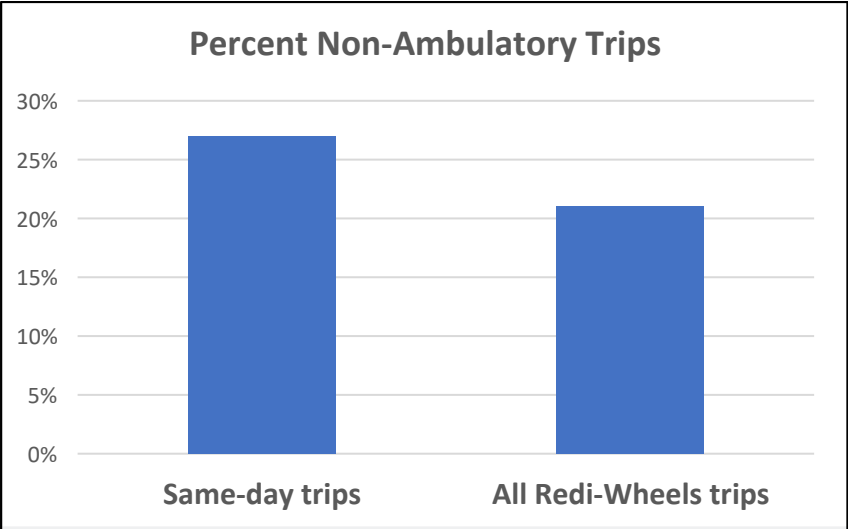


Key Performance Indicators

- Ridership in first six months: 380 trips
- Approximately 4 trips per day
- 136 individuals used the same-day service
- No negative impact to mandated ADA paratransit service

Service Trends

- Non-ambulatory trips are 27% higher than regular Redi-Wheels trips
- 34% use fare assistance (low-income) compared to 37% of regular Redi-Wheels users
- Same-day trips not scheduled are low and with no discernable patterns



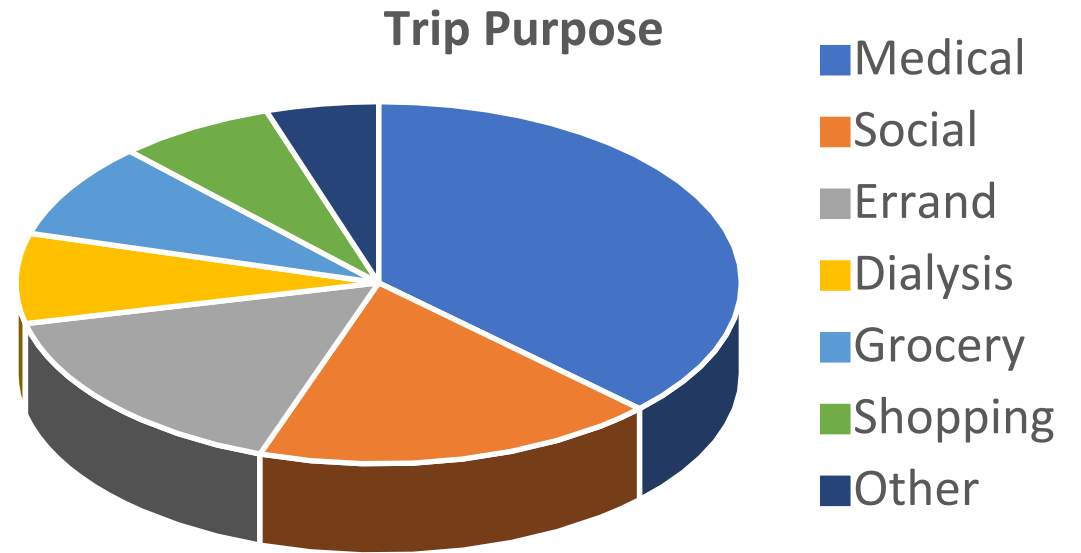
Evaluation Metrics

Performance	Goal	Results
Percentage Rides Provided	50% or more of the requested rides	Yes (97%)
Passengers per hour	Increase vs. system avg of previous 6 mo.	Yes (1.43 pass/hr.)
On-time performance	Not affect overall service OTP (90%)	89.4% vs 90%
No-shows	Similar rates to overall service	2.7% vs. 1.3%
Late cancels	Similar rates to overall service	8.3% vs. 3.1%

Trip Purpose

- Trip purpose

Purpose	Percent
Medical	37%
Errand	19%
Social	14%
Grocery	9%
Dialysis	8%
Shopping	7%
Other	7%



- Average trip distance: 4.16 miles
- Average trip time: 22 minutes

Customer Feedback

- Positive customers feedback
- Same-day service is beneficial to customers with unanticipated trip needs
- Essential service – 26% of riders surveyed said they would not be able to make the trip without this type of service
- Lower cost of transportation for the customers. Comparable taxi trip costs \$17.15 vs. same-day fare \$10 standard or \$8 with fare assistance

Proposed changes and improvements

- Extend the hours of operation from 3:00 pm until 6:00 pm
- Eliminate the zones restriction (system operates as a whole)
- Provide additional marketing to internal customers
 - Take ones in Redi-Wheels vehicles
 - Letter to customers with information on the pilot program enhancements
 - Presentations at organizations that serve Redi-Wheels riders

Next Steps

- SamTrans Board of Directors Program Update – August 7, 2024
- Issue mailers to customers – August 9, 2024
- Implement Service Adjustments – August 12, 2024
- Perform a Customer Survey – Fall 2024
- Program evaluation and conclusion of pilot program – December 2024
- Final Recommendation for Same-day Service – December 2024



Item #9.c.3.
8/7/2024
Thank You



Please email RivasA@samTrans.com with any questions.



BOARD OF DIRECTORS 2024

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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

Legislative Committee Committee of the Whole

San Mateo County Transit District

Wednesday, August 7, 2024 – 3:15 pm

or immediately following the Strategic Planning, Development, and Sustainability Committee meeting

- | | | |
|--------|---------------------------------------------------------------------------|---------------|
| 9.d.1. | Call to Order | |
| 9.d.2. | Approval of Minutes of the Legislative Committee Meeting of July 10, 2024 | Motion |
| 9.d.3. | State and Federal Legislative Update | Informational |
| 9.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**

July 10, 2024

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

Committee Members Absent: J. Gee

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

Other Board Members Absent: None

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

9.d.1. Call to Order

Committee Chair Peter Ratto called the meeting to order at 2:49 pm.

9.d.2. Approval of Minutes of the Legislative Committee Meeting of June 5, 2024

Motion/Second: Esser/Canepa

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

Noes: None

Absent: Gee

9.d.3. State and Federal Legislative Update

Michaela Wright Petrik, Government and Community Affairs Officer, provided a summary of federal and state legislation.

