

BOARD OF DIRECTORS 2025



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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

Revised 5-7-2025

San Mateo County Transit District

Board of Directors Meeting

May 7, 2025, 2:00 pm

Primary Location:

San Mateo County Transit District
1250 San Carlos Avenue
Bacciocco Auditorium, 2nd Floor
San Carlos, CA 94070

Alternate Location:

San Bruno City Hall
Conference Room 138
570 Linden Ave
San Bruno, CA 94066

Members of the public may attend in-person or participate remotely via Zoom at: <https://us02web.zoom.us/j/81001317517?pwd=6LuOhomk1KpISW9X2CbpthZRGreaIA.1> or by entering Webinar ID: **810 0131 7517**, Passcode: **792571** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

2. Wearing of masks is recommended but not required.

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

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited

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

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.

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

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

Wednesday, May 7, 2025**2:00 pm**

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances
4. Consent Calendar
 - 4.a. Approval of Minutes of the Board of Directors Meeting of April 2, 2025 and the Board of Directors Special Meeting of April 9, 2025 Motion
 - 4.b. Accept Statement of Revenues and Expenses for the Period Ending March 31, 2025 Motion
 - 4.c. Accept Quarterly Investment Report Motion
 - 4.d. Accept Capital Projects Quarterly Status Report for Fiscal Year 2025 Quarter 3 Motion
 - 4.e. Accept Contracts and Procurement Quarterly Report of Technology Purchases for Third Quarter of Fiscal Year 2025 Motion
 - 4.f. Awarding Contracts to AppleOne, Inc.; SearchPros Staffing, LLC; and Tellus Solutions, Inc. for On-Call Temporary Staffing Services for an Aggregate Not-to-Exceed Amount of \$2.5 Million for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Aggregate Not-to-Exceed Amount of \$1 Million Resolution

- | | | |
|--------|--|---------------|
| 4.g. | Awarding Contracts to Cooperative Personnel Services, gothamCulture LLC, and The Consulting Team LLC for On-Call Coaching and Leadership Development Services for an Aggregate Not-to-Exceed Amount of \$700,000 for a Five-Year Base Term, with up to Two Additional One-year Option Terms for an Aggregate Not-to-Exceed Amount of \$280,000 | Resolution |
| 4.h. | Awarding a Contract to TRISTAR Claims Management Services, Inc. to Provide Workers' Compensation Third-Party Administrator Services for a Total Not-to-Exceed Amount of \$1,653,453 for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for a Total Not-to-Exceed Amount of \$547,688 | Resolution |
| 4.i. | Authorizing the Application for and Receipt of Annual Low Carbon Transit Operations Program Funds for the Design and Construction of the Hydrogen Fuel Cell Electric Bus Infrastructure and Fueling Station at North Base | Resolution |
| 4.j. | Authorize Funding for Regional Measure Participation Polling Activities | Resolution |
| 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. | Proclamation for Asian-American and Pacific Islander Heritage Month | Motion |
| 7. | Report of the General Manager/CEO | |
| 7.a. | Report of the General Manager/CEO April 30, 2025 | Informational |
| 7.b. | Monthly New Headquarters Construction Status Update | Informational |
| 7.c. | Annual Announcement of Art Takes a Bus Ride 2025 Winners | Informational |
| 8. | Recess to Committee Meetings | |
| 8.a. | Community Relations Committee / Committee of the Whole
<i>D. Canepa (Chair), M. Fraser, J. Speier</i> | |
| 8.a.1. | Call to Order | |

- | | | |
|--------|--|---------------|
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of April 2, 2025 | Motion |
| 8.a.3. | Approve Appointment of Allison Chang, Representing the Community, and Reappointments of Mary Adler, Representing Bus Riders, <u>David Rabinovich, Representing the Community</u> , and Dylan Finch, Representing Multimodal Riders, to the Citizens Advisory Committee | Motion |
| 8.a.4. | Accessible Services Update and Proclamation Declaring May as Older Americans Month | Motion |
| 8.a.5. | Citizens Advisory Committee Update | Informational |
| 8.a.6. | Paratransit Advisory Council Update | Informational |
| 8.a.7. | Monthly State of the Service Report March 2025 | Informational |
| 8.a.8. | Receive Update Regarding 2024 SamTrans Triennial Customer Survey and Key Findings | Informational |
| 8.a.9. | Adjourn | |
| 8.b. | Finance Committee / Committee of the Whole
<i>B. Esser (Chair), D. Canepa, R. Medina</i> | |
| 8.b.1. | Call to Order | |
| 8.b.2. | Approval of Minutes of the Finance Committee Meeting of April 2, 2025 | Motion |
| 8.b.3. | Awarding a Contract to K B M Office Equipment, Inc. DBA KBM-Hogue to Provide Furniture, Fixtures, Equipment, and Services for a Two-Year Base Term, with up to Two Additional One-Year Option Terms, for a Total Not-to-Exceed Amount of \$5,107,189.62 | Motion |
| 8.b.4. | Awarding a Contract to Kimley-Horn and Associates, Inc. for Dumbarton Busway Feasibility Study Services for a Total Not-to-Exceed Amount of \$1,970,858 for an 18-Month Base Term, with One Additional Option Term of up to 12 Months | Motion |
| 8.b.5. | Authorizing Execution of a Project Labor Agreement for Phase 1 of South Base Battery Electric Bus Charging Infrastructure Project | Motion |

- | | | |
|--------|---|---------------|
| 8.b.6. | Receive Quarterly Financial Report Fiscal Year 2025 Quarter 3 Results and Annual Outlook | Informational |
| 8.b.7. | Receive Preliminary Fiscal Year 2026 and Fiscal Year 2027 Operating and Capital Budgets | Informational |
| 8.b.8. | Adjourn | |
| 8.c. | Legislative Committee / Committee of the Whole
<i>J. Powell (Chair), P. Ratto, J. Speier</i> | |
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Legislative Committee Meeting of April 2, 2025 | Motion |
| 8.c.3. | Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 1372 (Papan) | Motion |
| 8.c.4. | Adjourn | |
| 8.d. | Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
<i>Cancelled as there are no business items this month</i> | |
| 9. | Reconvene Board of Directors Meeting | |
| 10. | Matters for Board Consideration: Community Relations Committee | |
| 10.a. | Approve Appointment of Allison Chang, Representing the Community, and Reappointments of Mary Adler, Representing Bus Riders, and Dylan Finch, Representing Multimodal Riders, to the Citizens Advisory Committee | Motion |
| 10.b. | Accessible Services Update and Proclamation Declaring May as Older Americans Month | Motion |
| 11. | Matters for Board Consideration: Finance Committee | |
| 11.a. | Awarding a Contract to K B M Office Equipment, Inc. DBA KBM-Hogue to Provide Furniture, Fixtures, Equipment, and Services for a Two-Year Base Term, with up to Two Additional One-Year Option Terms, for a Total Not-to-Exceed Amount of \$5,107,189.62 | Resolution |

- 11.b. Awarding a Contract to Kimley-Horn and Associates, Inc. for
Dumbarton Busway Feasibility Study Services for a Total Not-to-
Exceed Amount of \$1,970,858 for an 18-Month Base Term, with One
Additional Option Term of up to 12 Months Resolution
- 11.c. Authorizing Execution of a Project Labor Agreement for Phase 1 of
South Base Battery Electric Bus Charging Infrastructure Project Resolution
- 12. Matters for Board Consideration: Legislative Committee
- 12.a. Receive Legislative Update and Approve Legislative Proposal:
Assembly Bill 1372 (Papan) Motion
- 13. Communications to the Board of Directors
- 14. Board Member Requests / Comments
- 15. Date / Time of Next Regular Meeting: Wednesday, June 4, 2025, at 2:00 pm
*The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo
County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos,
CA. Please see the meeting agenda for more information.*
- 16. General Counsel Report
- 17. Adjourn

Information for the Public

If you have questions on the agenda, please contact the District Secretary at 650-551-6108. 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 (SamTrans) Board and Committees: 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
1250 San Carlos Avenue, San Carlos, California
Board of Directors
DRAFT Minutes of April 2, 2025

Members Present: D. Canepa, B. Esser, R. Medina, J. Powell, M. Chuang (arrived 2:03pm)
(Vice Chair), J. Gee (Chair)

Members Present via Teleconference: M. Fraser

Members Absent: P. Ratto, J. Speier

Staff Present: J. Cassman, A. Chan, H. Chan, T. Dubost, J. Epstein, C. Halls,
L. Lumina-Hsu, J. Mello, D. Olmeda, A. Rivas, D. Santoro, A. To,
M. Tseng, K. Yin

1. Call to Order / Pledge of Allegiance

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

2. Roll Call

District Secretary Margaret Tseng called the roll and confirmed that a Board quorum was present.

3. Consent Calendar

3.a. Approval of Minutes of the Board of Directors Meeting of March 5, 2025

3.b. Acceptance of Statement of Revenues and Expenses for the Period Ending February 28, 2025

3.c. Awarding a Contract to Auction Exchange, Inc. DBA BAR NONE AUCTION for Auction Services for a Total Not-to-Exceed Amount of \$402,230.00 for a Five-Year Term –
Approved by Resolution No. 2025-11

3.d. Modifying the Project Description for the New Building 200 Project and Adopting an Addendum to the Negative Declaration– *Approved by Resolution No. 2025-12*

Motion/Second: Medina/Canepa

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

Noes: None

Absent: Ratto, Speier

4. Public Comment for Items Not on the Agenda

Geoff Smith, San Carlos, commented on using Dumbarton Corridor funds for electrification.

Wen commented on adding bus stops along Mission Street in San Francisco.

Aleta Dupree, Team Folds, commented on hydrogen buses, interim renewable diesel products, Clipper 2.0, and fare payment systems.

5. Report of the Chair

Chair Gee reported three ad hoc committee meetings met: March 25 Capital Improvement Program (CIP), March 26 Innovative Clean Transit (ICT), and March 28 Governance MOU. Chair Gee reported the Board of Directors will meet on April 9 for a Special Meeting Board Workshop.

6. Report of the General Manager/CEO

6.a. Report of the General Manager/CEO | March 26, 2025

April Chan, General Manager/CEO, stated the report was in the packet and provided the following highlights:

- Metropolitan Transportation Commission (MTC) funding subsidy for Clipper START program. Pilot ending June 30, 2025 with possibilities of making program permanent
- Foster City bus service – staff analyzing to determine any impact to runtimes and existing customer base
- Hosted National Transit Employee Appreciation Day celebrations at the North and South bases
- Women's History Month events – commended and empowered women in transit employee resource group (ERG)
- Response guidelines sent to staff for recent U.S. Immigration and Customs Enforcement (ICE) or law enforcement activity

6.b. Presentation of Awards for Bus Operator and Maintenance Employee of the Year 2024

Elbert Marshall recognized for Bus Operator Employee of the Year 2024, and Uilou Vaka recognized for Maintenance Employee of the Year 2024.

6.c. Presentation of Safety Award

North Base Maintenance and Utilities Team recognized for achieving zero reportable California Division of Occupational Safety and Health (Cal/OSHA) in 2024.

6.d. Monthly New Headquarters Construction Status Update

Kris McGee, Managing Principal, Urban Hive Development, and Joshua Mello, Executive Officer of Planning and Development, provided the presentation that included the following:

- Pricing and schedule risk mitigation through preparation and pricing cap provided by contractor
- Revised drawings were reviewed with City of Millbrae and staff will resubmit drawings for permitting
- Reviewed risk register items and mitigation efforts
- SamTrans to procure contractors for non-tenant improvements

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- City of Millbrae permitting process and drawing reviews
- Budget and on-time schedule

7. Recess to Committee Meetings

The Board meeting recessed to Committee Meetings at 2:39 pm.

8. Reconvene Board of Directors Meeting

Chair Gee reconvened the Board meeting at 4:46 pm.

9. Matters for Board Consideration: Finance Committee

Director Esser led the Board in voting on the following items:

- 9.a. Authorizing an Amendment to On-Call General Engineering Consultant Design Services Contract to Increase the Amount by \$4.7 Million – *Approved by Resolution No. 2025-13***

Motion/Second: Medina/Chuang

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

Noes: None

Absent: Ratto, Speier

- 9.b. Implementation of Caltrain Governance MOU: Authorizing the General Manager/CEO to Execute a Quitclaim Deed in Favor of the Peninsula Corridor Joint Powers Board to Release Interests in Real Property Acquired as Part of the SFO BART Extension Project – *Approved by Resolution No. 2025-14***

Motion/Second: Fraser/Medina

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

Noes: None

Absent: Ratto, Speier

10. Matters for Board Consideration: Legislative Committee

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

- 10.a. Receive Legislative Update and Approve Legislative Proposal Senate Bill 752 (Richardson)**

Motion/Second: Chuang/Esser

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

Noes: None

Absent: Ratto, Speier

- 11. Communications to the Board of Directors** – Available online.
- 12. Board Member Requests/Comments** – There were none.
- 13. Date / Time of Next Regular Meeting:** Wednesday, May 7, 2025 at 2:00 pm at via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.
- 14. General Counsel Report** – There were none.
- 15. Adjourn** – The meeting adjourned at 4:49 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 650-551-6108 or by email to board@samtrans.com.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Board of Directors Special Meeting Board Workshop
DRAFT Minutes of April 9, 2025**

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

Members Absent: M. Fraser, P. Ratto, J. Speier

Staff Present: E. Beach, J. Cassman, A. Chan, D. Covarrubias, K. Jordan Steiner, N. Kramer, M. Kumar, L. Lumina-Hsu, J. Mello, D. Olmeda, D. Santoro, C. Schultz, M. Tolleson, M. Tseng, S. van Hoften

1. Call to Order / Pledge of Allegiance

Chair Jeff Gee called the meeting to order at 9:00 am. Director Esser led the Pledge of Allegiance.

2. Roll Call

District Secretary Margaret Tseng called the roll and confirmed that a Board quorum was present.

3. Discuss Purpose of the Workshop

Chair Gee provided opening remarks and a brief introduction of the items to be discussed.

April Chan, General Manager/CEO, state staff would like to receive Board feedback which will be used in developing the draft budget and the 10-year capital improvement program.

4. District 10 Year Financial Outlook

Kate Jordan Steiner, Chief Financial Officer, and David Covarrubias, Deputy Chief Financial Officer, provided the presentation, which included the following:

- Deficit projected to begin in Fiscal Year (FY) 2027 due to rising operating costs and lower revenue growth
- Operating revenue sources; 70 percent of revenue sources are sales tax
- Fares have not increased since 2016
- Operating expenditures include non-labor increasing at 5.7 percent, labor 5.1 percent, and debt service at 9.0 percent
- Non-labor average annual growth driven by energy 15.8 percent, insurance premiums and claims 10 percent, ADA (paratransit) 4 percent, contract urban bus services (CUB) 3 percent, service and materials 6.3 percent, other expenses 2.0 percent
- Many costs are outside of District's control
- Other upcoming large expenses include zero emissions buses (ZEB) operations and maintenance (O&M) and new headquarters development and moving.

At Risk Funding

- Proposition A and Measure W accounts for approximate 72 percent of District sales tax revenue or about half of District source of funds; Measure W sunsets in 2048; San Mateo County Transportation Authority (TA) Measure A sunsets in 2033
- Reviewed sales tax scenarios of baseline (assumed 1.3 - 1.8 percent annual sales tax revenue growth), scenario 1 replicating 2008 financial housing crash (steep decline in revenue with slow recovery; uses and exhaust all sales tax reserve by FY27), scenario 2 simulating mild recession (half of scenario 1 impact)
- Reviewed operating grants at risk funding of secured, anticipated, low risk, and possible risk
- \$3.8 million funding at risk over next few years
- Paratransit funding is at risk but subject to congressional approval

Addressing Financial Issues: Key Levers and Tradeoffs

- Service and operational changes include optimize schedule (reduce frequency); reduce service hours (late night, evening, midday); and eliminate routes (cut routes or RidePlus which requires Title VI review)
- Reviewed various scenarios for fiscal impact, community/rider impact, and workforce impact
- Fare Adjustments: increase fares (inflation based \$0.05); increase fare (incrementally to \$0.25); increase fares (aggressive to \$0.50); and eliminate Clipper discount
- Labor adjustments: technology to supplemental workload; limit backfills, do not hire vacated roles, and fill only essential roles; and hiring freeze and pause on filling all positions
- Non-labor adjustments: professional services; travel and training; technology investments; streamline utilizes; and energy procurement strategy

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Discussed essential labor roles; reduction equitable and minimize impacts to service and operations
- Workforce labor percentage relative to budget: 50 percent of operating budget, non-labor is 50 percent excluding debt services and obligations to capital
- Furloughs or layoffs not included in matrix for Board consideration: first limit backfills and hiring freeze
- Explore fare and operations that do not impact service
- More details and consideration needed for non-labor
- Capital and federal grants for capital needs; federal grants reduction impact on capital programs
- Debt service for capital; \$240 million debt and debt service included; debt service is an allocation to capital and an obligation

- Tariffs impacts on material costs, stock market, and impact on the District, District assets, and California Public Employees' Retirement System (CalPERS)
- Will have more clarity on tariffs impacts in few weeks; negative impact coming up will be magnified; staff will look into material costs increases
- District investments has no lost in past few weeks due to stock market changes; cannot speak on CalPERS
- Federal administration stance on energy strategy and impact on District's investment in fuel cells and electric buses; explore potential opportunity for changes under current administration
- Staff monitoring innovative clean energy strategy and fuel cell buses investments; energy costs estimate to increase for electricity and hydrogen fuel; hydrogen side disruption potentially coming to California and unknown if funding will be cut; exploring partnerships with hydrogen producers
- Directed encourage staff to develop plans and provide Board plans that address uncertainty and federal administration prerogative
- Bridging \$27 to 30 million when picking all the low choice options only addresses \$8 million; how much spending per value received based on financial spending
- Labor: labor heavy organization; long tenured staff; impacts to retention and recruitment; analysis needed retirement curb and retention curb; impact on backfill; and consideration of District's position in competitive labor market
- Directed staff to bring hard discussions to Board sooner while considering how to effectively and efficiently address large deficit without negative impact to employees and riders
- Flexibility in decision-making process; uncertainty in what is coming financially; make multiple plans; adoptable plans that can be reactive to unforeseen future
- Identifying additional areas that need further study and analyst
- Consideration of District goals and how choices made will effect ridership, such as eliminating discounts or increasing fares
- Return to Board with tradeoffs analysis; how would a hiring freeze impact routes or eliminating discounts impact riders

Facilitated Discussion: Ways to Address Operating Deficit

Bonnie Nelson, Fehr & Peers, led the discussion which included the following:

- Staff travel and training: Reduction, staff perk, investment in staff development
- Explore energy procurement strategies
- Fare increases: which strategy is best fit without impact on riders
- Fare discounts: analysis if discounts drive Clipper adoption and increase ridership
- Service optimization: schedules; reduced hours; route elimination; Reimagine SamTrans; operational changes to optimize El Camino Real route; school route impacts
- Labor: Hiring freeze; limited backfill; furlough; workforce uncertainty; competition for talent; benefit packages; retirement, recruitment, and retention

- Sales tax funding: Strategize the Measure A and Measure W sunset countdown
- Utilities: streamline
- Funding: fiscal cliffs versus fiscal hills; regional funding measure; discussions with other transit agencies; work with Senators and other legislators; create opportunities for new revenue sources
- Overall: impacts on service; return on action items; temporary changes; structural changes

The Board recessed at 10:43 am and reconvened at 10:55 am.