At the federal level, she said that Congress returns to session with plans to approve appropriations bills before the August recess.

At the state level, she said the Governor has signed the final budget, which maintains the \$4 billion for TIRCP (Transit and Intercity Rail Capital Program).

Director David Canepa asked Ms. Wright Petrik where does she see potential opportunities in the future to access funding. She said they are working with their legislative advocates to meet with the Governor's administration.

Director Canepa asked about the average costs of grade separation projects, and April Chan, General Manager/CEO, said the current cost is estimated at \$300 million based on the

Broadway Burlingame grade separation project, noting that grade separation project costs have gone up significantly over time

9.d.4. Adjourn

The meeting adjourned at 3:01 pm.

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

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**San Mateo County Transit District
Staff Report**

To: Legislative Committee
Through: April Chan, General Manager/CEO
From: Emily Beach, Chief Communications Officer 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 Affairs Officer 650-730-4951

**SamTrans
Federal Report
August 2024**

Congressional Update

Appropriations Update

- The House has passed four of twelve appropriations bills (Defense, Homeland Security, Military Construction-VA, and State-Foreign Operations) and plans to pass the rest by the end of July.
- The remaining bills, including Transportation-HUD, have been marked up by the full House Appropriations Committee and are expected to be voted on by the full House before the end of July. However, controversial policy riders in some of the bills could prevent the House from swiftly passing all its bills.
- During the week of July 8, the Senate began its FY25 markup process with the MilCon-VA, Agriculture-FDA, and Legislative Branch appropriations bills. On July 25, the Senate will mark up its Transportation-HUD bill, where Senators Padilla and Butler both submitted a \$2 million earmark for the SamTrans Bus Stop Improvements Project. However, the Senate Appropriations Committee must include the project in its draft Transportation-HUD bill for the project to move forward. If the project is included, its funding level will likely change as the House and Senate work to finalize FY25 appropriations legislation.

<u>House Appropriations Bill</u>	<u>Subcommittee Markup</u>	<u>Full Committee Markup</u>	<u>Floor</u>
Military Construction-VA, HR 8580	May 21	May 23	June 5
Legislative Branch, HR 8772	May 23	June 13	Week of July 8
State, Foreign Operations, HR 8771	June 4	June 12	June 28
Homeland Security, HR 8752	June 4	June 12	June 28
Defense, HR 8774	June 5	June 13	June 28
Financial Services, HR 8773	June 5	June 13	Week of July 22
Agriculture	June 11	July 10	Week of July 22
Commerce-Justice-Science	June 26	July 9	Week of July 22
Labor-HHS-Education	June 27	July 10	Week of July 29
Transportation-HUD	June 27	July 10	Week of July 29
Interior-Environment	June 28	July 9	Week of July 22
Energy & Water	June 28	July 9	Week of July 29

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Holland & Knight LLP | www.hklaw.com

House Appropriations Committee Passes the FY 2025 Transportation-HUD Appropriations Bill

- On July 10, the House Appropriations Committee passed the FY25 Transportation-HUD Appropriations Act by a vote of 31 to 26. The Appropriations Committee has \$271 million less in funding for community project funding compared to approved spending levels for FY 2024. Thus, the House has funded 350 less THUD projects this cycle in comparison to last year’s cycle.
- The following project was included for SamTrans across the twelve House appropriations bills:
 - \$250,000 - SamTrans Bus Stop Amenity Improvements (Rep. Mullin)
- The dollar figures submitted by the SamTrans delegation are likely to be modified as Congress continues in its process.
- Below is a summary of transit funding in the House’s FY25 THUD bill:

Agency/Department	FY 2024 Enacted	FY 2025 House
Federal Transit Administration (FTA)	\$16,603,909,000	\$15,306,871,000
Transit Infrastructure Grants	\$252.387 million	\$115.638 million
Capital Investment Grants Program	\$2.205 billion	\$754.7 million
Transit Infrastructure Formula Funding (authorized by IIJA)	\$13.99 billion	\$14.279 billion

Administration Update

DOT Announces \$600 Million in Available Funding to Reconnect Communities

- On July 3, the DOT announced \$600 million in available funding through the Reconnecting Communities Pilot (RCP) program. This funding opportunity obligates all the remaining funding through the Bipartisan Infrastructure Law (BIL).
- The RCP program aims to improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation, foster equitable development and restoration, and provide technical assistance to further these goals.
- All applications are due by September 30, 2024. For more information, please refer to the [Funding Opportunity Announcement via Grants.gov](#).

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Supreme Court Eliminates Chevron Deference

- The Supreme Court issued a host of decisions over the last month, including one that strikes down Chevron deference: a legal framework established in 1984 where courts defer the authority of interpreting an ambiguous federal statute to federal agencies. The ruling came in *Loper Bright Enterprises v. Raimondo*, a case involving two fishermen who challenged a Department of Commerce regulation.
- The 6-3 ruling reduces federal agency power to approve regulations and has potential widespread implications on federal checks and balances.
- Writing for the majority opinion, Chief Justice John Roberts argued for removal of the administrative law, claiming that “Courts must exercise their independent judgement in deciding whether an agency has acted within its statutory authority.” In their dissent, Justices Elena Kagan, Sonia Sotomayor, and Ketanji Brown Jackson upheld Chevron and contended that overhauling it reduces the power of agencies to execute their duties and removes their power to make informed regulatory decisions.
- Holland and Knight has prepared new resources that provide insight on the impact of this decision and the reversal of Chevron deference, included [here](#).



July 12, 2024

TO: Board of Directors
San Mateo County Transit District

FM: Matt Robinson, Michael Pimentel & Alchemy Graham
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – August 2024**

General Update

July 3 marked the last day for policy committees to hear bills in the final year of the 2023-24 Legislative Session. Upon adjournment of session on July 3, the Legislature entered its Summer Recess. This break in the legislative session will afford legislators with the opportunity to return to their districts for regional and local events and to participate in domestic and international study missions on issues of importance to Californians. During this break, no bill hearings or floor votes will be held. The Legislature will reconvene from Summer Recess on August 5.

Upon the Legislature's return to the Capitol, hearings in the Legislature's fiscal committees will resume; these committees will have until August 16 to hear and report bills to the floors of each house. After the fiscal deadline and two weeks of Floor session, the Legislature will break for its Final Recess of the 2023-24 Legislative Session on August 31. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

State Budget and Spending Freeze Update

On June 29, Governor Newsom signed [SB 108 \(Wiener\) \[Chapter 35, Statutes of 2024\]](#), the Budget Bill Jr. of 2024, and a series of trailer bills to implement policy provisions related to the budget. SB 108 amends [AB 107 \(Gabriel\) \[Chapter 22, Statutes of 2024\]](#), the earlier budget bill sent to the Governor by the Legislature on June 13 and signed on June 26, to reflect final negotiations and agreement between Governor Newsom and the Legislature. Additionally, on July 2, the Governor signed [AB 173 \(Gabriel\) \[Chapter 53, Statutes of 2024\]](#), the transportation trailer bill, which includes language prioritizing funding for previously awarded grade separations projects as well as language establishing new reporting requirements for agencies to be eligible for SB 125 funds in future budget years, and language authorizing additional opportunities for CalSTA to update the SB 125 guidelines.

Together, these bills represent the Budget Act of 2024. The Budget Act of 2024 contains \$46.8 billion in budget solutions to close the deficit gap through Fiscal Year 2025-26 and makes minor technical changes to the accountability language in [SB 125 \(Skinner\) \[Chapter 54, Statutes of 2023\]](#).

Relative to investments in transportation, the Budget Act of 2024:

- **Maintains the \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) approved in the Budget Act of 2023**, but updates the appropriation timeline as follows:
 - **\$2 billion** is appropriated in FY 2023-24;
 - **\$1 billion** is appropriated in FY 2024-25; and
 - **\$1 billion** is approved for appropriation in FY 2025-26.

In doing so, the Budget Act of 2024 extends the appropriation timeline for this funding relative to the Budget Act of 2023. The Budget Act of 2023 would have provided \$4 billion for the formula-based TIRCP as follows: \$2 billion in FY 2023-24 and \$2 billion in FY 2024-25.

- **Maintains the \$1.1 billion for the formula-based Zero-Emission Transit Capital Program approved in the Budget Act of 2023**, but updates the appropriation timeline as follows:
 - **\$190 million** is appropriated in FY 2023-24;
 - **\$220 million** is appropriated in FY 2024-25;
 - **\$230 million** is approved for appropriation in FY 2026-27; and
 - **\$460 million** is approved for appropriation in FY 2027-28.

In doing so, the Budget Act of 2024 extends the appropriation timeline for this funding relative to the Budget Act of 2023. The Budget Act of 2023 would have provided \$1.1 billion for the formula-based ZETCP as follows: \$410 million in FY 2023-24; \$230 million in FY 2024-25; \$230 million in FY 2025-26; and \$230 million in FY 2026-27.

- **Cuts \$200 million from the Safety Grade Separations Program, maintaining \$150 million to the Program**, as follows:
 - **\$75 million** is approved for appropriation from the General Fund in FY 2025-26; and
 - **\$75 million** is approved for appropriation from the State Highway Account in FY 2026-27.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement's and May Revise's proposed \$350 million cut to program. The funding identified above will be reflected in next year's budget. Transportation trailer bill language directs CalSTA to prioritize previously awarded projects from existing transportation funding programs (see details below).

- **Maintains \$148 million in TIRCP Cycle 6 funding for Southern California and the LOSSAN Corridor and maintains all funding commitments to TIRCP Cycle 6 projects as approved in the Budget Act of 2022.**

In doing so, the Budget Act of 2024 rejects the May Revise's proposed \$148 million cut to the program, consistent with the Joint Budget Agreement.

- **Provides \$211 million for the State-Supported Intercity Passenger Rail Agencies**, as follows:
 - **\$66 million** is appropriated in FY 2024-25;
 - **\$72 million** is approved for appropriation in FY 2026-27; and
 - **\$73 million** is approved for appropriation in FY 2027-28.

In doing so, the Budget Act of 2024 accepts the May Revise's proposed \$211 million investment in the program, consistent with the Joint Budget Agreement.

- **Provides \$6.9 million for the California Integrated Mobility Program and the Development of the Data & Digital Services Division at the California Department of Transportation.**

In doing so, the Budget Act of 2024 modifies the May Revise's proposed \$26.3 million investment in the program, consistent with the Joint Budget Agreement.

- **Restores \$200 million from the General Fund for the Active Transportation Program, with the remaining \$400 million subject to appropriation, and updates the appropriation timeline as follows:**
 - **\$100 million** is appropriated from the General Fund in FY 2024-25;
 - **\$100 million** is approved for appropriation from the General Fund in FY 2025-26; and
 - **\$400 million** is approved for appropriation from the General Fund in outyears.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement's proposal to maintain \$600 million from the State Highway Account for the Active Transportation Program, and rejects the May Revise's proposal to cut \$600 million from the program. The Budget Act of 2024 maintains the investment in the General Fund and updates the appropriation timeline. Despite the placeholder trailer bill language on increased reporting and cost effectiveness proposed in the Joint Budget Agreement, the Budget Act of 2024 does not include trailer bill language for the Active Transportation Program.

- **Restores \$260 million to the Regional Early Action Program (REAP) 2.0, cuts \$40 million from the Program, and adds grant reappropriation trailer bill language.** This cut updates the funding allocation as follows:
 - **\$480 million** is allocated on a formula basis to Metropolitan Planning Organizations (MPOs);
 - **\$30 million** is allocated on a competitive basis to jurisdictions that are not part of an MPO and tribes;
 - **\$30 million** is allocated on a competitive basis to higher impact transformative projects; and
 - **\$20 million** is allocated for program administration.

Administered by the Department of Housing and Community Development, REAP 2.0 is a grant program focused on accelerating the state's climate and housing objectives through strategic partnerships with state, regional, and local entities. In restoring some funding to the program, the Budget Act of 2024 modifies the Joint Budget Agreement's proposal to restore \$250 million and cut \$50 million from the program, and also rejects the May Revise's proposal to cut \$300 million from the program. The Budget Act of 2024 also adopts the May Revise's proposal to include trailer bill language that extends the grant encumbrance period and clarifies unexpended fund uses (see details below).

Relative to the policy provisions impacting public transportation, the transportation trailer bill:

- Prioritizes grade separations projects that were previously awarded funding under TIRCP Cycle 6 but had funding reverted under the Budget Act of 2024 and are either at risk of losing or failing to secure local and federal matches or are at risk of project schedule delays, or both.

- Updates accountability requirements for AB 102 / SB 125 transit funding. Specifically, this trailer bill language:
 - Requires regional transportation planning agencies to submit additional updated regional short-term financial plans and/or transit operator data to maintain eligibility for SB 125 funds through FY 2027-28.
- Modifies the REAP 2.0 grant encumbrance period and clarifies how the Department of Housing and Community Development may utilize unencumbered funds. Specifically, this trailer bill language:
 - Extends the grant encumbrance period from June 30, 2024 to June 30, 2026; and
 - Adds language stating that an eligible entity may expect the Department of Housing and Community Development to make available to other eligible entities any funds that have not been expended by the June 30, 2026 deadline.
- Appropriates \$100 million from the General Fund to the Department of Transportation to support the Active Transportation Program, and establishes fund allocation and encumbrance deadlines of June 30, 2027 and June 30, 2030, respectively.