5. District Capital Improvement Plan (CIP) (2026-2035)

Millie Tolleson, Director, Planning, and Chelsea Schultz, Manager, Strategic Planning, provided the presentation, which included the following:

- Internal call for projects resulted in 63 capital project submissions totaling \$1.95 billion; 17 operating project submissions totaling \$355 million

Unconstrained 10-year needs

- Projects presented are ranked based on project classification (mandate, Board priority, strategic plan initiatives, qualitative adjustments)
- Projects assigned to one of six programmatic categories that align with agency goals
- Transition to zero mission fleet (35 percent) and enhancing service (33 percent) have the largest share
- Enhancing service investments to increase mobility and access for SamTrans riders

Proposed fiscally constrained 10-year program

- Utilize existing unallocated and surplus balances
- Leverage \$243 million for total program value \$1.4 billion
- Anticipate funding and grants for big ticket items
- Unallocated is long-term planning, not set in stone, and identifying external funding opportunities
- Board to decide on how to allocate \$243 million to the projects; some funds can be used to address the operating deficit
- Proposed constrained program balances ZEB, state of good repair (SOGR), and customer-facing improvements
- North Base Sea Level Rise Mitigation project estimated \$250 million
- Intentional spending of Measure W funds
- Reviewed key funding and schedule assumptions including project funding with new debt and external funding requirements

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Fleet and building conditions assessment results
- Nimbleness and flexibility of the CIP
- Federal requirements; fleet assessment plan \$70-80 million range; projects incorporated in projects; transit asset management plan
- Upcoming Capital Reserve Policy; draft includes three buckets for capital contingency reserve (\$15 - \$30 million), assets acquisition and grant matching (\$15 - \$20 million); capital maintenance reserve (starting at \$10 million and the appropriate amount to add annually)
- New headquarter building: costs factored into operating side of financial model; capital costs were captured in previous budgets; new costs, such as debt and operation and maintenance, it will need to be budgeted
- Reserve policy will address money for assets
- Board asked for pro forma with 30 year look ahead; information to incorporate in next cycle of CIP

Facilitated Discussion: Confirming Board's Priorities for Capital Funding

Ms. Tolleson and Ms. Nelson led the Board in a Menti Poll which included responding to the prompt, "Rank Your Priorities for Investment Amongst the Six Categories":

- 1st: Maintaining State of Good Repair
- 2nd: Improving Customer Experience
- 3rd: Transitioning to Zero Emission Fleet
- 4th: Investing in Our Organization
- 5th: Enhancing Service
- 6th: Striving for Innovation

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- State of Good Repair: Potential savings can come back and be negative condition of repair; influence workforce in terms of recruitment, maintenance, retention
- ZEB is important and important to deliver bus services; federal government unwilling to invest in ZEB; opportunity to use federal funding to offset costs in other areas
- California mandate of zero emission by 2040 and intervening milestones; bus life span is 12-years; could slow down bus replacements as need to aggressively obtain funding
- Cost of diesel versus clean buses; hydrogen fuel cell bus is \$1.5 million per bus; diesel \$800,000 is per bus; cost of infrastructure and energy sources to support buses
- Need to align with minimum standards for California Air Resources Board (CARB)
- Confirm with CARB if the District's executes fleet replacement, would replacing a clean diesel fleet before the 12-year bus life cycle be required by CARB; scenario allows District to use alternative fleet for its useful life and an extended ramp
- ZEB funding, contract, SOGR, and part of District mission

- Improving customer experience; rider comfort; on-time performance; Wi-Fi; real-time information; elements of rider experience that is addition to bus service
- Continue current provided services; competitive to rideshare services; different populations served (underserved, aging); buses as viable mobility
- Board information for SOGR of fixed assets
- Fund the three reserves first before discussion of funding CIP

Ms. Chan provided closing remarks; staff will provide a draft budget at next regular Board meeting; look deeply into spending in different categories: Reimagine SamTrans, mobility services to residents, workforce to support SamTrans services and efforts; and to embark and be good stewards of money the public has entrusted in the District.

6. Adjourn – The meeting adjourned at 12:18 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 650-551-6108 or by email to board@samtrans.com.

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Accept Statement of Revenues and Expenses for the Period Ending
March 31, 2025**

Action

Staff proposes that the Board accept and enters into the record the Statement of Revenues and Expenses for the period ending March 31, 2025, including the supplemental information.

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through March 31, 2025. The columns have been designed to provide an easy comparison of current year-to-date actuals to year-to-date budget, including dollar and percentage variances.

Revenues:

As of March 31, 2025, revenues were \$261.9 million as compared to \$272.8 million of the adopted budget, resulting in an unfavorable variance of \$10.9 million (4.0 percent).

This unfavorable variance was driven by:

- Operating Grants was \$2.8 million as compared to the adopted budget of \$3.6 million, resulting in an unfavorable variance of \$0.7 million (20.5 percent). The City/County Association of Government of San Mateo County (C/CAG) grant is anticipated to be received in Quarter 4.
- District Sales Tax was \$85.1 million as compared to the adopted budget of \$88.7 million, resulting in an unfavorable variance of \$3.6 million (4.0 percent).
- Measure W Sales Tax was \$42.6 million as compared to the adopted budget of \$44.3 million, resulting in an unfavorable variance of \$1.8 million (4.0 percent).

Sales tax receipts continue to show unfavorable trends, and our vendor has adjusted the year-end forecast downward. The latest sales tax forecast for District Sales Tax and Measure W is a 1.0–2.0 percent decline from FY2024 actuals. Staff will update the upcoming forecast to incorporate this information and continue to monitor trends closely.

The unfavorable variances were partially offset by the favorable variances in the following:

- Investment Income was \$19.0 million as compared to the adopted budget of \$10.0 million, resulting in a favorable variance of \$9.0 million (90.0 percent). This is driven by a one-time receipt of \$2.7 million in November 2024 associated with the maturity of an asset in addition to higher interest rates.
- Other Interest, Rent & Other Income was \$8.5 million compared to the adopted budget of \$7.1 million, resulting in a favorable variance of \$1.4 million (19.9 percent). This was primarily driven by a one-time \$0.4 million referral fee payment from CBRE and \$0.6 million for Reserves for Future Dumbarton Maintenance of Way.

Expenses:

As of March 31, 2025, expenses were \$277.5 million as compared to \$290.6 million of the adopted budget, resulting in a favorable variance of \$13.0 million (4.5 percent).

This favorable variance was primarily driven by the following:

- Motor Bus was \$153.7 million as compared to \$159.4 million of the adopted budget, resulting in a favorable variance of \$5.7 million (3.6 percent). These savings are mainly due to timing and are expected to resolve by the end of the fiscal year. The drivers of the interim savings are consultant services, technical services including security, software, and property maintenance. This favorable variance is expected to continue through FY25 year-end.
- American Disabilities Act Programs was \$16.9 million as compared to \$18.2 million of the adopted budget, resulting in a favorable variance of \$1.3 million (7.5 percent). These savings are primarily due to less service than anticipated in American Disabilities Act Coastside and due to greater efficiency in newer fleet (less gasoline) and less needs for parts and maintenance. This variance is expected to align closer with budget by year-end.
- Other Multi-Modal Programs was \$5.2 million as compared to \$6.2 million of the adopted budget, resulting in a favorable variance of \$1.0 million (16.7 percent). This favorable variance is expected to continue through FY25 year-end, mainly driven by savings in SamTrans shuttle service due to reduced demand, lower than anticipated incentive expenses, and fuel surcharge savings.

The savings were partially offset by an increased allocation to reserves.


- The reserve allocation for Measure W Capital Allocation was \$16.4 million, exceeding the \$6.9 million budget by \$9.5 million (137.6 percent). This variance is due to timing, as Measure W receipts have outpaced expenses year-to-date. The higher reserve allocation ensures funds are retained for future eligible expenses and is expected to align with the budget as the year progresses and additional expenses are incurred.


Other Information: The Agency accounts for revenues and expenses on a modified accrual basis (only material revenues and expenses are accrued) on the monthly financial statement. As such, the variance between the current year's actual and the budget may show noticeable variances due to the timing of expenses.


Budget Impact

Acceptance of the March 2025 Statement of Revenues and Expenses has no budget impact.


Prepared By:	Jessica Wong	Financial Reporting Accountant	650-551-6180
	Annie To	Director, Accounting	650-622-7890

	SAN MATEO COUNTY TRANSIT DISTRICT SUMMARY OF REVENUES AND EXPENSES FISCAL YEAR 2025 AS OF MARCH 31, 2025					(In thousands)
	YEAR-TO-DATE MARCH				ANNUAL	
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	
OPERATING REVENUES						
Operating Revenues						
Passenger Fares	\$ 10,145	\$ 9,985	\$ (160)	(1.6%)	\$ 13,251	
Local TDA and STA Funds	56,374	56,374	-	0.0%	76,287	
Operating Grants	3,574	2,841	(733)	(20.5%)	5,016	
SMCTA Measure A	3,549	3,549	-	0.0%	4,720	
Subtotal - Operating Revenues	73,642	72,748	(894)	(1.2%)	99,275	
Other Revenue Sources						
District Sales Tax	88,660	85,103	(3,556)	(4.0%)	117,823	
Measure W Sales Tax	44,307	42,554	(1,753)	(4.0%)	58,912	
Investment Income	9,988	18,977	8,989	90.0%	14,335	
Other Interest, Rent & Other Income	7,102	8,511	1,410	19.9%	9,274	
Due from PCJPB, SMCTA & SAMTR Capital W&B	49,111	34,037	(15,074)	(30.7%)	65,481	
Subtotal - Other Revenues	199,167	189,182	(9,985)	(5.0%)	265,825	
TOTAL REVENUES	\$ 272,809	\$ 261,930	\$ (10,878)	(4.0%)	\$ 365,099	
OPERATING EXPENSES						
PCJPB, SMCTA & SAMTR Capital W&B	49,111	34,037	15,074	30.7%	65,481	
Motor Bus	159,402	153,698	5,704	3.6%	216,860	
American Disabilities Act Programs	18,225	16,866	1,359	7.5%	24,944	
Other Multi-Modal Programs	6,244	5,202	1,042	16.7%	8,646	
Total Operating Expenses	232,982	209,804	23,178	9.9%	315,930	
Sales Tax Allocation - Capital Program						
District Sales Tax Capital	27,478	27,478	-	0.0%	36,638	
Measure W Sales Tax Capital	19,839	19,839	-	0.0%	26,452	
Reserves for Future Measure W Capital Allocation	6,885	16,362	(9,476)	(137.6%)	9,180	
Total Sales Tax Allocation - Capital Program	54,202	63,679	(9,476)	(17.5%)	72,270	
Total Debt Service	3,374	3,400	(26)	(0.8%)	19,138	
Operating Reserve	-	-	-	-	516	
Sales Tax Stabilization Fund	-	-	-	-	134	
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	-	628	628	100.0%	-	
Total Reserves	-	628	628	-	650	
TOTAL EXPENSES	\$ 290,558	\$ 277,510	\$ 13,048	4.5%	\$ 407,988	
SURPLUS/(DEFICIT)	(17,749)	(15,580)	2,169	12.2%	(42,888)	
Draw from Prior Years' Surplus	-	-	-	-	42,888	
ADJUSTED SURPLUS/(DEFICIT)	\$ (17,749)	\$ (15,580)	\$ 2,169	12.2%	-	

	SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2025 AS OF MARCH 31, 2025					(In thousands)
	YEAR-TO-DATE MARCH				ANNUAL	
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	
REVENUES						
OPERATING REVENUES - MOTOR BUS						
Passenger Fares	\$ 9,688	\$ 9,732	\$ 44	0.5%	\$ 12,653	
Local Transportation Development Act (TDA) Transit Fund	42,842	42,842	-	0.0%	57,722	
State Transit Assistance (STA)	10,287	10,287	-	0.0%	14,160	
Operating Grants	901	208	(693)	(76.9%)	1,280	
Sales Tax Revenue	71,088	65,305	(5,783)	(8.1%)	96,363	
Measure W Sales Tax	12,679	3,551	(9,128)	(72.0%)	17,993	
Investment Interest Income	9,304	18,186	8,882	95.5%	13,401	
TOTAL OPERATING REVENUES	156,790	150,112	(6,678)	(4.3%)	213,572	
OTHER REVENUE SOURCES:						
Rental Income	1,416	2,185	769	54.3%	1,888	
Advertising Income	757	575	(182)	(24.0%)	770	
Other Income	439	826	387	88.2%	630	
TOTAL OTHER REVENUES	2,612	3,587	975	37.3%	3,288	
TOTAL REVENUES - MOTOR BUS	\$ 159,402	\$ 153,698	\$ (5,704)	(3.6%)	\$ 216,860	
AMERICAN DISABILITIES ACT:						
Passenger Fares Redi-Wheels	457	253	(204)	(44.7%)	598	
Local Transportation Development Act (TDA) 4.5 Redi-Wheels	2,271	2,271	-	0.0%	3,064	
Local State Transit Assistance (STA) - Paratransit	973	973	-	0.0%	1,341	
Operating Grants	2,673	2,633	(40)	(1.5%)	3,737	
Sales Tax Revenue - American Disabilities Act	3,241	2,803	(438)	(13.5%)	4,578	
Measure W Sales Tax - American Disabilities Act	3,477	2,803	(675)	(19.4%)	4,771	
Interest Income - Paratransit Fund	684	790	107	15.6%	934	
SMCTA Measure A Redi-Wheels	3,549	3,549	-	0.0%	4,720	
Measure M Paratransit	900	792	(108)	(12.0%)	1,200	
TOTAL ADA PROGRAMS	\$ 18,225	\$ 16,866	\$ (1,359)	(7.5%)	\$ 24,944	
MULTI-MODAL TRANSIT PROGRAMS:						
Employer SamTrans Shuttle Funds	3,453	3,359	(94)	(2.7%)	4,604	
Dumbarton Rental Income	137	146	9	6.7%	182	
Sales Tax Revenue - General Operating Assistance	2,654	1,697	(957)	(36.0%)	3,860	
TOTAL MULTI-MODAL PROGRAMS	\$ 6,244	\$ 5,202	\$ (1,042)	(16.7%)	\$ 8,646	
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	-	628	628	100.0%	00	
Unapplied District Sales Tax	11,676	15,298	3,622	31.0%	13,022	
Unapplied Measure W Sales Tax	28,151	36,200	8,050	28.6%	36,147	
Due from PCJPB, SMCTA & SAMTR Capital W&B	49,111	34,037	(15,074)	(30.7%)	65,481	
TOTAL REVENUES	\$ 272,809	\$ 261,930	\$ (10,878)	(4.0%)	\$ 365,099	

		SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2025 AS OF MARCH 31, 2025					(In thousands)		
EXPENSES	YEAR-TO-DATE MARCH					ANNUAL			
			\$	%					
	BUDGET	ACTUAL	VARIANCE	VARIANCE	BUDGET				
DISTRICT OPERATED BUSES									
Services:									
Motor Bus Wages & Benefits	\$	84,026	\$	83,803	\$	224	0.3%	\$	114,044
Board of Directors		106		134		(28)	(26.7%)		142
Contracted Vehicle Maintenance		964		529		435	45.1%		1,352
Property Maintenance		2,260		1,578		681	30.2%		3,038
Professional Services		5,503		3,364		2,140	38.9%		7,826
Technical Services		10,484		8,977		1,507	14.4%		14,874
Other Services		3,884		3,592		292	7.5%		5,401
Materials & Supplies:									
Fuel and Electricity*		4,065		4,091		(26)	(0.6%)		5,557
Bus Parts and Materials		2,740		3,213		(473)	(17.3%)		3,649
Uniforms and Driver Expense		637		375		262	41.1%		851
Timetables and Tickets		132		80		52	39.2%		176
Office Supplies / Printing		585		568		18	3.0%		772
Other Materials and Supplies		141		165		(24)	(16.9%)		188
Utilities:									
Telephone		575		689		(114)	(19.8%)		767
Other Utilities		1,479		1,635		(156)	(10.6%)		1,983
Insurance									
Claims Reserves and Payments		2,893		2,932		(38)	(1.3%)		3,906
Workers Compensation		2,900		3,403		(503)	(17.3%)		3,600
Taxes and License Fees		2,877		2,467		409	14.2%		3,835
Leases and Rentals		417		552		(135)	(32.4%)		581
Promotional and Legal Advertising		182		248		(66)	(36.1%)		242
Training and Business Travel		807		314		493	61.1%		1,098
Dues and Membership		961		521		439	45.7%		1,359
Postage and Other		226		145		81	35.8%		304
		169		90		78	46.4%		225
TOTAL DISTRICT OPERATED BUSES	\$	129,012	\$	123,465	\$	5,547	4.3%	\$	175,772
CONTRACTED BUS SERVICES									
Contracted Urban Bus Service		23,279		21,141		2,138	9.2%		31,226
Coastside Services		2,060		1,943		118	5.7%		2,888
SamCoast		288		474		(186)	(64.4%)		420
La Honda - Pescadero		39		35		4	10.8%		53
Microtransit		2,490		2,321		169	6.8%		3,436
Contracted Urban Bus (CUB) Related Wages & Benefits		616		597		19	3.1%		861
Contracted Urban Bus (CUB) Related Other Support		228		201		27	11.7%		345
Contracted Urban Bus (CUB) Insurance		1,389		1,371		18	1.3%		1,860
Contracted Urban Bus (CUB) Claims Reserves & Payments		-		2,150		(2,150)	(100.0%)		-
TOTAL CONTRACTED BUS SERVICE	\$	30,390	\$	30,233	\$	156	0.5%	\$	41,088
TOTAL EXPENSES - MOTOR BUS	\$	159,402	\$	153,698	\$	5,704	3.6%	\$	216,860

*Fuel and Electricity costs were increased by a realized loss of \$177,000 from the fuel hedge program.

	<p align="center">SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2025 AS OF MARCH 31, 2025</p> <p align="right">(In thousands)</p>				
EXPENSES	YEAR-TO-DATE MARCH				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
AMERICAN DISABILITY ACT PROGRAMS					
Elderly & Disabled/Redi-Wheels	\$ 7,698	\$ 7,523	\$ 175	2.3%	\$ 10,506
American Disabilities Act Sedans / Taxi Service	2,198	2,090	108	4.9%	3,000
American Disabilities Act Coastside	2,330	2,034	296	12.7%	3,256
American Disabilities Act Related Wages & Benefits	2,603	2,395	208	8.0%	3,589
American Disabilities Act Related Other Support	2,210	1,750	461	20.8%	2,982
American Disabilities Act Insurance	1,185	1,152	33	2.8%	1,610
American Disabilities Act Claims Reserves & Payments	-	(78)	78	0.0%	-
TOTAL AMERICAN DISABILITIES ACT PROGRAMS	\$ 18,225	\$ 16,866	\$ 1,359	7.5%	\$ 24,944
MULTI-MODAL TRANSIT PROGRAMS					
SamTrans Shuttle Service	5,442	4,613	829	15.2%	7,505
Shuttle Related Wages & Benefits	198	210	(12)	(6.1%)	268
Dumbarton Maintenance of Way	137	146	(9)	(6.7%)	182
Maintenance Multimodal Facilities	468	234	234	50.0%	691
TOTAL MULTI-MODAL PROGRAMS	\$ 6,244	\$ 5,202	\$ 1,042	16.7%	\$ 8,646
PCJPB, SMCTA & SAMTR Capital W&B	49,111	34,037	15,074	30.7%	65,481
TOTAL OPERATING EXPENSES	\$ 232,982	\$ 209,804	\$ 23,178	9.9%	\$ 315,930
Sales Tax Allocation - Capital Program					
District Sales Tax Capital	27,478	27,478	-	0.0%	36,638
Measure W Sales Tax Capital	19,839	19,839	-	0.0%	26,452
Reserves for Future Measure W Capital Allocation	6,885	16,362	(9,476)	(137.6%)	9,180
Total Sales Tax Allocation - Capital Program	\$ 54,202	\$ 63,679	\$ (9,476)	(17.5%)	\$ 72,270
Total Debt Service	3,374	3,400	(26)	(0.8%)	19,138
Operating Reserve	-	-	-	-	516
Sales Tax Stabilization Fund	-	-	-	-	134
Unapplied Dumbarton Rental Income for Future Dumbarton M	-	628	628	100.0%	-
Total Reserves	-	628	628	-	650
TOTAL EXPENSES	\$ 290,558	\$ 277,510	\$ 13,048	4.5%	\$ 277,510

**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: **Accept Quarterly Investment Report**

Action

Staff proposes that the Board accept and enter into the record the Quarterly Investment Report for the quarter ending March 31, 2025.

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 California State law to submit quarterly investment reports to the Board of Directors within 45 days of the end of each quarter. The report provides transparency and accountability in managing public funds by detailing the investment portfolio's composition, performance, and compliance with legal and policy requirements. For March 31, 2025, the report includes:

- Types, issuers, maturity dates, and amounts of investments.
- Descriptions of funds managed by contracted parties.
- Current market values for all securities as of March 31, 2025.
- Compliance with the Investment Policy and California Government Code.
- Certification of the District's ability to meet its six-month expenditure requirements.

Portfolio Balances and Performance Highlights:

The District's total investment portfolio, valued at \$544.1 million, is divided into two segments:

1. Investment Portfolio managed by PFM Asset Management LLC (\$226.2 million).
2. Liquidity Portfolio, managed by the District staff, composed of short-term investments such as Local Agency Investment Fund (LAIF), money market funds, and other liquid assets.

During the quarter, the portfolio earned \$5.5 million in interest income, with \$1.8 million generated from managed holdings.

Market Conditions:

Federal Reserve Actions:

- In its March 2025 meeting, the Federal Reserve maintained the federal funds rate within the 4.25-4.5 percent range, signaling a cautious approach due to persistent inflationary pressures. The Federal Reserve's March 2025 projections estimate real gross domestic product (GDP) growth at 1.7 percent for the calendar year, a downward revision from the previous 2.1 percent estimate.

Market and Economic Indicators:

- The 10-year Treasury yield fluctuated during Fiscal Year (FY) 2025 Quarter 3 (Q3), reaching a high of approximately 4.79 percent in mid-January and closing at 4.23 percent on March 31, 2025.

Labor Market and Consumer Spending:

- In the quarter ended March 31, 2025, United States private-sector employers added 155,000 jobs; The unemployment rate ticked slightly higher to end the quarter at 4.2 percent.
- The unemployment rate is projected to rise to 4.4 percent by the end of 2025, up from earlier estimates of 4.3 percent.
- Inflation and Tariffs: Persistent inflation and concerns over new tariffs have been influencing consumer confidence and spending behaviors. The National Retail Federation (NRF) projects a slowdown in retail sales growth for the Calendar Year 2025, forecasting an increase between 2.7 percent and 3.7 percent, compared to a 3.6 percent rise in 2024.
- The District's portfolio is comprised of high quality fixed income securities and has, overall, benefited from the recent market movement and reaction to the tariff announcement, as higher prices on fixed-income securities result in higher market values on the portfolio's existing holdings.
 - o Month to date, through April 7, 2025, the market value of the portfolios has increased by approximately \$200,000, as the yield to maturity at market has fallen from 4.27 percent (as of March 31, 2025) to 4.11 percent (as of April 7, 2025) given the recent flight-to-quality and subsequent fall in rates.

Portfolio Compliance

The District's investment portfolio complies with the Investment Policy and relevant California Government Code provisions. Managed holdings' valuations were sourced from ICE Data Services, while liquidity holdings are valued at book value, consistent with their short-term nature. The District also certifies its ability to meet expenditure requirements for the next six months.

Prepared By: 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 MARCH 31, 2025

CUSIP	ABS	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
02007NAC2	ALLYA 2024-2 A3	570,000	07/16/2029	569,941	567,167	568,216
02007NAC2	ALLYA 2024-2 A3	90,000	07/16/2029	89,991	89,553	89,718
02582JJZ4	AMXCA 2023-1 A	680,000	05/15/2026	679,940	683,774	685,246
02582JJZ4	AMXCA 2023-1 A	105,000	05/15/2026	104,991	105,583	105,810
02582JKH2	AMXCA 2024-1 A	1,610,000	04/16/2029	1,609,670	1,639,817	1,643,560
02582JKH2	AMXCA 2024-1 A	245,000	04/16/2029	244,950	249,537	250,107
05522RDG0	BACCT 2023-1 A	610,000	05/15/2026	609,862	612,751	614,050
05522RDG0	BACCT 2023-1 A	95,000	05/15/2026	94,978	95,428	95,631
05522RDH8	BACCT 2023-2 A	640,000	11/16/2026	639,914	646,656	648,073
05522RDH8	BACCT 2023-2 A	100,000	11/16/2026	99,987	101,040	101,261
05522RDJ4	BACCT 2024-1 A	1,565,000	05/15/2029	1,564,912	1,585,486	1,588,915
05522RDJ4	BACCT 2024-1 A	230,000	05/15/2029	229,987	233,011	233,515
14041NGE5	COMET 2024-1 A	1,675,000	09/17/2029	1,674,673	1,664,414	1,667,332
14041NGE5	COMET 2024-1 A	265,000	09/17/2029	264,948	263,325	263,787
14044CAC6	COPAR 2021-1 A3	49,116	09/15/2026	49,115	48,845	48,862
14044CAC6	COPAR 2021-1 A3	8,542	09/15/2026	8,542	8,495	8,498
14318MAD1	CARMX 2022-3 A3	575,172	04/15/2027	575,158	573,676	574,691
14318MAD1	CARMX 2022-3 A3	91,186	04/15/2027	91,184	90,949	91,110
161571HT4	CHAIT 2023-1 A	1,450,000	09/15/2028	1,449,598	1,466,429	1,469,754
161571HT4	CHAIT 2023-1 A	220,000	09/15/2028	219,939	222,493	222,997
161571HV9	CHAIT 241 A	1,565,000	01/16/2029	1,564,762	1,573,889	1,577,089
161571HV9	CHAIT 241 A	240,000	01/16/2029	239,963	241,363	241,854
254683CZ6	DCENT 2023-2 A	1,255,000	06/15/2028	1,254,830	1,263,735	1,266,485
254683CZ6	DCENT 2023-2 A	190,000	06/15/2028	189,974	191,322	191,739
31680EAD3	FITAT 2023-1 A3	1,265,000	08/15/2028	1,264,922	1,276,132	1,279,241
31680EAD3	FITAT 2023-1 A3	195,000	08/15/2028	194,988	196,716	197,195
344928AD8	FORDO 2023-A A3	401,455	02/15/2028	401,413	402,021	402,851
344928AD8	FORDO 2023-A A3	59,791	02/15/2028	59,785	59,875	59,999
34535KAD0	FORDO 2025-A A3	1,445,000	10/15/2029	1,444,860	1,448,974	1,450,045
34535KAD0	FORDO 2025-A A3	230,000	10/15/2029	229,978	230,633	230,803
362554AC1	GMCAR 2021-4 A3	39,701	09/16/2026	39,700	39,493	39,504
362554AC1	GMCAR 2021-4 A3	6,703	09/16/2026	6,703	6,668	6,670
437918AC9	HAROT 2024-1 A3	1,065,000	08/15/2028	1,064,954	1,075,203	1,077,669
437918AC9	HAROT 2024-1 A3	165,000	08/15/2028	164,993	166,581	166,963
438123AC5	HAROT 2023-4 A3	310,000	06/21/2028	309,945	313,736	314,224
438123AC5	HAROT 2023-4 A3	45,000	06/21/2028	44,992	45,542	45,613
43813YAC6	HAROT 2024-3 A3	1,155,000	03/21/2029	1,154,819	1,159,816	1,161,283
43813YAC6	HAROT 2024-3 A3	185,000	03/21/2029	184,971	185,771	186,006
43815GAC3	HAROT 2021-4 A3	23,541	01/21/2026	23,536	23,461	23,466
43815GAC3	HAROT 2021-4 A3	4,350	01/21/2026	4,349	4,335	4,336

44935CAD3	HART 2025-A A3	1,170,000	10/15/2029	1,169,827	1,168,619	1,171,287
44935CAD3	HART 2025-A A3	185,000	10/15/2029	184,973	184,782	185,204
65479UAD0	NAROT 2024-A A3	1,470,000	12/15/2028	1,469,863	1,487,802	1,491,251
65479UAD0	NAROT 2024-A A3	215,000	12/15/2028	214,980	217,604	218,108
89237QAD2	TAOT 2024-C A3	755,000	03/15/2029	755,000	761,183	762,821
89237QAD2	TAOT 2024-C A3	120,000	03/15/2029	120,000	120,983	121,243
92348KDY6	VZMT 2025-3 A1A	1,510,000	03/20/2030	1,509,935	1,510,000	1,510,189
92348KDY6	VZMT 2025-3 A1A	225,000	03/20/2030	224,990	225,000	225,028
92868KAC7	VALET 2021-1 A3	8,899	06/22/2026	8,899	8,883	8,886
92868KAC7	VALET 2021-1 A3	1,494	06/22/2026	1,494	1,491	1,492
92868MAD1	VALET 2025-1 A3	1,190,000	08/20/2029	1,189,960	1,193,570	1,194,463
92868MAD1	VALET 2025-1 A3	190,000	08/20/2029	189,994	190,570	190,713
92970QAA3	WFCIT 2024-1 A	1,800,000	02/15/2029	1,799,511	1,821,690	1,825,642
92970QAA3	WFCIT 2024-1 A	275,000	02/15/2029	274,925	278,314	278,918
92970QAE5	WFCIT 2024-2 A	890,000	10/15/2029	889,868	889,804	891,501
92970QAE5	WFCIT 2024-2 A	140,000	10/15/2029	139,979	139,969	140,236
98163KAC6	WOART 2021-D A3	41,196	10/15/2026	41,191	41,056	41,071
98163KAC6	WOART 2021-D A3	6,989	10/15/2026	6,988	6,965	6,967
---	---	30,913,134	12/29/2028	30,909,091	31,101,978	31,159,183

CUSIP	AGCY BOND	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000	04/14/2025	995,040	998,660	1,000,979
3130AJHU6	FEDERAL HOME LOAN BANKS	275,000	04/14/2025	273,636	274,632	275,269
3130AK5E2	FEDERAL HOME LOAN BANKS	550,000	09/04/2025	548,350	540,815	540,970
3130AK5E2	FEDERAL HOME LOAN BANKS	115,000	09/04/2025	114,655	113,080	113,112
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000	04/22/2025	997,940	997,820	1,000,580
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000	04/22/2025	274,434	274,401	275,160
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000	06/17/2025	997,930	991,810	993,254
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000	06/17/2025	274,431	272,748	273,145
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000	08/25/2025	1,293,916	1,280,019	1,280,507
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000	08/25/2025	273,713	270,773	270,876
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000	11/07/2025	1,195,704	1,172,772	1,175,172
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000	11/07/2025	274,016	268,760	269,310
3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000	07/21/2025	1,592,032	1,581,104	1,582,271
3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000	07/21/2025	348,257	345,867	346,122
3137EAEEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000	09/23/2025	1,296,087	1,275,820	1,275,928
3137EAEEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000	09/23/2025	548,345	539,770	539,816
---	---	11,340,000	07/28/2025	11,298,484	11,198,849	11,212,471

CUSIP	CASH	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
CCYUSD	Receivable	31,156	03/31/2025	31,156	31,156	31,156
CCYUSD	Receivable	23,564	03/31/2025	23,564	23,564	23,564

CCYUSD	Receivable	4,215	03/31/2025	4,215	4,215	4,215
CCYUSD	Cash	108,068,568	03/31/2025	108,068,568	108,068,568	108,068,568
CCYUSD	Receivable	108,127,502	03/31/2025	108,127,502	108,127,502	108,127,502

CUSIP	CD	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
65558UYF3	Nordea ABP - New York Branch	400,000	11/03/2025	400,000	403,016	412,171
89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000	10/27/2025	2,500,000	2,519,150	2,580,594
89115B6K1	Toronto-Dominion Bank - New York Branch	400,000	10/27/2025	400,000	403,064	412,895
---	---	3,300,000	10/28/2025	3,300,000	3,325,230	3,405,661