With the Budget Act of 2024 in place, and funding for the formula-based TIRCP and ZETCP affirmed in it, on July 8, Governor Newsom announced the lifting of the temporary state spending freeze, implemented on April 29, that we first reported on in our report, dated May 8. As you will recall, this spending freeze had paused the release of the first tranche of formula-based TIRCP and ZETCP funding approved in the Budget Act of 2024. This funding totaled \$2.4 billion and was scheduled to be released no later than April 30.

As of the drafting of this report, the California State Transportation Agency has processed \$1.9 billion of this \$2.4 billion total, including \$534.75 million for the Metropolitan Transportation Commission. The remaining portion of this funding is expected to be released to regional entities statewide no later than August 31, 2024.

Taxpayer Protection and Government Accountability Act Update

On June 20, the California Supreme Court issued its decision in *Legislature v. Weber*, removing the California Business Roundtable-sponsored “Taxpayer Protection and Government Accountability Act” from the November 2024 ballot.

The measure, had it remained on the ballot and been approved by voters in November, would have revised the California Constitution to restrict the ability of the state, local governments, and the electorate to approve or collect taxes, fees, and other revenues and harm the ability for local governments, including transit agencies, to deliver vital public services.

The measure would have applied its new requirements and standards retroactively to January 1, 2022, impacting – and possibly, invalidating – recently-enacted state and local taxes and fees.

The California Supreme Court’s justification for removing the measure from the ballot relied on the Court’s determination that the measure would have substantially revised the California Constitution, including the basic governmental framework set forth in the document, an action only permissible under the California Constitution via Constitutional Convention and ratification by voters or through submission to voters from a supermajority of the Legislature; and, would not have simply amended the California Constitution, an action permissible under the California Constitution via the initiative process.

Status of Constitutional Measures Update on November Ballot – ACA 1, ACA 10, and ACA 13

SamTrans has long-supported [ACA 1 \(Aguiar-Curry\) \[Chapter 173, Statutes of 2023\]](#), which, if passed by the voters on the November 2024 ballot, would have lowered the voter-threshold from two-thirds to 55 percent for local revenue measures, including special taxes, property-related fees, and bonds, to fund housing and public infrastructure, including improvements to transit. ACA 1 passed the Legislature in 2023.

In the final days of session before the Legislature adjourned for summer recess, the Legislature passed [ACA 10 \(Aguiar-Curry\) \[Chapter 134, Statutes of 2024\]](#) by a super-majority in both houses, which will replace ACA 1 on the November 2024 ballot, and if passed by voters, would advance a scaled back version of ACA 1. Specifically, ACA 10 would lower the voter-threshold from two-third to 55 percent for local bonds to fund affordable housing and public infrastructure only, removing all references to special taxes and property-related fees in ACA 1.

Additionally, we have reported in the past on ACA 13, another measure originally approved by the Legislature for the November 2024 ballot, that would have required any statewide measure raising a vote-threshold to then also be passed by the voters at the same threshold (e.g. if a proposition would require a 4/5th vote for certain special taxes then the proposition must also be passed by the voters with a 4/5th vote). Due to the removal of the Taxpayer Protection and Government Accountability Act from the November 2024 ballot, as described above, this measure has been moved by the Legislature to the 2026 ballot.

CalSTA’s Transit Transformation Task Force Holds Fourth Meeting

The California State Transportation Agency convened the fourth Transit Transformation Task Force meeting on June 17 in San Francisco.

This meeting, the first of several geared toward informing a report of recommendations required to be submitted to the Legislature by October 2025, included a review of a series of case studies of transit improvements implemented in California and internationally to enhance the rider experience and increase ridership. This meeting also included focused discussion between Task Force members on recommendations to support transit prioritization, fare coordination and scheduling between agencies, and safety and cleanliness on and around transit, which was heavily informed by the in-room input of the California Transit Association and its members.

For background, to support its participation in the June 17 Task Force meeting, the California Transit Association surveyed its members and the members of the California Association for Coordinated Transportation on the challenges / barriers they face in delivering improvements transit service and sought recommendations for breaking past them. This survey covered the topics that were reviewed by the Task Force as well more than 20 other topics, which will be discussed by the Task Force in future meetings. The California Transit Association then worked with an internal advisory body to review the survey results and to develop recommendations (on the topics to be covered at the June 17 meeting) for delivery to the Task Force.

As the Task Force continues to meet, it will bring additional case studies and discussion on additional topics for enhancing the rider experience and increasing ridership. The California Transit Association will continue to draw on the survey results it has received and guidance from its internal body to steer its engagement on the Task Force.

The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials are available on [CalSTA's website](#).

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Bill ID/Topic	Location	Summary	Position
AB 107 Gabriel D Budget Act of 2024.	This bill was signed by the Governor on June 26, 2024.	This bill would make appropriations for the support of state government for the 2024–25 fiscal year. This bill contains other related provisions.	Watch
AB 173 Committee on Budget Transportation budget trailer bill.	This bill was signed by the Governor on July 2, 2024.	<p>Among other related provisions, this bill would require the Secretary of Transportation to coordinate with the Department of Transportation and the California Transportation Commission to identify available funding in state transportation programs that may be used to support grade separation projects that were previously awarded funding under specified transportation programs but had that funding reverted pursuant to the Budget Act of 2024. The bill would require the Transportation Agency to prioritize, and would authorize the agency to directly allocate, the funding identified by that process, as available and appropriate, for those grade separation projects that are at risk of losing or failing to secure federal and local funding commitments, or that are at risk of approved project schedule delays, or both. The bill would require the secretary to report to the Legislature, on or before April 30, 2025, on any funding that the Secretary identified for impacted grade separation projects.</p> <p>This bill would expand the requirements of the accountability program to the distribution of funds appropriated to the Transportation Agency in the Budget Act from the Greenhouse Gas Reduction Fund for purposes of the formula-based component of the Transit and Intercity Rail Capital Program. The bill would also require a regional transportation planning agency to submit an updated regional short-term financial plan and updated transit operator data to the Transportation Agency in order to receive moneys governed by the accountability program in the 2025–26 fiscal year, and to submit updated transit operator data to the Transportation Agency in order to receive moneys governed by the accountability program in the 2026–27 and 2027–28 fiscal years. The bill would authorize the Transportation Agency to modify the guidelines for the distribution of those funds for each of these 3 fiscal years by specified dates.</p> <p>This bill would appropriate \$100,000,000 from the General Fund to the Department of Transportation to support the Active Transportation Program with the funds to be allocated by the commission, as specified. Upon signature from the Governor, this bill would take effect immediately as a bill providing for appropriations related to the Budget Bill.</p>	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 761 Friedman D</p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is on the Senate Floor.</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, 2025, 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 (TIFIA) loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the approval of a TIFIA loan, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1516 Kalra D</p> <p>Labor and Workforce Development Agency: working group: minimum wage.</p>	<p>This bill is on the Senate Appropriation's Suspense File.</p>	<p>Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment. Existing law establishes the Division of Labor Standards Enforcement under the direction of the Labor Commissioner within the Department of Industrial Relations, and requires the division to ascertain the wages paid to all employees in this state, to ascertain the hours and conditions of labor and employment in the various occupations, trades, and industries in which employees are employed in this state, and to investigate the health, safety, and welfare of those employees. This bill would require the Labor and Workforce Development Agency to convene a working group to study and evaluate topics related to the minimum wage in California. The bill would require the working group to submit to the Legislature, on or before July 1, 2025, a report that outlines recommendations for raising the minimum wage for all workers in California.</p>	<p>Watch</p>
<p>AB 1870 Ortega D</p> <p>Notice to employees: legal services.</p>	<p>This bill is on the Governor's Desk.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Existing law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee's ability to consult a licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>
<p>AB 1879 Gipson D</p> <p>Property taxation: filing.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>The California Constitution provides for the taxation of property and establishes the State Board of Equalization to administer those taxes. Existing property tax law, pursuant to constitutional authorization, sets forth procedures for imposing and collecting taxes on property in the state. Existing law requires a person owning taxable personal property, as specified, to file annually a signed property statement declared to be true under the penalty of perjury with the assessor. Existing law authorizes a property statement to be filed with the assessor through the United States mail, properly addressed with postage prepaid. This bill would instead authorize the statement to be filed through the United States mail provided it is mailed in a manner that includes a postmark and is properly addressed with postage prepaid, 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>AB 1890 Patterson, Joe R</p> <p>Public works: prevailing wage.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law defines the term “public works” for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Existing law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Existing law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000. By creating new notification requirements for public agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1904 Ward D</p> <p>Transit buses: yield right-of-way sign.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Existing law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. The bill would also authorize the yield right-of-way sign to be a static decal, and would only impose the above-described design and illumination requirements on a sign that is a flashing light-emitting diode (LED) sign.</p>	<p>Watch</p>
<p>AB 1953 Villapudua D</p> <p>Vehicles: weight limits.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing state and federal laws set specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Existing federal law prohibits the maximum gross vehicle weight of a vehicle operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power from exceeding 82,000 pounds. Existing state law, to the extent expressly authorized by federal law, authorizes a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This bill would clarify that the power unit of a near-zero emission or zero-emission vehicle, as defined, is authorized to exceed the allowable gross weight limits by up to 2,000 pounds, but no more than 2,000 pounds when the vehicle contains more than one power unit. This bill would also clarify that the maximum gross vehicle weight for a near-zero-emission vehicle or a zero-emission vehicle is 82,000 pounds.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2192 Carrillo, Juan D</p> <p>Public agencies: cost accounting standards.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the Uniform Public Construction Cost Accounting Act, authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. The act defines “public project” to include, among other things, construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility. This bill would define “public project” to additionally include installations involving any publicly owned, leased, or operated facility. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 2286 Aguiar-Curry D</p> <p>Vehicles: autonomous vehicles.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would require a manufacturer of an autonomous vehicle to report to the department a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing or deployment permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. The bill would require a manufacturer of an autonomous vehicle to annually submit to the department specified information regarding the deactivation of the autonomous mode for its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that were operating under a testing or deployment permit that authorized the vehicle to operate on public roads. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2302 Addis D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. The bill, for the purpose of counting meetings attended by teleconference, would define a “meeting” as any number of meetings of the legislative body of a local agency that begin on the same calendar day. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2421 Low D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including the Meyers-Miliias-Brown Act, the Ralph C. Dills Act, and provisions relating to judicial employees, public schools, higher education, the San Francisco Bay Area Rapid Transit District, the Santa Cruz Metropolitan Transit District, the Sacramento Regional Transit District, and other public transit employees, prohibits employers from taking certain actions relating to employee organizations. This includes imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would also prohibit a local public agency employer, a state employer, a judicial employer, a public school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization’s representation. The bill would provide that communications between an employee and their employee representative would not be confidential if, at any time, the representative was a witness or party to any of the events forming the basis of a potential administrative disciplinary or criminal investigation.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2455 Gabriel D</p> <p>Whistleblower protection: state and local government procedures.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Existing law authorizes the county auditor to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper government activity, existing law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. Existing law requires the identity of the individual or individuals reporting the improper government activity, and the subject employee or employees to be kept confidential. Existing law defines “fraud, waste, or abuse” to mean any activity by a local agency or employee that is undertaken in the performance of the employee’s official duties, as described, that is in violation of any local, state, or federal law or regulation relating to, among other things, corruption. This bill would also authorize a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding improper governmental activity, and would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity. The bill would instead authorize a city or county auditor or controller, or auditor’s or controller’s designee, to conduct an investigative audit of the matter upon receiving specific information that an employee or local government has engaged in a fraud, waste, or abuse or improper governmental activity, as specified. The bill would also require the identity of the individual or individuals reporting the fraud, waste, or abuse, and the subject employee or employees to be kept confidential. The bill would expand the above-described duties and authorizations to the auditor’s or controller’s designee, as specified. The bill would revise the definition of “fraud, waste, or abuse” to also define “improper governmental activity,” and expand the scope of those terms to include activity by a local agency, employee, or contractor or subcontractor.</p>	<p>Watch</p>