CUSIP	CORP	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
009158BH8	AIR PRODUCTS AND CHEMICALS INC	1,225,000	02/08/2029	1,223,371	1,234,947	1,243,243
009158BH8	AIR PRODUCTS AND CHEMICALS INC	180,000	02/08/2029	179,761	181,462	182,681
023135CE4	AMAZON.COM INC	880,000	04/13/2025	878,601	879,534	891,854
023135CE4	AMAZON.COM INC	130,000	04/13/2025	129,793	129,931	131,751
02665WFQ9	AMERICAN HONDA FINANCE CORP	1,400,000	09/05/2029	1,398,320	1,380,722	1,385,171
02665WFQ9	AMERICAN HONDA FINANCE CORP	225,000	09/05/2029	224,730	221,902	222,617
037833DT4	APPLE INC	1,000,000	05/11/2025	1,026,120	996,160	1,000,535
037833DT4	APPLE INC	700,000	05/11/2025	718,249	697,312	700,375
037833DT4	APPLE INC	1,000,000	05/11/2025	1,002,010	996,160	1,000,535
037833DT4	APPLE INC	275,000	05/11/2025	275,553	273,944	275,147
04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000	03/03/2028	1,297,374	1,321,736	1,326,665
04636NAF0	ASTRAZENECA FINANCE LLC	200,000	03/03/2028	199,596	203,344	204,102
05565EBW4	BMW US CAPITAL LLC	850,000	08/12/2026	849,745	813,765	815,211
05565EBW4	BMW US CAPITAL LLC	150,000	08/12/2026	149,955	143,606	143,861
06051GFS3	BANK OF AMERICA CORP	800,000	08/01/2025	907,952	798,160	803,327
06051GJD2	BANK OF AMERICA CORP	1,100,000	06/19/2026	1,105,049	1,092,135	1,096,246
06051GJD2	BANK OF AMERICA CORP	200,000	06/19/2026	200,918	198,570	199,317
06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000	01/26/2027	2,694,006	2,597,643	2,607,637
06406RBA4	BANK OF NEW YORK MELLON CORP	425,000	01/26/2027	424,057	408,888	410,461
084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000	03/15/2027	2,649,348	2,610,522	2,613,282
084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000	03/15/2027	392,496	386,744	387,153
09290DAA9	BLACKROCK INC	175,000	03/14/2029	174,683	177,674	178,062
09290DAA9	BLACKROCK INC	1,675,000	03/14/2029	1,675,821	1,700,594	1,704,312
09290DAA9	BLACKROCK INC	25,000	03/14/2029	24,955	25,382	25,437
09290DAA9	BLACKROCK INC	250,000	03/14/2029	250,123	253,820	254,375
14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000	01/08/2027	1,343,183	1,293,003	1,298,294
14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000	01/08/2027	198,990	191,556	192,340
166764BW9	CHEVRON CORP	900,000	05/11/2025	934,353	897,012	902,451
17252MAP5	CINTAS NO 2 CORP	390,000	05/01/2025	389,914	389,548	395,154
17252MAP5	CINTAS NO 2 CORP	60,000	05/01/2025	59,987	59,930	60,793
17275RBR2	CISCO SYSTEMS INC	1,485,000	02/26/2029	1,484,480	1,511,507	1,518,509
17275RBR2	CISCO SYSTEMS INC	215,000	02/26/2029	214,925	218,838	219,852
17325FBB3	CITIBANK NA	2,600,000	09/29/2028	2,587,104	2,707,822	2,708,660

17325FBB3	CITIBANK NA	400,000	09/29/2028	398,016	416,588	416,717
24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000	07/14/2028	1,309,932	1,326,312	1,340,076
24422EXB0	JOHN DEERE CAPITAL CORP	200,000	07/14/2028	201,528	204,048	206,166
437076CM2	HOME DEPOT INC	140,000	04/15/2025	139,755	139,894	141,637
437076CM2	HOME DEPOT INC	20,000	04/15/2025	19,965	19,985	20,234
459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000	07/27/2025	1,300,000	1,297,517	1,306,761
459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000	07/27/2025	200,000	199,618	201,040
46625HMN7	JPMORGAN CHASE & CO	450,000	07/15/2025	509,648	449,087	452,792
539830BZ1	LOCKHEED MARTIN CORP	205,000	05/15/2028	204,631	205,955	209,402
539830BZ1	LOCKHEED MARTIN CORP	30,000	05/15/2028	29,946	30,140	30,644
571676AY1	MARS INC	400,000	03/01/2030	399,568	402,288	403,301
571676AY1	MARS INC	65,000	03/01/2030	64,930	65,372	65,536
58933YBH7	MERCK & CO INC	515,000	05/17/2028	514,583	513,486	521,250
58933YBH7	MERCK & CO INC	80,000	05/17/2028	79,935	79,765	80,971
61747YET8	MORGAN STANLEY	1,300,000	07/17/2026	1,300,000	1,299,727	1,312,230
61747YET8	MORGAN STANLEY	200,000	07/17/2026	200,000	199,958	201,882
63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000	06/15/2025	219,941	219,415	221,650
63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000	06/15/2025	34,991	34,907	35,262
63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	540,000	06/15/2029	560,920	551,345	559,534
63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	860,000	06/15/2029	893,764	878,069	891,110
63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	80,000	06/15/2029	83,099	81,681	82,894
63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	120,000	06/15/2029	124,711	122,521	124,341
87612EBM7	TARGET CORP	240,000	01/15/2027	239,592	231,000	231,988
87612EBM7	TARGET CORP	35,000	01/15/2027	34,941	33,688	33,832
89236TLL7	TOYOTA MOTOR CREDIT CORP	575,000	01/05/2029	574,241	577,938	584,326
89236TLL7	TOYOTA MOTOR CREDIT CORP	775,000	01/05/2029	773,938	778,960	787,569
89236TLL7	TOYOTA MOTOR CREDIT CORP	115,000	01/05/2029	114,842	115,588	116,865
89236TLL7	TOYOTA MOTOR CREDIT CORP	85,000	01/05/2029	84,888	85,434	86,379
90327QD89	USAA CAPITAL CORP	1,255,000	05/01/2025	1,250,896	1,253,695	1,271,343
90327QD89	USAA CAPITAL CORP	200,000	05/01/2025	199,346	199,792	202,605
91324PEC2	UNITEDHEALTH GROUP INC	1,150,000	05/15/2026	1,147,999	1,110,486	1,115,482
91324PEC2	UNITEDHEALTH GROUP INC	200,000	05/15/2026	199,652	193,128	193,997
931142FB4	WALMART INC	930,000	04/15/2028	928,289	926,038	942,763
931142FB4	WALMART INC	140,000	04/15/2028	139,742	139,404	141,921

---	---	41,525,000	06/16/2027	41,743,747	41,376,698	41,633,905
-----	-----	------------	------------	------------	------------	------------

CUSIP	FHLMC	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
3132CWMM3	FH SB0364	663,821	06/01/2035	715,267	641,888	643,824
3132CWMM3	FH SB0364	123,215	06/01/2035	132,764	119,144	119,503
3133L7LB1	FH RC1222	750,062	12/01/2034	806,316	726,720	728,908
3133L7LB1	FH RC1222	135,011	12/01/2034	145,137	130,810	131,203
3133L9AJ2	FH RC2709	812,140	09/01/2037	797,420	806,065	809,111
3133L9AJ2	FH RC2709	131,685	09/01/2037	129,299	130,700	131,194
3137H8B42	FHMS K-J40 A1	795,424	06/25/2028	795,414	780,756	783,010
3137H8B42	FHMS K-J40 A1	132,571	06/25/2028	132,569	130,126	130,502

3137H8H79	FHMS K-J41 A1	1,576,553	01/25/2029	1,576,534	1,530,455	1,534,576
3137H8H79	FHMS K-J41 A1	262,759	01/25/2029	262,756	255,076	255,763
3137H92N8	FHMS K-J42 A1	972,230	07/25/2029	972,193	959,718	962,879
3137H92N8	FHMS K-J42 A1	162,772	07/25/2029	162,765	160,677	161,206
3137H9MM8	FHMS K-J43 A1	1,474,257	12/25/2028	1,474,232	1,473,254	1,474,330
3137H9MM8	FHMS K-J43 A1	225,234	12/25/2028	225,230	225,081	225,245
3137H9QT9	FHMS K-J44 A1	1,657,522	01/25/2029	1,657,471	1,662,462	1,668,758
3137H9QT9	FHMS K-J44 A1	253,233	01/25/2029	253,225	253,987	254,949
3137HA4K9	FHMS K-J45 A1	1,597,232	11/25/2028	1,597,229	1,603,237	1,609,167
3137HA4K9	FHMS K-J45 A1	244,022	11/25/2028	244,021	244,939	245,845
3137HACX2	FHMS K-505 A2	1,800,000	06/25/2028	1,817,978	1,825,596	1,832,825
3137HACX2	FHMS K-505 A2	275,000	06/25/2028	277,747	278,911	280,015
3137HAD45	FHMS K-J46 A1	1,431,158	06/25/2028	1,431,122	1,440,446	1,446,143
3137HAD45	FHMS K-J46 A1	222,076	06/25/2028	222,071	223,517	224,402
3137HAGY6	FHMS K-752 A1	811,598	01/25/2029	787,624	810,461	813,359
3137HAGY6	FHMS K-752 A1	125,604	01/25/2029	121,894	125,429	125,877
3137HAMH6	FHMS K-506 A2	1,800,000	08/25/2028	1,773,373	1,817,694	1,824,669
3137HAMH6	FHMS K-506 A2	275,000	08/25/2028	270,932	277,703	278,769
3137HAMS2	FHMS K-507 A2	1,800,000	09/25/2028	1,778,485	1,826,280	1,833,480
3137HAMS2	FHMS K-507 A2	275,000	09/25/2028	271,713	279,015	280,115
3137HAQ74	FHMS K-508 A2	1,800,000	08/25/2028	1,760,515	1,822,734	1,829,844
3137HAQ74	FHMS K-508 A2	275,000	08/25/2028	268,968	278,473	279,560
3137HAST4	FHMS K-509 A2	1,350,000	09/25/2028	1,306,958	1,371,654	1,377,110
3137HAST4	FHMS K-509 A2	205,000	09/25/2028	198,464	208,288	209,117
3137HB3D4	FHMS K-510 A2	655,000	10/25/2028	653,106	669,908	672,675
3137HB3D4	FHMS K-510 A2	100,000	10/25/2028	99,711	102,276	102,698
3137HDV56	FHMS K-524 A2	1,520,000	05/25/2029	1,529,980	1,540,520	1,546,499
3137HDV56	FHMS K-524 A2	240,000	05/25/2029	241,576	243,240	244,184
3137HDXL9	FHMS K-526 A2	1,705,000	07/25/2029	1,720,949	1,717,140	1,723,594
3137HDXL9	FHMS K-526 A2	270,000	07/25/2029	272,526	271,922	272,945

---	---	28,905,177	07/16/2029	28,885,531	28,966,302	29,067,850
-----	-----	------------	------------	------------	------------	------------

CUSIP	FHLMC CMO	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
3133Q5GZ3	FHS 370 A3	595,565	09/25/2033	603,987	569,831	570,327
3137F7DH5	FHR 5048 B	415,855	05/25/2033	421,118	383,481	383,827
3137F7DH5	FHR 5048 B	87,969	05/25/2033	89,083	81,121	81,194
3137HB3G7	FHMS K-511 A2	1,000,000	10/25/2028	997,127	1,016,350	1,020,400
3137HB3G7	FHMS K-511 A2	150,000	10/25/2028	149,569	152,453	153,060
3137HDJJ0	FHMS K-522 A2	1,900,000	05/25/2029	1,899,994	1,930,761	1,938,366
3137HDJJ0	FHMS K-522 A2	280,000	05/25/2029	279,999	284,533	285,654

---	---	4,429,389	03/22/2030	4,440,877	4,418,529	4,432,828
-----	-----	-----------	------------	-----------	-----------	-----------

CUSIP	FNMA	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
3140K7XA6	FN BP0672	737,768	03/01/2035	790,565	706,229	708,073
3140K7XA6	FN BP0672	130,194	03/01/2035	139,511	124,629	124,954
3140Q9FM0	FN CA1971	859,319	06/01/2033	906,716	841,187	843,694
3140Q9FM0	FN CA1971	128,898	06/01/2033	136,007	126,178	126,554
3140QGKN6	FN CA8400	750,063	12/01/2035	820,616	731,731	733,919
3140QGKN6	FN CA8400	146,810	12/01/2035	160,619	143,222	143,650
3140X92C8	FN FM6170	532,503	07/01/2035	577,100	520,819	522,594
3140X92C8	FN FM6170	99,844	07/01/2035	108,206	97,654	97,986
3140X9K46	FN FM5714	452,300	11/01/2035	492,724	442,381	443,889
3140X9K46	FN FM5714	80,768	11/01/2035	87,986	78,997	79,266
3140XALC4	FN FM6622	939,269	02/01/2036	987,700	874,347	876,304
3140XALC4	FN FM6622	176,113	02/01/2036	185,194	163,940	164,307
3140XC4K1	FN FM8925	899,891	08/01/2034	975,819	891,441	894,440
3140XC4K1	FN FM8925	168,729	08/01/2034	182,966	167,145	167,708
3140XHQQ3	FN FS2262	1,241,537	06/01/2037	1,257,250	1,213,850	1,217,989
3140XJHF3	FN FS2929	1,229,739	09/01/2037	1,193,039	1,199,659	1,203,758
3140XJHF3	FN FS2929	204,956	09/01/2037	198,840	199,943	200,626
3140XJJ87	FN FS2986	990,325	10/01/2032	960,925	979,323	982,624
3140XJJ87	FN FS2986	140,215	10/01/2032	136,052	138,657	139,124
---	---	9,909,241	07/08/2035	10,297,835	9,641,332	9,671,460

CUSIP	FNMA CMO	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
31394CP22	FNR 2005-33 QE	1,264,996	04/25/2035	1,289,357	1,282,706	1,287,976
31394CP22	FNR 2005-33 QE	192,008	04/25/2035	195,706	194,696	195,496
31394CP22	FNR 2005-33 QE	1,457,004	04/25/2035	1,485,063	1,477,402	1,483,473

CUSIP	MMFUND	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	9,434,706	03/31/2025	9,434,706	9,434,706	9,434,706
31846V534	FIRST AMER:US TRS MM Y	8,846,122	03/31/2025	8,846,122	8,846,122	8,846,122
31846V534	FIRST AMER:US TRS MM Y	885,639	03/31/2025	885,639	885,639	885,639
SM - LAIF	Local Agency Investment Fund	5,844,645	03/31/2025	5,646,036	5,646,036	5,844,645
SM-CAMP	California Asset Management Program	194,415,807	03/31/2025	194,415,807	194,415,807	194,415,807
---	---	219,426,919	03/31/2025	219,228,310	219,228,310	219,426,919

CUSIP	MUNI	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
13077DQD7	CALIFORNIA ST UNIV REV	430,000	11/01/2025	430,000	421,688	423,233
13077DQD7	CALIFORNIA ST UNIV REV	75,000	11/01/2025	75,000	73,550	73,820

341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000	07/01/2025	352,321	347,120	348,220
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000	07/01/2025	251,768	247,943	248,729
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000	07/01/2025	650,000	644,651	646,695
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000	07/01/2025	75,497	74,383	74,619
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000	07/01/2025	55,389	54,547	54,720
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000	07/01/2025	130,000	128,930	129,339
60412AK85	MINNESOTA ST	405,000	08/01/2025	405,000	400,189	400,614
60412AK85	MINNESOTA ST	85,000	08/01/2025	85,000	83,990	84,079
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000	01/01/2026	330,000	322,080	322,944
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000	01/01/2026	55,000	53,680	53,824

---	---	2,890,000	08/21/2025	2,894,974	2,852,750	2,860,835
-----	-----	-----------	------------	-----------	-----------	-----------

CUSIP	SUPRANATIONAL	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	1,800,000	06/15/2027	1,799,064	1,767,186	1,783,749
459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000	06/15/2027	274,857	269,987	272,517
459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	2,075,000	06/15/2027	2,073,921	2,037,173	2,056,266

CUSIP	US GOV	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
912828U24	UNITED STATES TREASURY	500,000	11/15/2026	460,820	484,845	488,630
912828U24	UNITED STATES TREASURY	2,000,000	11/15/2026	1,861,016	1,939,380	1,954,518
912828U24	UNITED STATES TREASURY	1,550,000	11/15/2026	1,442,045	1,503,020	1,514,752
912828U24	UNITED STATES TREASURY	150,000	11/15/2026	138,246	145,454	146,589
912828U24	UNITED STATES TREASURY	100,000	11/15/2026	93,035	96,969	97,726
912828ZW3	UNITED STATES TREASURY	2,400,000	06/30/2025	2,391,187	2,376,072	2,377,580
91282CBC4	UNITED STATES TREASURY	350,000	12/31/2025	344,859	340,428	340,757
91282CBC4	UNITED STATES TREASURY	7,200,000	12/31/2025	6,983,438	7,003,080	7,009,867
91282CBC4	UNITED STATES TREASURY	1,200,000	12/31/2025	1,167,234	1,167,180	1,168,311
91282CBC4	UNITED STATES TREASURY	50,000	12/31/2025	49,102	48,633	48,680
91282CBC4	UNITED STATES TREASURY	525,000	12/31/2025	510,665	510,641	511,136
91282CBW0	UNITED STATES TREASURY	350,000	04/30/2026	341,469	337,894	338,996
91282CCH2	UNITED STATES TREASURY	2,150,000	06/30/2028	1,901,826	1,977,742	1,984,498
91282CCH2	UNITED STATES TREASURY	1,650,000	06/30/2028	1,456,705	1,517,802	1,522,987
91282CCH2	UNITED STATES TREASURY	2,200,000	06/30/2028	1,986,703	2,023,736	2,030,649
91282CCH2	UNITED STATES TREASURY	1,150,000	06/30/2028	1,054,721	1,057,862	1,061,476
91282CCH2	UNITED STATES TREASURY	350,000	06/30/2028	309,600	321,958	323,058
91282CCH2	UNITED STATES TREASURY	525,000	06/30/2028	463,497	482,937	484,587
91282CCH2	UNITED STATES TREASURY	350,000	06/30/2028	316,066	321,958	323,058
91282CCH2	UNITED STATES TREASURY	100,000	06/30/2028	91,715	91,988	92,302
91282CCP4	UNITED STATES TREASURY	450,000	07/31/2026	411,943	430,560	431,026
91282CCP4	UNITED STATES TREASURY	150,000	07/31/2026	136,594	143,520	143,675
91282CEN7	UNITED STATES TREASURY	4,400,000	04/30/2027	4,236,547	4,299,460	4,350,267
91282CEN7	UNITED STATES TREASURY	650,000	04/30/2027	625,854	635,148	642,653