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 2553 Friedman D</p> <p>Housing development: major transit stops: vehicular traffic impact fees.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law, the California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2561 McKinnor D</p> <p>Local public employees: vacant positions.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act prohibits a public agency from, among other things, imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with specified employee rights guaranteed by the act. This bill would require each public agency with high vacancy rates for more than 180 days, at the request of the recognized employee organization, to promptly meet and confer with the representative of the recognized employee organization within 21 days about substantive strategies to fill vacancies and to hold a public hearing within 90 days about high vacancy rates and specified related matters. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include related legislative findings. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2661 Soria D</p> <p>Electricity: Westlands Water District.</p>	<p>This bill is on the Senate Floor.</p>	<p>The California Water District Law provides for the establishment of water districts and authorizes a district to construct, maintain, and operate plants for the generation of hydroelectric energy and transmission lines for the conveyance of the hydroelectric energy. Existing law merged the former West Plains Water Storage District into the Westlands Water District, and provides for the operation of the Westlands Water District. This bill would authorize the Westlands Water District to provide, generate, and deliver solar photovoltaic or hydroelectric electricity and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for generating and delivering that electricity. The bill would require the district to use the electricity for the district’s own purposes, and the bill would authorize the district to sell surplus electricity to a public or private entity engaged in the distribution or sale of electricity. The bill would also authorize the district to construct, operate, and maintain energy storage systems and electric transmission lines, and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for the operation of the energy storage system and electric transmission lines, within the boundaries of the district, as specified. The bill would require the district to report the amount of income, and the purposes for expenditure of that income, from these electricity facilities in a specified report. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 2669 Ting D</p> <p>Toll bridges: tolls.</p>	<p>This bill is on the Senate Appropriation’s Suspense File.</p>	<p>Existing law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2712 Friedman D</p> <p>Preferential parking privileges: transit-oriented development.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways during all or certain hours of the day. Existing law authorizes the ordinance or resolution to include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued permits that exempt them from the prohibition or restriction of the ordinance or resolution. Existing law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households. This bill would, for purposes of its provisions, define "development project" to mean a residential, commercial, or other development project exempt from minimum automobile parking requirements, or subject to parking minimum reductions based on any other applicable law, located within the boundaries of the City of Los Angeles. This bill, for a development project that is located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents or visitors of the development project that grants preferential parking privileges. The bill would also provide that none of the above-described provisions prohibit local authorities from issuing permits to residents of developments projects that occupy deed-restricted units intended for specified households. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2715 Boerner D</p> <p>Ralph M. Brown Act: closed sessions.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law, the Ralph M. Brown Act, generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Existing law authorizes a legislative body to hold a closed session with specified individuals on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a legislative body to hold a closed session with other law enforcement or security personnel and to hold a closed session on a threat to critical infrastructure controls or critical infrastructure information, as defined, relating to cybersecurity. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2813 Aguiar-Curry D</p> <p>Government Investment Act.</p>	<p>This bill is on the Governor’s Desk.</p>	<p>(1)Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. This bill, for purposes of ACA 1, would define “affordable housing” to include rental housing, ownership housing, interim housing, and affordable housing programs such as downpayment assistance, first-time homebuyer programs, and owner-occupied affordable housing rehabilitation programs, that are affordable to households earning up to 150% of countywide median income. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety facilities, infrastructure, and equipment. The bill would define “public infrastructure” to exclude the construction, reconstruction, rehabilitation, or replacement of a sports stadium or arena where the majority of the use of the facility is for private ticketed activities. The bill would prohibit ACA 1 bonded indebtedness from being used for the acquisition or lease of any real property that has, at the time of acquisition or lease, been improved with one to 4 dwelling units, except as specified. The bill would also prohibit any ACA 1 bonded indebtedness, when added to existing bonded indebtedness of a local government, from exceeding the applicable statutory limit on the maximum amount of bonded indebtedness that a local government is authorized to incur. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2854 Irwin D</p> <p>Bradley-Burns Uniform Local Sales and Use Tax Law.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law. Existing law, on or after January 1, 2016, prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to any person, as defined, for any purpose, if the agreement results in a reduction in the amount of Bradley-Burns local tax revenues that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency, with specified exceptions. This bill would require a local agency, as defined, to annually provide specified information relating to each agreement resulting in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to the California Department of Tax and Fee Administration. The bill would additionally require the local agency to publish that information on its internet website. The bill would impose monetary penalties on any local agency that fails to provide information to the department or fails to publish information to its internet website, as prescribed. By expanding the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2892 Low D Vehicles: financial responsibility: self-insurance.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law requires all drivers and all owners of a motor vehicle to be able to establish financial responsibility, including, among other methods, as a self-insurer, as specified. Existing law authorizes the Department of Motor Vehicles, upon application, to issue a certificate of self-insurance to an applicant who has, among other requirements, more than 25 motor vehicles registered in their name. Existing law authorizes the director of the department to adopt and enforce rules and regulations as may be necessary to carry out the provisions of the Vehicle Code relating to the department. Existing regulations provide for the requirements to qualify as a self-insurer, including that the applicant provide an audited financial statement of the applicant's net worth, as specified, that the audited financial statements cover a 3-year period immediately preceding the date of application, and that the audited financial statements include an opinion of the applicant's net worth and reflect a net worth of not less than \$2,200,000 on the date of application. This bill would place in the Vehicle Code specified requirements to qualify as a self-insurer, including an option for an applicant to provide a cash deposit or surety bond in specified amounts. The bill would require the applicant to maintain an insurance policy with certain entities, including a company licensed to provide insurance in California and nonadmitted insurers, as specified.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3177 Carrillo, Wendy D</p> <p>Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Existing law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within 1/2 mile of a transit station, as specified. Existing law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within a transit priority area, as specified, for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define “transit priority area” as an area within 1/2 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. This bill would prohibit a local agency from imposing a land dedication requirement, as defined, on a housing development to widen a roadway if the land dedication requirement is for the purpose of mitigating vehicular traffic impacts, achieving an adopted traffic level of service related to vehicular traffic, or achieving a desired roadway width. The bill, notwithstanding that prohibition, would authorize a local agency to, among other things, impose a land dedication requirement on a housing development if the housing development is not located in a transit priority area and the housing development has a linear street frontage of 500 feet or more. 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>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This measure was chaptered in September 2023.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, including downpayment assistance, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, city and county, or special district, as applicable, and the proposition includes specified accountability requirements. The measure would prohibit a city, county, city and county, or special district from placing a proposition on the ballot pursuant to these provisions if the voters have previously approved a proposition pursuant to these provisions or the below special tax provisions until all funds from the previous proposition are committed to programs and projects listed in the specific local program or ordinance, as described. The measure, subject to certain vote thresholds, would authorize the Legislature to enact laws establishing additional accountability measures and laws for the downpayment assistance programs authorized by the measure, as specified. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Support May 2023</p>

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Bill ID/Topic	Location	Summary	Position
<p>ACA 10 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This measure was chaptered in June 2024.</p>	<p>Assembly Constitutional Amendment No. 1 of the 2023–24 Regular Session (ACA 1) would, if adopted by the people, amend Section 4 of Article XIII A, Section 2 of Article XIII C, and Section 3 of Article XIII D of, and would add Section 2.5 of Article XIII C to, the California Constitution, relative to local finance. Under these provisions, ACA 1 would condition the imposition, extension, or increase of a sales and use tax or transactions and use tax imposed in accordance with specified law or a parcel tax by a local government for the purposes of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, including downpayment assistance, or permanent supportive housing, or the acquisition or lease of real property for those purposes, on the proposition proposing that tax being approved by a majority vote of the membership of the governing board of the local government and by 55% of its voters voting on the proposition and the proposition includes specified accountability requirements. ACA 1 would also make conforming changes. This measure would remove the above-described provisions of ACA 1 relating to special taxes and make conforming changes in other provisions of ACA 1. The measure would direct the Secretary of State to make those amendments in ACA 1. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>ACA 13 Ward D</p> <p>Voting thresholds.</p>	<p>This measure was chaptered in November 2023.</p>	<p>The California Constitution provides that a proposed constitutional amendment and a statewide initiative measure each take effect only if approved by a majority of the votes cast on the amendment or measure. This measure would further provide that an initiative measure that includes one or more provisions that would amend the Constitution to increase the voter approval requirement to adopt any state or local measure would be approved by the voters only if the proportion of votes cast in favor of the initiative measure is equal to or greater than the highest voter approval requirement that the initiative measure would impose. The measure would specify that this voter approval requirement would apply to statewide initiative measures that appear on the ballot on or after January 1, 2024. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 108 Wiener D</p> <p>Budget Act of 2024.</p>	<p>This bill was signed by the Governor on June 29, 2024.</p>	<p>The Budget Act of 2024 made appropriations for the support of state government for the 2024–25 fiscal year. This bill would amend the Budget Act of 2024 by amending, adding, and repealing items of appropriation and making other changes. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 532 Wiener D</p> <p>Parking payment zones.</p>	<p>This bill is in the Assembly Privacy & Consumer Protection Committee.</p>	<p>Existing law allows a local authority to establish parking meter zones and fix the rate of fees for those zones by ordinance. Existing law prohibits a local authority from requiring payment of parking meter fees by a mobile device, as specified. This bill would instead authorize, until January 1, 2035, in the City and County of San Francisco, a local authority to require payment of parking fees by a mobile device, if it meets certain requirements, such as adopting an accessible and equitable parking cash payment plan that does not utilize parking meters or payment centers in parking payment zones to provide reasonably accessible alternative means for payment of parking fees using cash. The bill would require a local authority to consult with specified stakeholders in the development of the plan and would require a local authority that adopts a plan to provide to its governing body and the Legislature, as specified, an evaluation of the plan to determine the plan’s impact on equity, accessibility, and costs.</p>	<p>Watch</p>
<p>SB 904 Dodd D</p> <p>Sonoma-Marín Area Rail Transit District.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under existing law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Existing law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. The bill would delete a provision that limits the district, in the County of Sonoma north of the City of Healdsburg, to locating commuter stations only within incorporated areas. The bill would require the district to obtain coverage for the district and its employees under the appropriate federal and state workers’ compensation, unemployment compensation, and disability and unemployment insurance laws, instead of only under laws of this state. 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 960 Wiener D</p> <p>Transportation: planning: complete streets facilities: transit priority facilities.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state, including the state highway operation and protection program (SHOPP). Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the SHOPP. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. Existing law requires the department to develop, in consultation with the commission, a plain language performance report to increase transparency and accountability of the SHOPP. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system. The bill would require the department’s plain language performance report to include a description of complete streets facilities, including pedestrian, bicycle, and transit priority facilities on each project, as specified. The bill would require the department to incorporate complete streets elements into projects funded by the SHOPP, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1134 Caballero D</p> <p>Surplus land.</p>	<p>This bill is on the Assembly Appropriations Suspense File.</p>	<p>Existing law provides for the disposal of land owned by a local agency that is surplus and is not necessary for the agency’s use. The local agency is required to declare the land either “surplus land” or “exempt surplus land,” as prescribed. Existing law sets forth procedures for the disposal of surplus land and provides that these procedures do not apply to exempt surplus land. Existing law, for prescribed surplus land parcels developed with residential units, requires minimum percentages of residential units developed on the parcel to be sold or rented at affordable housing cost or affordable rent. This bill, with regard to surplus land, would require each parcel of land to be considered a distinct unit of surplus land, with the exception of contiguous parcels that are disposed of simultaneously to the same receiving entity or any entity working in concert with another receiving entity, which parcels the bill would require to be treated as a single unit of land. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1321 Wahab D</p> <p>Employment Training Panel: employment training program: projects and proposals.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Employment Training Panel within the Employment Development Department and sets forth its powers and duties with respect to certain employment training programs. Existing law declares the intent of the Legislature that the purpose of provisions relating to the panel is to establish an employment training program to promote a healthy labor market in a growing, competitive economy and to fund only projects that meet specified criteria, including promoting the retention and expansion of the state’s manufacturing workforce. Existing law requires the panel, in funding projects that meet the above-described criteria, to give funding priority to projects that meet specified goals, including promoting the retention and expansion of the state’s manufacturing workforce. This bill would also include in the above-described project criteria, among other things, assisting existing apprentice, certification, or other training programs in updating training to reflect new technologies or methods, or to address gaps in existing training. The bill would also include in the above-described goals, among other things, meeting the standards established by the Division of Apprenticeship Standards for high-quality training programs. The bill would authorize projects developed pursuant to the above-described provisions to use program funding, upon appropriation by the Legislature, to provide training through apprenticeship programs approved by the Division of Apprenticeship Standards and training at joint-labor management training centers. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1325 Durazo D</p> <p>Public contracts: best value procurement: goods.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law imposes requirements on, and authorizes procedures for, public contracting for equipment and services, among other things, by local and state agencies. Existing law authorizes certain procurements to be facilitated through a lowest responsible bidder requirement. This bill would authorize a public entity, as defined, to award contracts through a best value procurement method, as described, for the purchase of goods with a base value of \$250,000 or more. The bill would require the public entity to adopt and publish procedures and guidelines for evaluating the qualifications of the bidders to ensure the best value selections are conducted in a fair and impartial manner, as described. The bill would authorize the procedures and guidelines to include the adoption of a high road jobs plan policy that evaluates bidders’ high road jobs plan commitments as part of the overall score for the public contract, as specified. This bill would require the solicitation document to include certain information and would direct the public entity to use a scoring method based on price and the factors described in the solicitation document, as specified. The bill would require the public entity to let any contract for these projects to the selected bidder that represents the best value or reject all bids. The bill would also authorize a public entity to award all contracts for the purchase of municipal fleets by using a best value procurement method, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1420 Caballero D</p> <p>Hydrogen production facilities: certification and environmental review.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>(1)The California Environmental Quality Act (CEQA) requires preparation of specified documentation before a public agency approves or carries out certain projects. Existing law authorizes the Governor to certify energy infrastructure projects meeting specified requirements for streamlining benefits related to CEQA. Existing law defines “energy infrastructure project” for these purposes to include eligible renewable energy resources under the California Renewables Portfolio Standard Program, excluding resources that use biomass fuels. Existing law expressly excludes from that definition of “energy infrastructure project” any project using hydrogen as a fuel. This bill would instead exclude from the definition of “energy infrastructure project” for purposes of the CEQA streamlining benefits eligible renewable energy resources under the California Renewables Portfolio Standard Program that combust, rather than use, biomass fuels. The bill would include hydrogen production facilities and associated onsite storage and processing facilities that meet specified conditions, including that the facilities have received funding from the state or federal government on or before January 1, 2032, and do not use fossil fuel as a feedstock or energy source, within the definition of “energy infrastructure project.” Because the bill would authorize the Governor to certify additional projects, thereby increasing the duties on lead agencies in conducting the environmental review of energy infrastructure projects certified by the Governor, this bill would impose a state-mandated local program.</p>	<p>Watch</p>
<p>SB 1509 Stern D</p> <p>Negligent Operator Treatment (NOT) in California Act.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law prohibits driving a vehicle upon a highway at a speed greater than is reasonable or prudent. Existing law also prohibits driving a vehicle in excess of an established speed limit. Existing law requires that specified convictions, violations, and traffic-related incidents count as points against a driver’s record for purposes of suspension or revocation of the privilege to drive. This bill, the Negligent Operator Treatment (NOT) in California Act, would, commencing on January 1, 2027, prohibit excessively speeding, defined as driving a vehicle at a speed that exceeds the posted speed limit by 26 miles per hour or more on a highway with a posted speed limit for passenger vehicles of 55 miles per hour or less. The bill would provide that a conviction for excessively speeding is punishable as an infraction and one point shall be assessed against a driver’s record for a first violation and 2 points for any subsequent violation that occurs within 3 years after a previous violation for which the driver was convicted. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1031 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is no longer moving forward this session.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would authorize the commission to raise and allocate new revenue and incur and issue bonds and other indebtedness, as specified. In this regard, the bill would authorize the commission, until January 1, 2041, to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area, except as specified, in accordance with applicable constitutional requirements. The bill would prohibit a tax or surcharge described above from being imposed for a period of time of more than 30 years. The bill would require the parcel tax to be collected by counties and the other 3 taxes to be collected by specified state agencies, and would require the net revenues from those taxes to be remitted to the commission, as prescribed. The bill would require the commission, in consultation with county transportation authorities, to develop an expenditure plan for the expenditure of the revenues expected to be generated by the tax or surcharge, together with other federal, state, and local funds expected to be available for transportation improvements, as specified. The bill would require, before the election on the tax or surcharge, the expenditure plan to be approved by county transportation authorities representing counties meeting certain criteria, as provided. The bill would require the revenue generated pursuant to these provisions to be used for transportation improvements in the San Francisco Bay area, including for various transit purposes, and would require the commission to allocate those revenues in accordance with specified requirements. This bill contains other related provisions and other existing laws.</p>	<p>Oppose Unless Amended May 2024</p>
<p>SB 1434 Durazo D</p> <p>Unemployment insurance: benefit and contribution changes.</p>	<p>This bill is no longer moving forward this session.</p>	<p>Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law excludes from the definition of “wages,” for purposes of the unemployment insurance law, remuneration in excess of \$7,000 paid to an individual by an employer during any calendar year, with respect to employment. This bill would change the amount of remuneration that is excluded from the definition of “wages,” to \$____ on and after January 1, 2025, but before January 1, 2027, and to \$____ on and after January 1, 2027. The bill would require an annual cost of living increase to the \$____ amount on and after January 1, 2028, and each January 1 thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 6 Friedman D</p> <p>Transportation planning: regional transportation plans: reduction of greenhouse gas emissions.</p>	<p>This bill is no longer moving forward this session.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. Existing law requires the state board to update the regional targets every 8 years until 2050. Existing law requires a metropolitan planning organization, before adopting a sustainable communities strategy, to quantify the reduction in the emissions of greenhouse gases projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the regional targets. This bill would require the state board to update the regional targets indefinitely, rather than only until 2050, and authorize the state board to update the years to which those targets apply, as specified. The bill would additionally require a metropolitan planning organization, before adopting amendments to a regional transportation plan that could impact a sustainable communities strategy, to quantify the reduction in the emissions of greenhouse gases projected to be achieved by those amendments and set forth the difference, if any, between the amount of that reduction and the regional targets established by the state board. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 7 Friedman D</p> <p>Transportation: planning: project selection processes.</p>	<p>This bill is no longer moving forward this session.</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>