91282CEV9	UNITED STATES TREASURY	4,000,000	06/30/2029	3,871,875	3,893,760	3,926,440
91282CEV9	UNITED STATES TREASURY	600,000	06/30/2029	580,781	584,064	588,966
91282CFB2	UNITED STATES TREASURY	4,950,000	07/31/2027	4,782,744	4,824,518	4,847,080
91282CFB2	UNITED STATES TREASURY	1,900,000	07/31/2027	1,811,977	1,851,835	1,860,495
91282CFB2	UNITED STATES TREASURY	1,525,000	07/31/2027	1,437,670	1,486,341	1,493,292
91282CFB2	UNITED STATES TREASURY	1,600,000	07/31/2027	1,498,750	1,559,440	1,566,733
91282CFB2	UNITED STATES TREASURY	875,000	07/31/2027	845,435	852,819	856,807
91282CFB2	UNITED STATES TREASURY	300,000	07/31/2027	286,102	292,395	293,762
91282CFB2	UNITED STATES TREASURY	225,000	07/31/2027	212,115	219,296	220,322
91282CFB2	UNITED STATES TREASURY	250,000	07/31/2027	234,180	243,663	244,802
91282CFZ9	UNITED STATES TREASURY	3,100,000	11/30/2027	3,058,949	3,098,667	3,138,929
91282CFZ9	UNITED STATES TREASURY	3,100,000	11/30/2027	3,088,133	3,098,667	3,138,929
91282CFZ9	UNITED STATES TREASURY	325,000	11/30/2027	320,696	324,860	329,081
91282CFZ9	UNITED STATES TREASURY	450,000	11/30/2027	448,277	449,807	455,651
91282CGP0	UNITED STATES TREASURY	1,500,000	02/29/2028	1,506,270	1,504,395	1,509,612
91282CGP0	UNITED STATES TREASURY	2,100,000	02/29/2028	2,066,613	2,106,153	2,113,457
91282CGP0	UNITED STATES TREASURY	2,700,000	02/29/2028	2,626,594	2,707,911	2,717,302
91282CGP0	UNITED STATES TREASURY	225,000	02/29/2028	225,940	225,659	226,442
91282CGP0	UNITED STATES TREASURY	175,000	02/29/2028	172,218	175,513	176,121
91282CGP0	UNITED STATES TREASURY	425,000	02/29/2028	413,445	426,245	427,724
91282CJR3	UNITED STATES TREASURY	2,550,000	12/31/2028	2,511,949	2,534,955	2,558,993
91282CJR3	UNITED STATES TREASURY	4,700,000	12/31/2028	4,638,129	4,672,270	4,716,576
91282CJR3	UNITED STATES TREASURY	2,700,000	12/31/2028	2,640,410	2,684,070	2,709,522
91282CJR3	UNITED STATES TREASURY	4,900,000	12/31/2028	4,799,320	4,871,090	4,917,281
91282CJR3	UNITED STATES TREASURY	325,000	12/31/2028	320,150	323,083	326,146
91282CJR3	UNITED STATES TREASURY	800,000	12/31/2028	789,469	795,280	802,821
91282CJR3	UNITED STATES TREASURY	400,000	12/31/2028	391,172	397,640	401,411
91282CJR3	UNITED STATES TREASURY	675,000	12/31/2028	661,131	671,018	677,381

---	UNITED STATES TREASURY	77,875,000	11/14/2027	75,015,381	76,133,677	76,629,855
-----	------------------------	------------	------------	------------	------------	------------

CUSIP	YANKEE	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,395,000	06/09/2025	1,395,000	1,391,833	1,407,023
63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000	06/09/2025	250,000	249,433	252,155
63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000	06/09/2027	1,238,825	1,240,238	1,255,424

---	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	2,895,000	04/19/2026	2,883,825	2,881,503	2,914,602
-----	---	-----------	------------	-----------	-----------	-----------

CUSIP	Summary	PAR	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
---	---	545,068,307	11/07/2026	542,584,541	542,767,235	544,082,810



SAN MATEO COUNTY TRANSIT DISTRICT

Investment Performance Review For the Quarter Ended March 31, 2025

Client Management Team

Monique Spyke, Managing Director
Allison Kaune, Relationship Manager
Michael P. Downs, Portfolio Manager

PFM Asset Management A division of U.S. Bancorp Asset Management, Inc

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

For Institutional Investor or Investment Professional Use Only - This material is not for inspection by, distribution to, or quotation to the general public

Agenda

- Market Update
- Account Summary
- Portfolio Review

Market Update

Current Market Themes



- ▶ U.S. economy is clouded by tariff and policy uncertainty
 - ▶ Labor market continues to serve as backbone
 - ▶ Goods inflation weighs on progress towards Fed's 2% inflation target
 - ▶ Fiscal policy uncertainty and volatile tariff rollouts weigh on consumer sentiment



- ▶ Fed takes a pause from easing but looks to continue cutting later this year
 - ▶ The Fed kept the federal funds target rate unchanged at 4.25% - 4.50%
 - ▶ The Fed's March "dot plot" implies another 50 bps of cuts in 2025
 - ▶ Fed Chair Powell stated the administration's "significant policy changes" relating to trade, immigration, fiscal policy, and regulation is creating "considerable uncertainty"

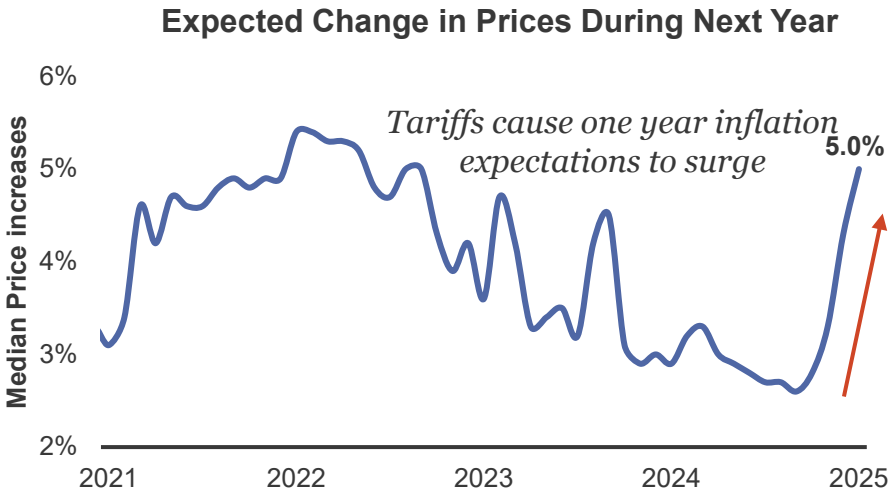
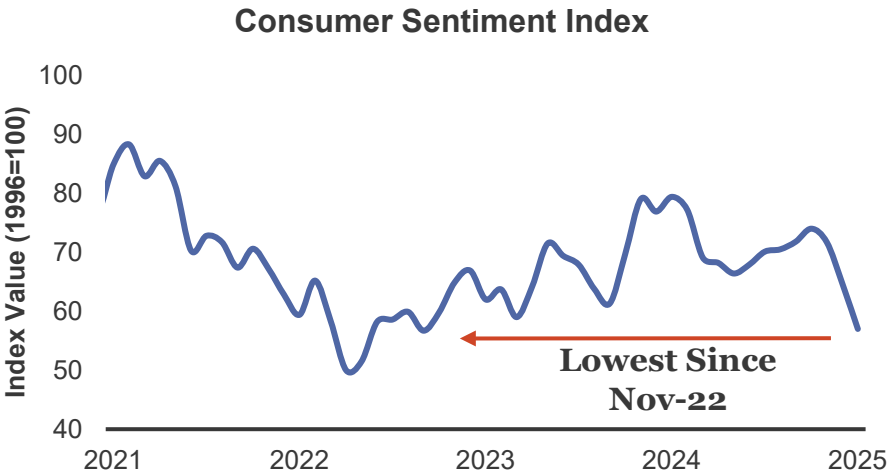
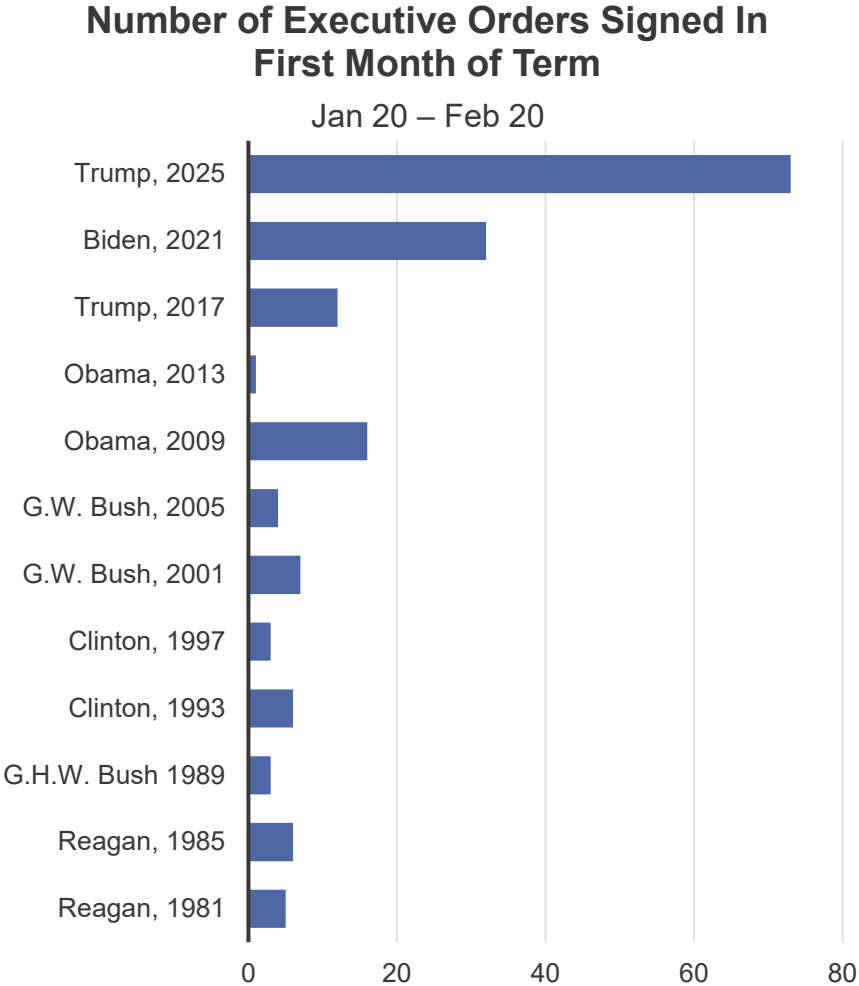


- ▶ Treasury yields fall on growing uncertainty
 - ▶ Yields on maturities between 2 years and 10 years fell 35-43 bps during the 1st quarter
 - ▶ The yield curve reinverted on the front end while the steepness of the curve between 2 years and 10 years was unchanged
 - ▶ Yield spreads widened off their historically low levels given growing economic concerns but still remain tight

Source: Details on market themes and economic indicators provided throughout the body of the presentation. Bloomberg Finance L.P., as of March 31, 2025.

Policy Changes Increase Consumer Uncertainty

Fed Chair Powell: “We understand that sentiment is quite negative at this time, and that probably has to do with ... turmoil at the beginning of an administration...”



Source: FOMC Chair Jerome Powell Press Conference, March 19, 2025. Bloomberg Finance L.P. and [Federal Register :: Executive Orders](#), as of March 2025 (left). University of Michigan Consumer, as of March 2025 (right).

Tariffs Drive Growth Expectations Lower

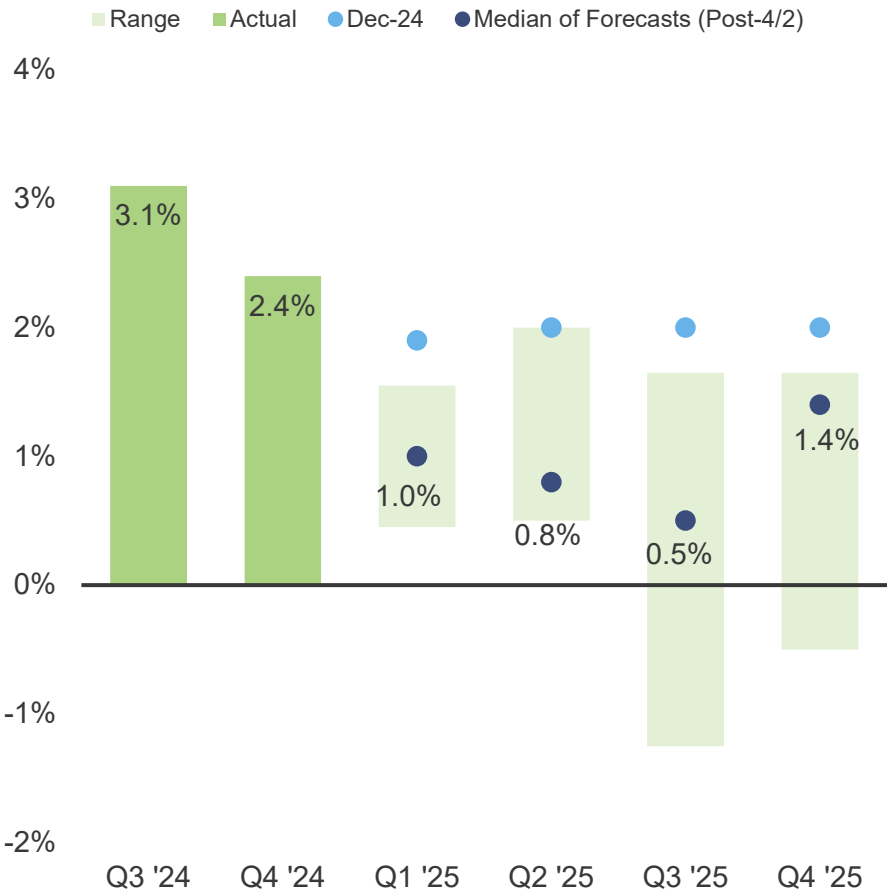
Fed Chair Powell: "But we kind of know there are going to be tariffs and they tend to bring growth down."

U.S. Trade Balance



U.S. GDP Forecasts

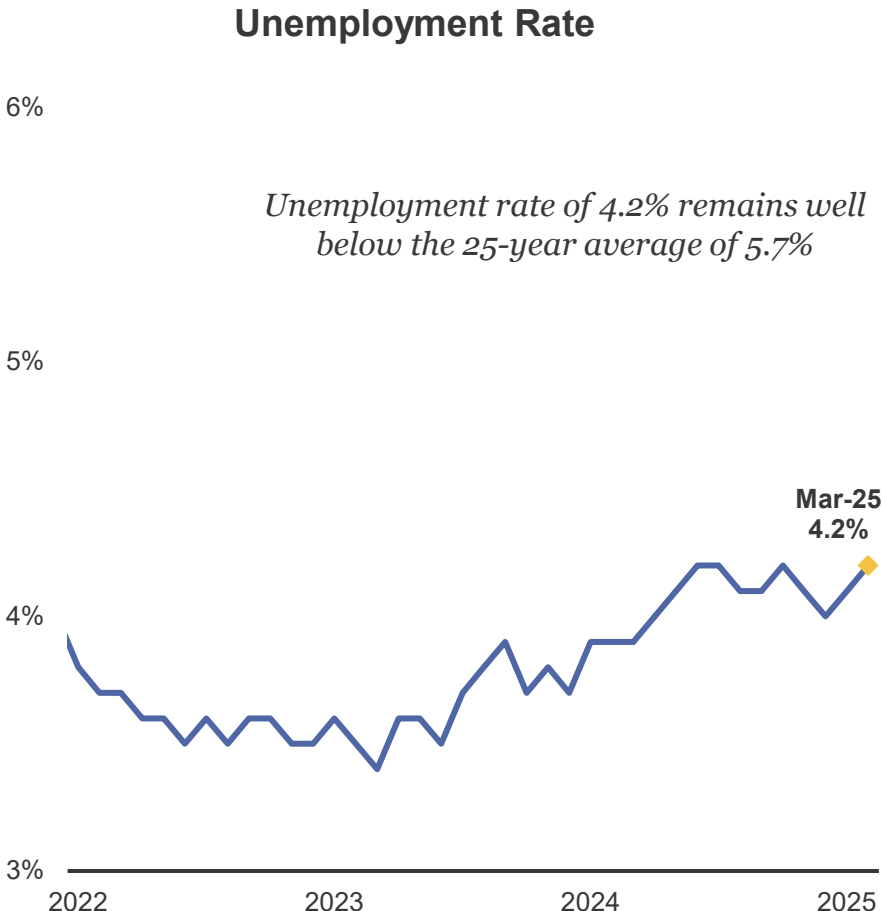
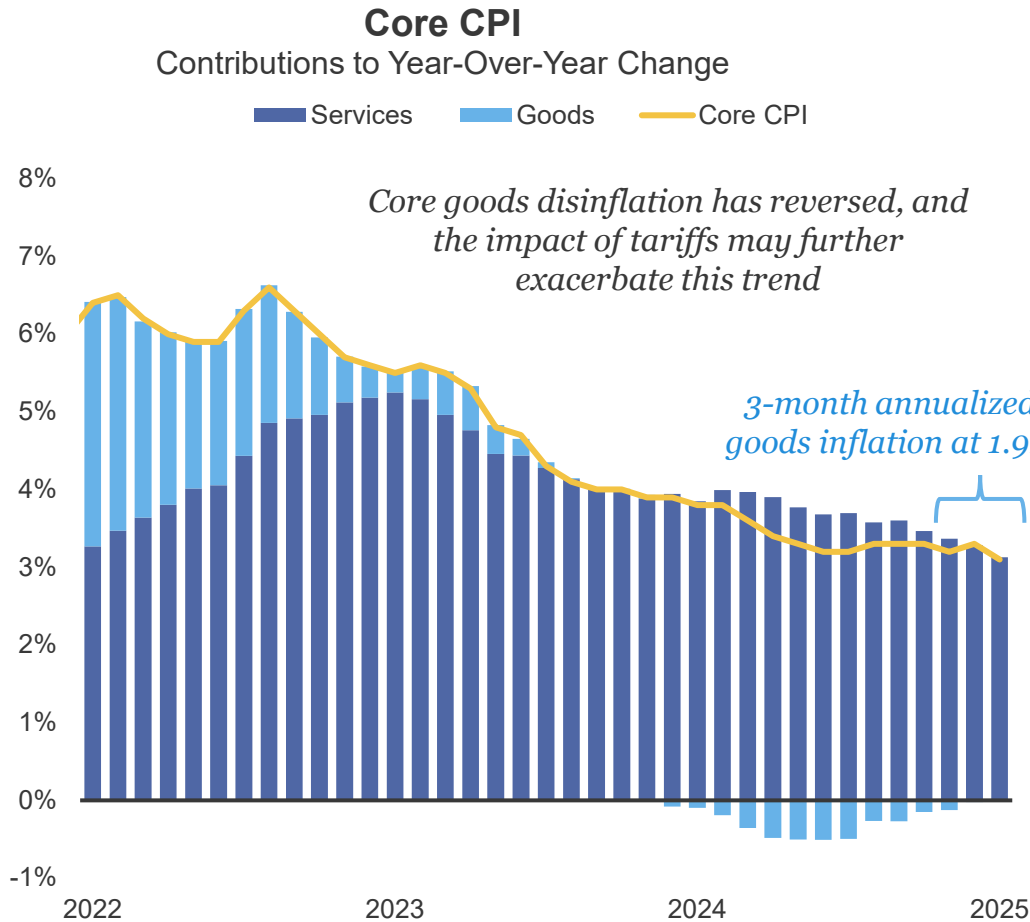
Annualized Rate



Source: FOMC Chair Jerome Powell Press Conference, March 19, 2025; Bloomberg Finance L.P. and the U.S. Census Bureau as of February 2025 (left). Bureau of Economic Analysis and Bloomberg Finance L.P., as of April 2025. Survey responses after April 2, 2025 included in median and forecast range (right).