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State Legislative Matrix 7/12/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 817 Pacheco D</p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This bill failed passage in the Senate Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Existing law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met (nonemergency provisions). Existing law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to provide specific means by which the public may remotely hear and visually observe the meeting. This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require at least one staff member of the local agency to be present at a designated primary physical meeting location during the meeting. The bill would require the local agency to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Support April 2023</p>

San Mateo County Transit District
State Legislative Matrix 7/12/2024

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 bill is no longer moving forward this session.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 1837 Papan D</p> <p>San Francisco Bay area: public transit: Regional Network Management Council.</p>	<p>This bill is no longer moving forward this session.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Existing law requires the commission to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction, as specified. This bill would create the Regional Network Management Council as an 11-member council to represent the interests of its stakeholders, to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. The bill would require the commission to facilitate the creation of the council. By requiring the commission to facilitate the creation of the council, and requiring certain employees of specified local agencies to serve on the council, the bill would impose a state-mandated local program.</p>	<p>Support June 2024</p>

San Mateo County Transit District
State Legislative Matrix 7/12/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 3186 Petrie-Norris D</p> <p>Public works: prevailing wages: access to records.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee. Given that this did not pass by the deadline, it will likely not be moving forward this session.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a willful violation of this requirement. Existing law defines “public works,” for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Existing law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual’s name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual’s full social security number, as specified. This bill would require an owner or developer, as defined, undertaking any public works project to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to an owner or developer that undertakes a development project that includes work subject to the requirements of public works. The bill would subject an owner or developer, for failing to comply with the provisions of this act, to a penalty by the commissioner, as specified, and would deposit the penalties into a specified fund. This bill would require the Director of Industrial Relations to adopt rules to govern the release of those records, as specified. This bill contains other existing laws.</p>	<p>Watch</p>