The Fed's Dual Mandate Gets More Complicated

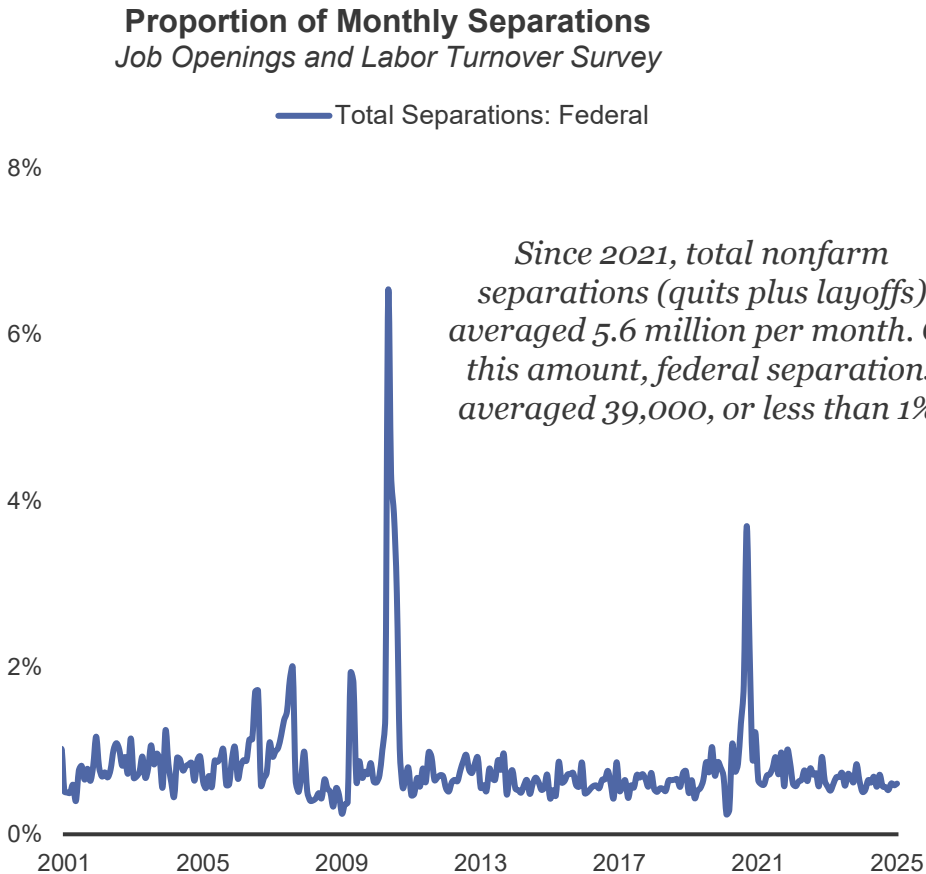
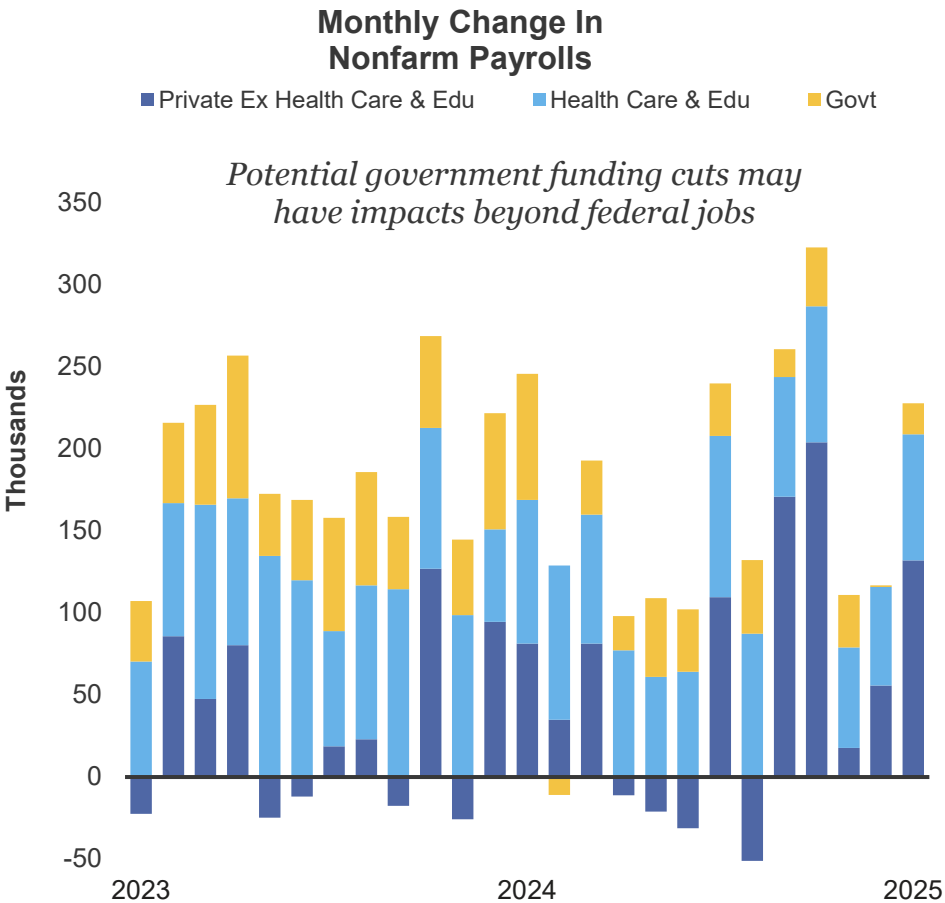
Fed Chair Powell : "...ultimately, though, it's too soon to be seeing significant effects [from tariffs] in economic data..."



Source: FOMC Chair Jerome Powell Press Conference, March 19, 2025. Bureau of Labor Statistics, and Bloomberg Finance L.P., as of February 2025 (left). Bureau of Labor Statistics, and Bloomberg Finance L.P., as of March 2025 (right). Data is seasonally adjusted. Historical average unemployment rate calculated from January 1990 – March 2025.

Federal Employment Remains a Focus

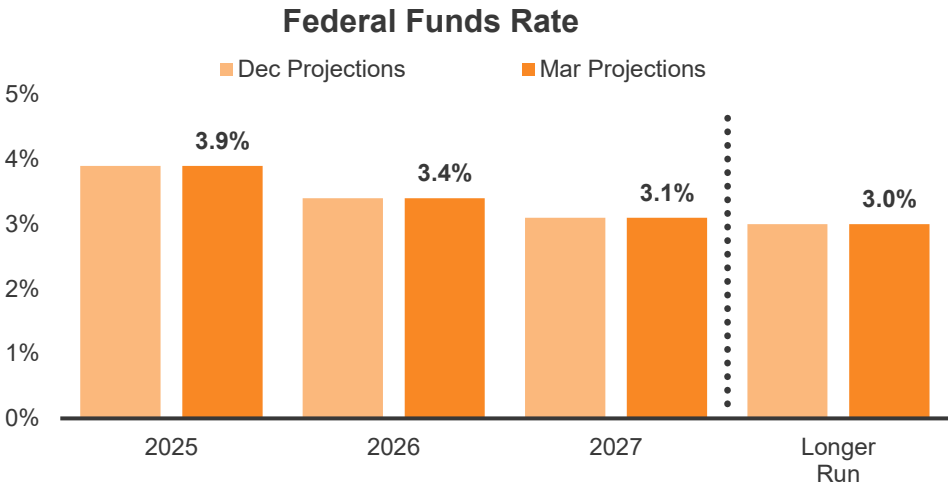
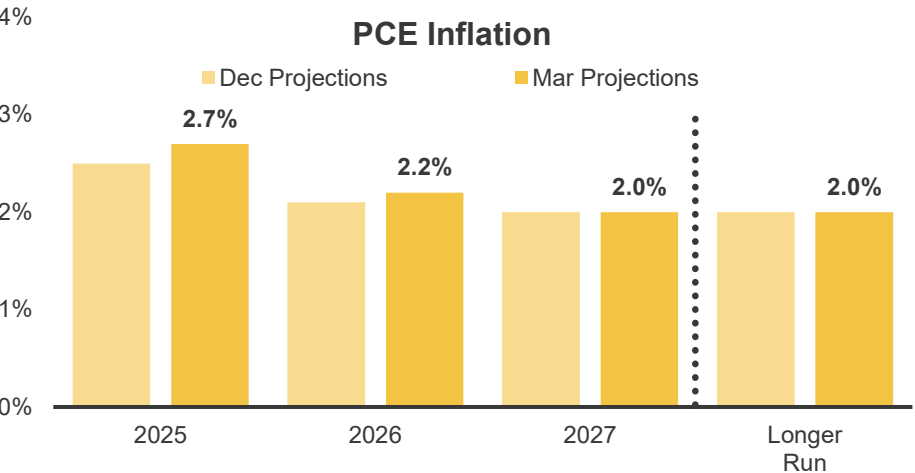
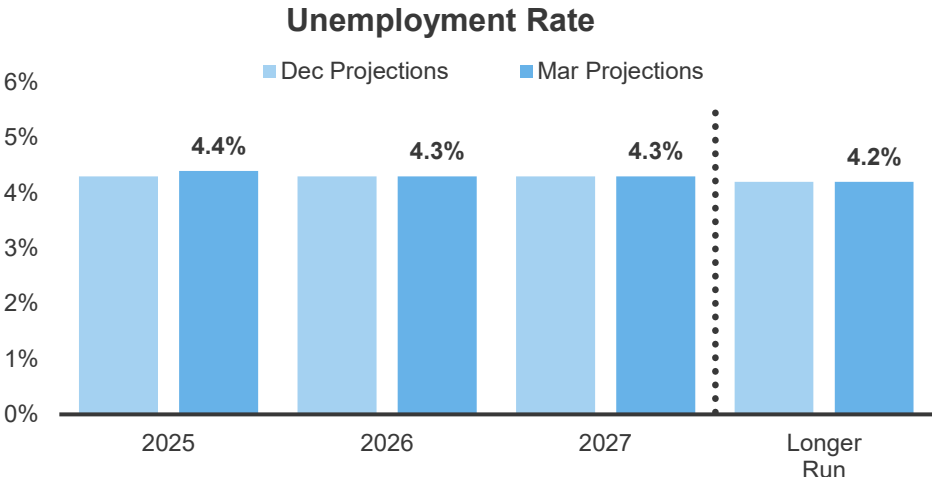
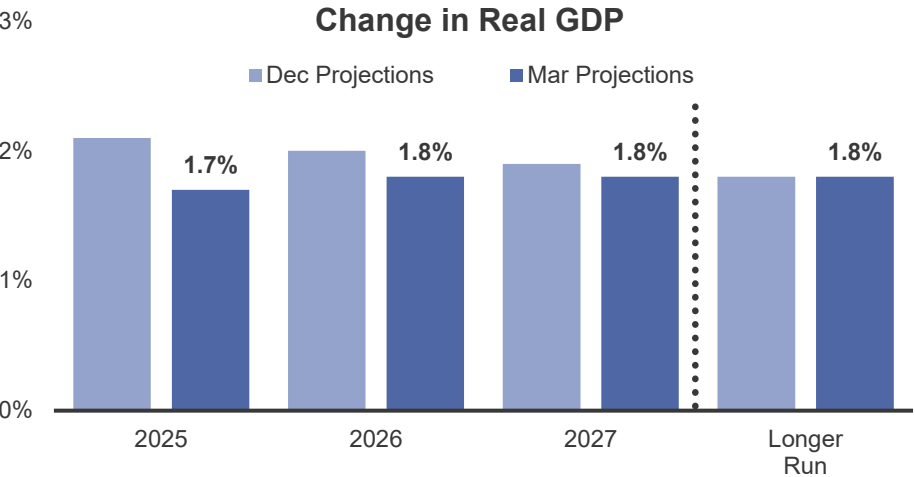
Fed Chair Powell: “The [federal] layoffs ... at the national level ... they’re not significant yet. ... There were... a good number of months ... when a lot of the job creation was concentrated in ... educational institutions, health care, state governments.”



Source: FOMC Chair Jerome Powell Press Conference, March 19, 2025. Bloomberg Finance L.P., Bureau of Labor Statistics as of March 2025 (left). FRED and Bureau of Labor Statistics, as of February 2025 (right).

Fed's Updated Summary of Economic Projections

Fed Chair Powell: "... you see weaker growth but higher inflation—they kind of offset—and also, frankly, a little bit of inertia. When it comes to changing something in this highly uncertain environment, you know, I think there is a level of inertia where you just say, maybe I'll stay where I am.

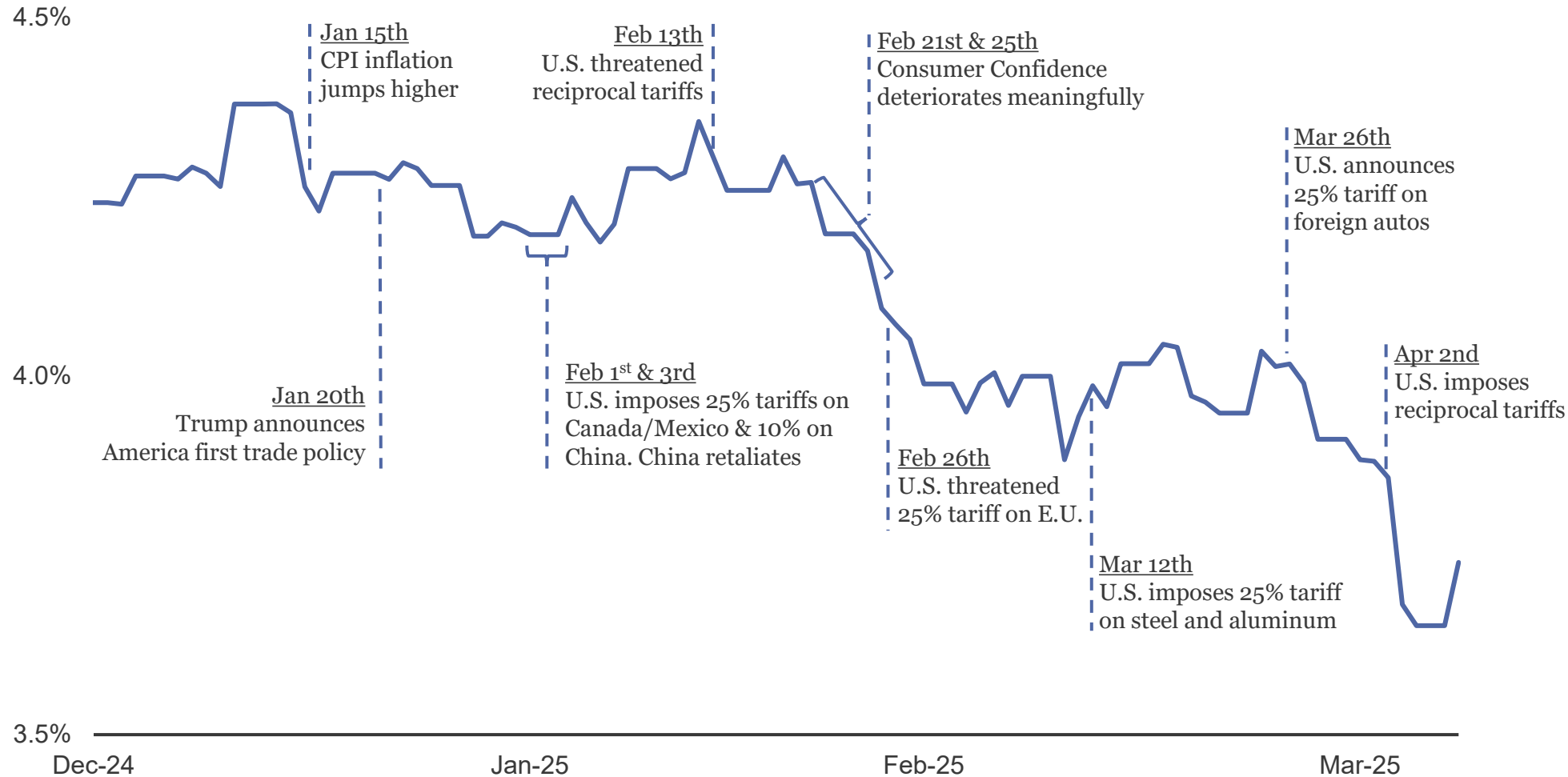


Source: FOMC Chair Jerome Powell Press Conference, March 19, 2025. Federal Reserve, latest economic projections as of March 2025.

Treasury Yields Lower On Tariff Concerns

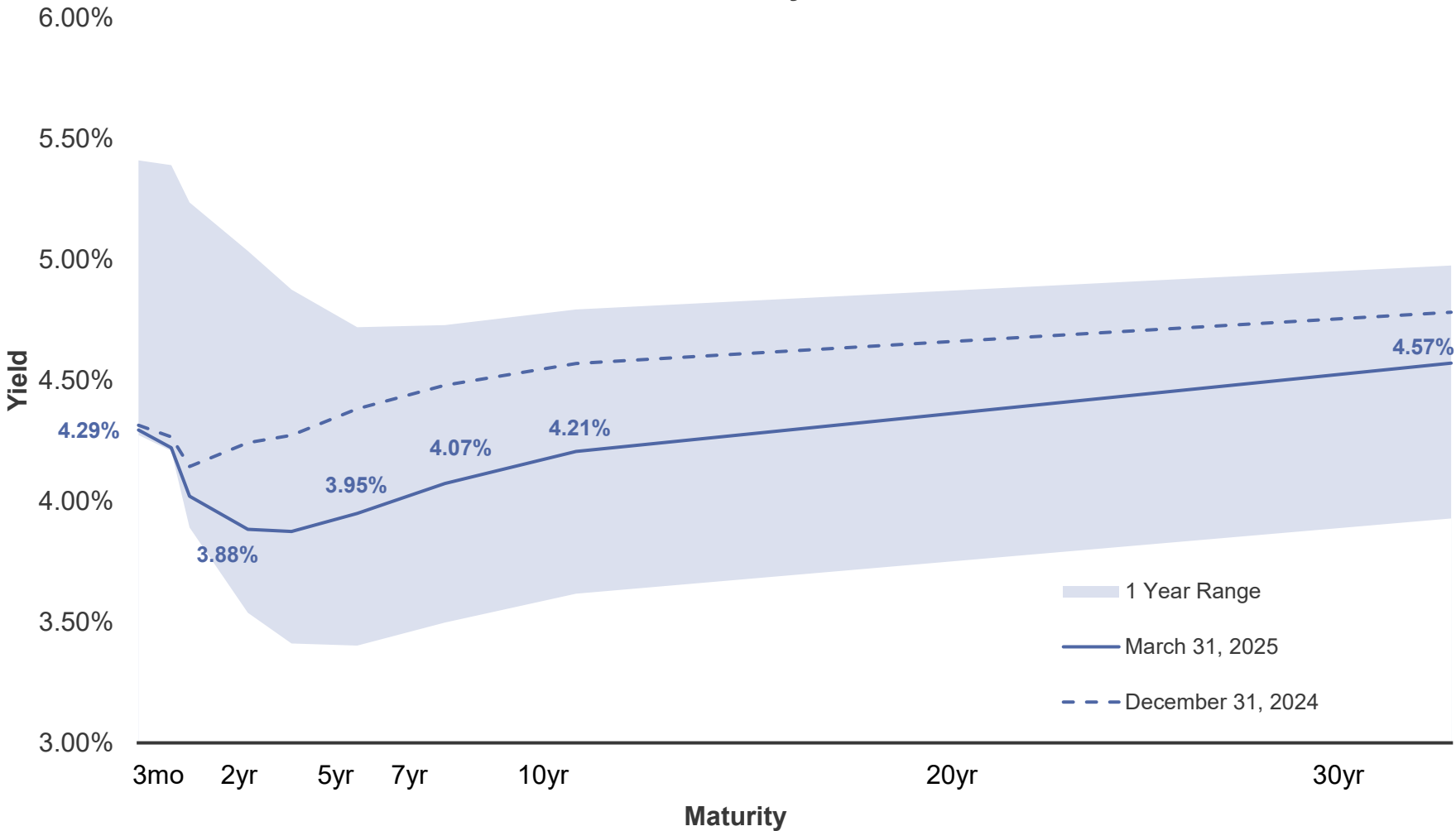
2-Year U.S. Treasury Yield

December 31, 2024 – April 7, 2025



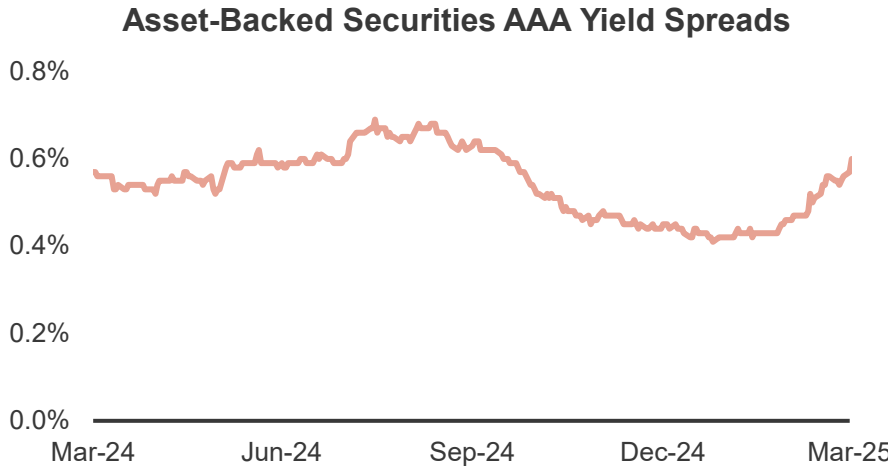
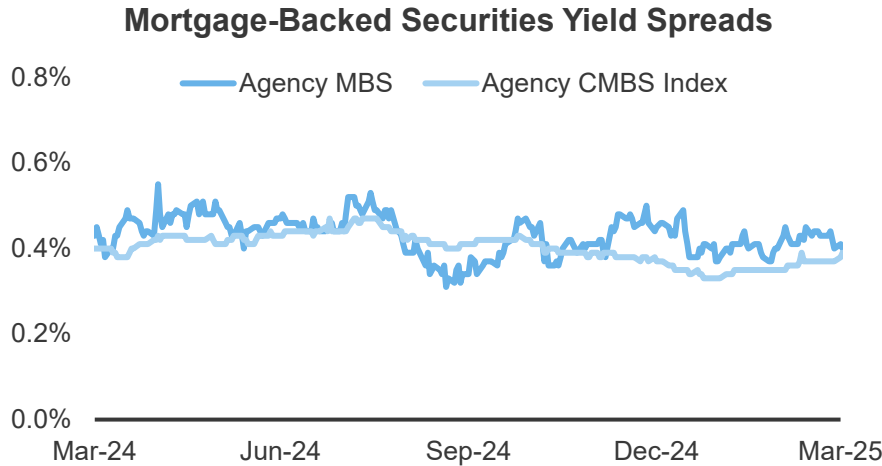
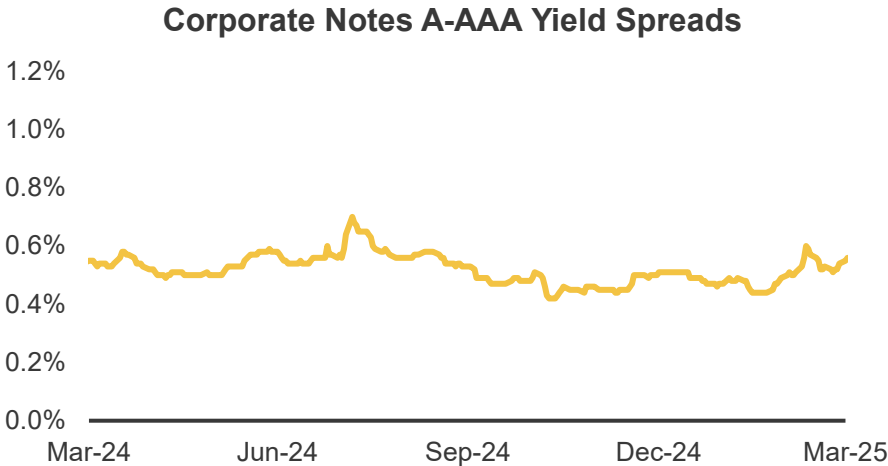
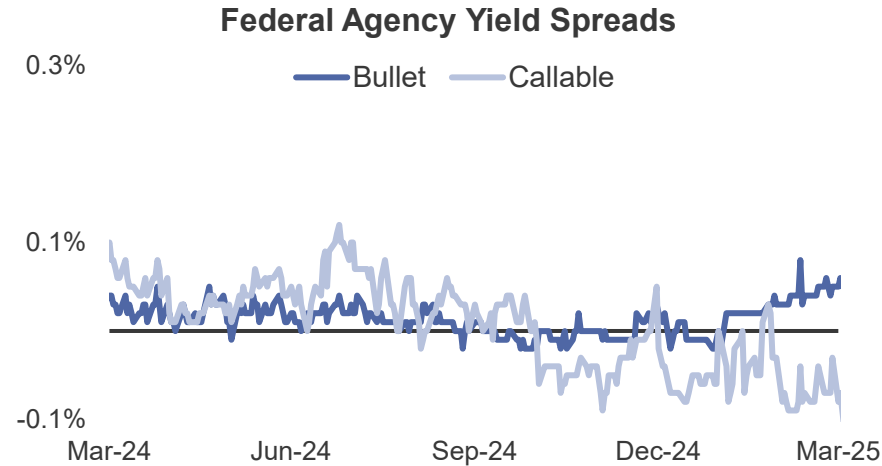
Source: Bloomberg Finance L.P., as of April 7, 2025.

Treasury Yields Lower Across the Curve U.S. Treasury Yield Curve



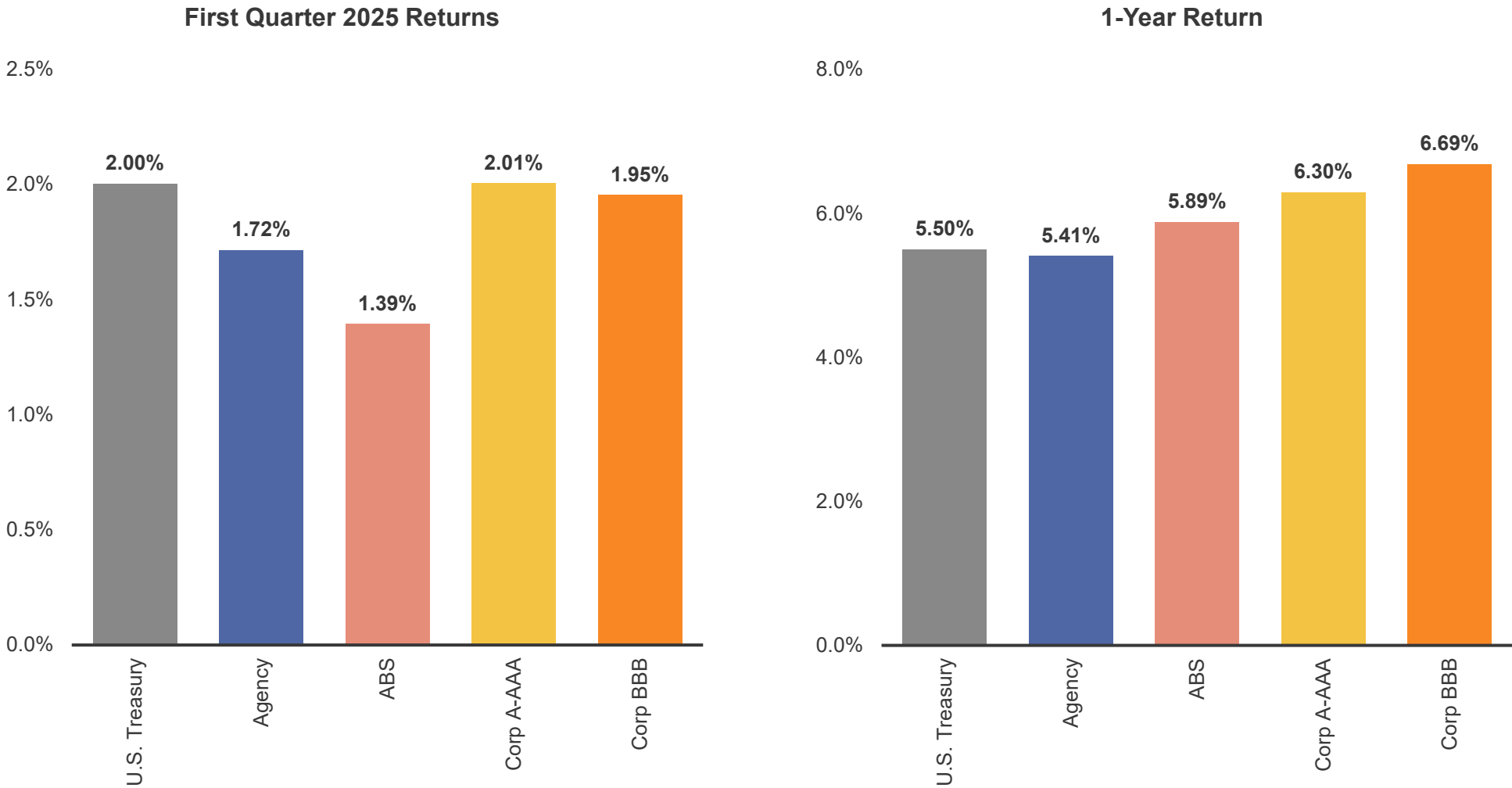
Source: Bloomberg Finance L.P., as of March 31, 2025.

Sector Yield Spreads



Source: ICE BofA 1-5 year Indices via Bloomberg, MarketAxess and PFMAM as of March 31, 2025. 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 1Q 2025
1-5 Year Indices



Source: ICE BofA Indices. ABS indices are 0-5 year, based on weighted average life. As of March 31, 2025.

Fixed-Income Sector Commentary – 1Q 2025

- ▶ The **Federal Open Market Committee (FOMC)** opted to maintain the target range for the federal funds rate at 4.25-4.5% during both meetings in Q1, citing sticky inflation, a stable unemployment rate, and ‘solid’ labor market conditions.
- ▶ **U.S. Treasury** yields moved lower over the quarter as the 2-year Treasury yield fell 34 bps and 10-year Treasuries fell 37 bps. The change in yields reflected ongoing market sensitivity to domestic policy uncertainty, with a continued focus on the potential impacts of taxes, tariffs, immigration, and deregulation. As a result of the Treasury rally, total returns were strong for the period.
- ▶ **Federal Agency & supranational** spreads remained low and rangebound throughout Q1. Federal agencies produced modestly negative excess returns while supranationals were slightly positive. Issuance remained quite light and the incremental income from the sectors is near zero.
- ▶ **Investment-Grade (IG) corporate bonds** posted strong relative returns yet again as increased issuance levels were met with robust investor demand. Much of the spread widening seen during the second half of the quarter was offset by higher incremental income. From an excess return perspective, higher-quality and shorter-duration issuers outperformed in general in Q1. Financials and banking issuers continued to lead most other industries across the yield curve during the quarter.
- ▶ **Asset-Backed Securities** spreads widened modestly from the impact of heavy new issuance levels and a modest deterioration of credit fundamentals. ABS spreads widened more than corporate spreads, resulting in worse performance over the quarter but better relative value going forward.
- ▶ **Mortgage-Backed Securities** performance was mixed across structure and coupon during Q1 as heightened rate volatility persisted. In contrast, **Agency-backed commercial MBS (CMBS)** performed better for the quarter and saw positive excess returns across collateral and coupon structures.
- ▶ **Short-term credit** (commercial paper and negotiable bank CDs) yields on the front end fell in response to downward pressure from a paydown in the supply of U.S. Treasury Bills. Yield spreads tightened over the quarter in response to moderated issuance and strong demand.

The views expressed within this material constitute the perspective and judgment of PFM Asset Management at the time of distribution (03/31/2025) and are subject to change. Information is obtained from sources generally believed to be reliable and available to the public; however, PFM Asset Management cannot guarantee its accuracy, completeness, or suitability.

Factors to Consider for 6-12 Months

Monetary Policy (Global):



- The Fed paused its easing cycle in the first quarter given sticky inflation and the solid labor market. While the FOMC's "dot plot" continues to suggest 50 bps in rate cuts by the end of 2025, Fed Chair Powell indicated there is heightened risk and uncertainty due to the new administration's policies.
- Other major central banks (excluding the Bank of Japan) continued to cut rates. However, inflation remains a risk to this trend continuing, particularly in light of tariff uncertainty.

Economic Growth (Global):



- U.S. economic growth remained steady in 2024, but worsening consumer sentiment may weigh on spending going forward.
- Pro-growth fiscal policies proposed on the campaign trail have yet to be realized, leaving rapidly changing tariff policy to weigh on growth prospects.
- Escalating trade tensions create the potential for slowing global growth.

Inflation (U.S.):



- Progress towards the Fed's 2% target remains stalled with goods inflation moving higher even before tariff policies were enacted.
- Consumer expectations for inflation over the next 12 months have now reached their highest levels since early 2023 on tariff concerns.
- Fed Chair Powell said the data are not yet reflecting tariffs and reiterated it will be difficult to directly measure the impact of these policies on prices.

Financial Conditions (U.S.):



- Financial conditions remained supportive in the first half of the quarter but tightened as ongoing tariff risks weighed on equity prices and credit spreads. While credit spreads widened modestly during the first quarter they remain below historic averages.
- The evolving fiscal landscape and growing uncertainty may lead to tightening financial conditions over the next 6-12 months.

Consumer Spending (U.S.):



- Sentiment has meaningfully deteriorated as consumers expect higher prices and weaker labor market conditions as tariffs weigh on the pace of economic growth.
- A material deterioration of labor market conditions remains the biggest risk factor to consumer spending. Other headwinds may include slower real wage growth and reduced willingness to spend as prices move higher due to tariffs.

Labor Markets:



- The labor market remains surprisingly resilient with both initial jobless claims and the unemployment rate at historically low levels. Monthly job gains continue to keep pace with labor force growth.
- With hiring and quits rates low, any acceleration in layoffs may result in job seekers remaining unemployed for longer.
- Federal job cuts and funding freezes could impact the hiring plans of sectors such as healthcare and higher education which rely on government funding. The impact of immigration policy remains unknown.

● Current outlook

○ Outlook one quarter ago

Stance Unfavorable to
Risk Assets

Negative

Slightly
Negative

Neutral

Slightly
Positive

Positive

Stance Favorable to
Risk Assets

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 at the time of distribution (3/31/2025) and are subject to change. Information is obtained from sources generally believed to be reliable and available to the public; however, PFM Asset Management cannot guarantee its accuracy, completeness, or suitability.

Account Summary

Certificate of Compliance

During the reporting period for the quarter ended March 31, 2025, 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, a division of U.S. Bancorp Asset Management, Inc.*

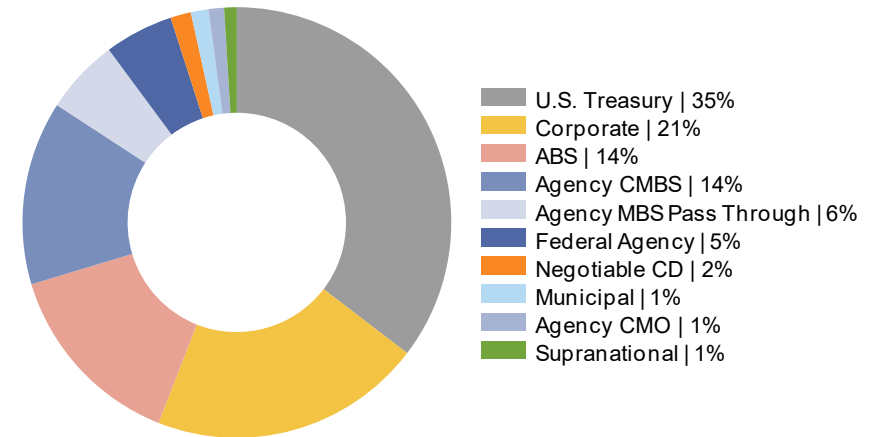
Note: Pre- and post-trade compliance for the account(s) managed by PFM Asset Management is provided via Bloomberg Financial LP Asset and Investment Management ("AIM").

Consolidated Summary

Account Summary

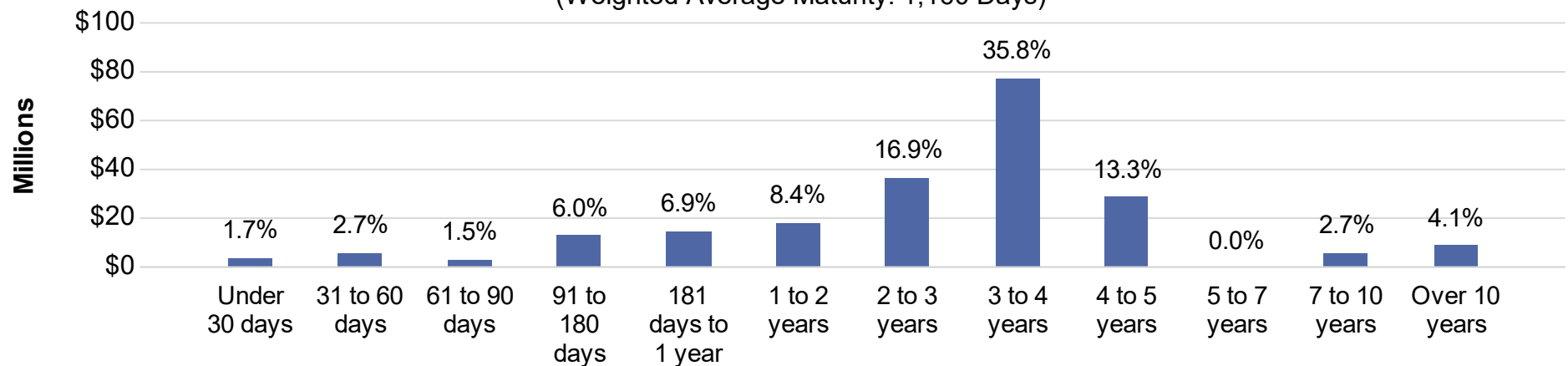
PFMAM Managed Account	\$226,159,165
Total Program	\$226,159,165

Sector Allocation



Maturity Distribution

(Weighted Average Maturity: 1,160 Days)



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

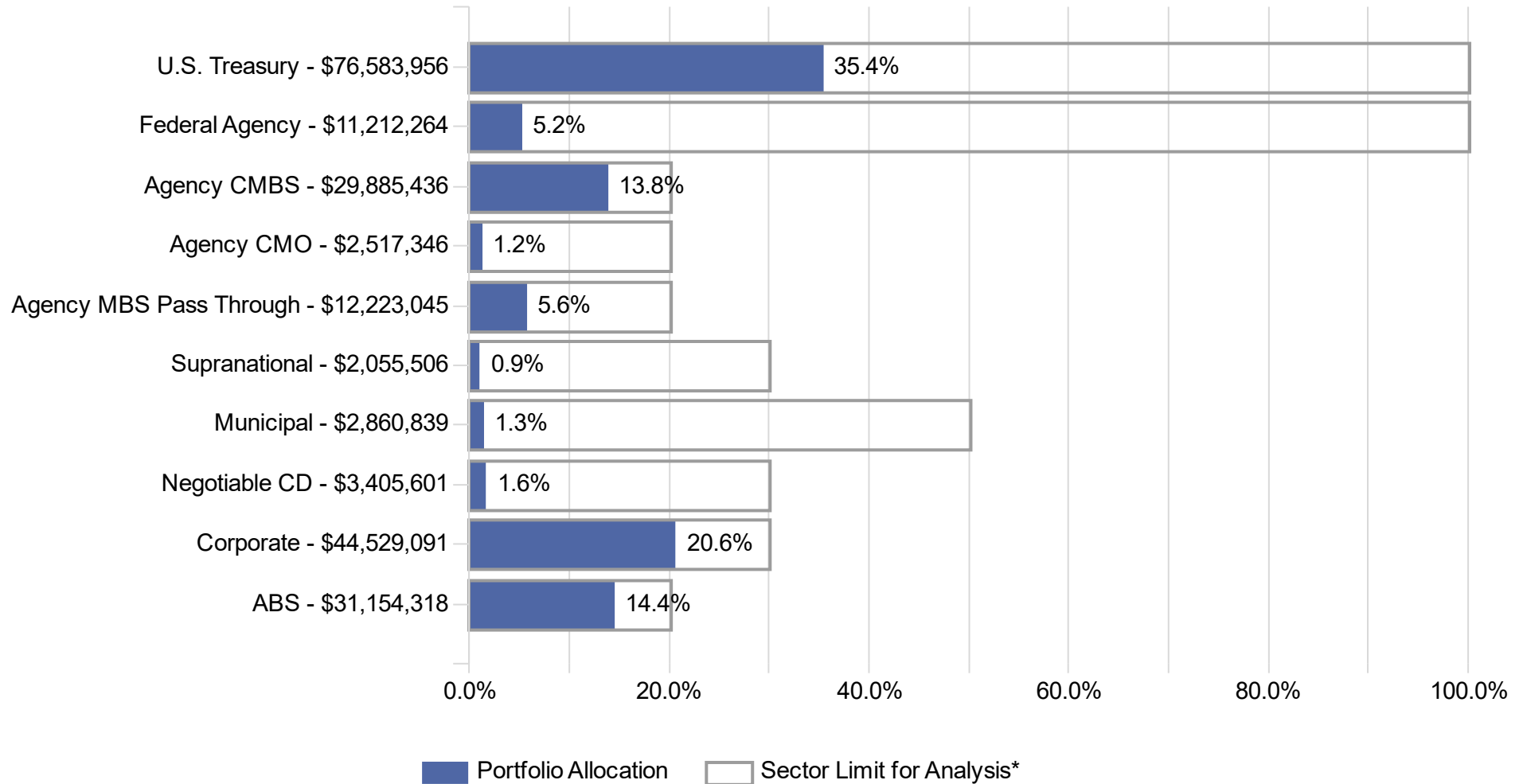
Account Summary

SAN MATEO COUNTY TRANS DIST RESERVE			
Portfolio Values	March 31, 2025	Analytics ¹	March 31, 2025
PFMAM Managed Account	\$186,449,985	Yield at Market	4.27%
Amortized Cost	\$186,991,202	Yield on Cost	3.69%
Market Value	\$186,449,985	Portfolio Duration	2.16
Accrued Interest	\$971,553		
Cash	\$8,846,122		

SAN MATEO COUNTY TRANS DIST PARATRANSIT			
Portfolio Values	March 31, 2025	Analytics ¹	March 31, 2025
PFMAM Managed Account	\$28,855,554	Yield at Market	4.27%
Amortized Cost	\$28,954,240	Yield on Cost	3.69%
Market Value	\$28,855,554	Portfolio Duration	2.13
Accrued Interest	\$150,311		
Cash	\$885,639		

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	35.4%	
United States Treasury	35.4%	AA / Aaa / AA
Federal Agency	5.2%	
Federal Home Loan Banks	0.9%	AA / Aaa / NR
Federal Home Loan Mortgage Corp	1.7%	AA / Aaa / AA
Federal National Mortgage Association	2.6%	AA / Aaa / AA
Agency CMBS	13.8%	
Federal Home Loan Mortgage Corp	13.8%	AA / Aaa / AA
Agency CMO	1.2%	
Federal Home Loan Mortgage Corp	0.5%	AA / Aaa / AA
Federal National Mortgage Association	0.7%	AA / Aaa / AA
Agency MBS Pass Through	5.6%	
Federal Home Loan Mortgage Corp	1.2%	AA / Aaa / AA
Federal National Mortgage Association	4.5%	AA / Aaa / AA
Supranational	0.9%	
International Bank for Reconstruction &	0.9%	AAA / Aaa / AAA
Municipal	1.3%	
California State University	0.2%	AA / Aa / NR
New Jersey Turnpike Authority	0.2%	AA / A / A
State Board of Administration Finance C	0.7%	AA / Aa / AA
State of Minnesota	0.2%	AAA / Aaa / AAA
Negotiable CD	1.6%	
Nordea Bank Abp	0.2%	AA / Aa / AA
Toronto-Dominion Bank	1.4%	A / A / NR
Corporate	20.6%	
Air Products and Chemicals Inc	0.7%	A / A / NR
Amazon.com Inc	0.5%	AA / A / AA

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
Corporate	20.6%	
Apple Inc	1.4%	AA / Aaa / NR
AstraZeneca PLC	0.7%	A / A / A
Bank of America Corp	1.0%	A / A / AA
Bank of New York Mellon Corp	1.4%	A / Aa / AA
Bayerische Motoren Werke AG	0.4%	A / A / NR
Berkshire Hathaway Inc	1.4%	AA / Aa / A
BlackRock Inc	1.0%	AA / Aa / NR
Caterpillar Inc	0.7%	A / A / A
Chevron Corp	0.4%	AA / Aa / NR
Cintas Corp	0.2%	A / A / NR
Cisco Systems Inc	0.8%	AA / A / NR
Citigroup Inc	1.4%	A / Aa / A
Deere & Co	0.7%	A / A / A
Home Depot Inc	0.1%	A / A / A
Honda Motor Co Ltd	0.7%	A / A / NR
International Business Machines Corp	0.7%	A / A / A
JPMorgan Chase & Co	0.2%	A / A / AA
Lockheed Martin Corp	0.1%	A / A / A
Mars Inc	0.2%	A / A / NR
Merck & Co Inc	0.3%	A / Aa / NR
Morgan Stanley	0.7%	A / A / A
National Australia Bank Ltd	1.3%	AA / Aa / NR
National Rural Utilities Cooperative Fi	0.9%	A / A / A
Target Corp	0.1%	A / A / A
Toyota Motor Corp	0.7%	A / A / A
United Services Automobile Association	0.7%	AA / Aa / NR

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.

SAN MATEO COUNTY TRANSIT DISTRICT

Issuer Diversification

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
Corporate	20.6%	
UnitedHealth Group Inc	0.6%	A / A / A
Walmart Inc	0.5%	AA / Aa / AA
ABS	14.4%	
Ally Auto Receivables Trust	0.3%	AAA / NR / AAA
American Express Co	1.2%	AAA / NR / AAA
BA Credit Card Trust	1.5%	AAA / Aaa / AAA
Capital One Financial Corp	0.9%	AAA / Aaa / AAA
CarMax Inc	0.3%	AAA / NR / AAA
Discover Card Execution Note Trust	0.7%	AAA / Aaa / NR
Fifth Third Auto Trust	0.7%	AAA / Aaa / NR
Ford Credit Auto Owner Trust	1.0%	AAA / Aaa / AAA
GM Financial Consumer Automobile Receiv	0.0%	AAA / Aaa / NR
Honda Auto Receivables Owner Trust	1.4%	AAA / Aaa / AAA
Hyundai Auto Receivables Trust	0.6%	AAA / NR / AAA
JPMorgan Chase & Co	1.6%	AAA / NR / AAA
Nissan Auto Receivables Owner Trust	0.8%	NR / Aaa / AAA
Toyota Auto Receivables Owner Trust	0.4%	AAA / NR / AAA
Verizon Master Trust	0.8%	NR / Aaa / AAA
Volkswagen Auto Loan Enhanced Trust	0.6%	AAA / Aaa / AAA
WF Card Issuance Trust	1.4%	AAA / Aaa / AAA
World Omni Auto Trust	0.0%	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.

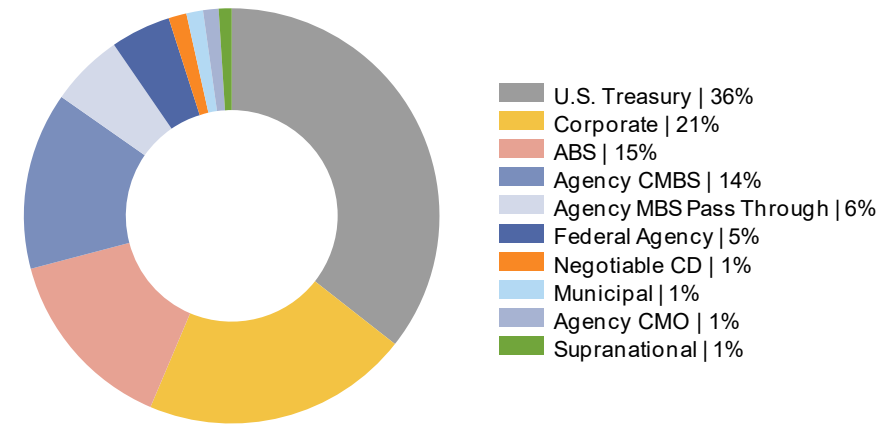
Portfolio Review: SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST RESERVE¹

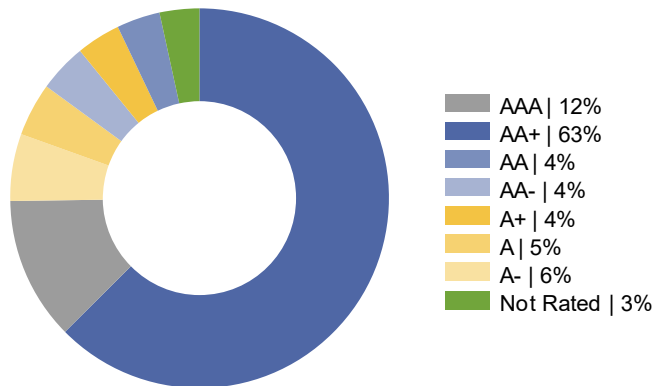
Portfolio Statistics

Total Market Value	\$196,267,660.23
Securities Sub-Total	\$186,449,985.26
Accrued Interest	\$971,552.53
Cash	\$8,846,122.44
Portfolio Effective Duration	2.16 years
Benchmark Effective Duration	2.04 years
Yield At Cost	3.69%
Yield At Market	4.27%
Portfolio Credit Quality	AA

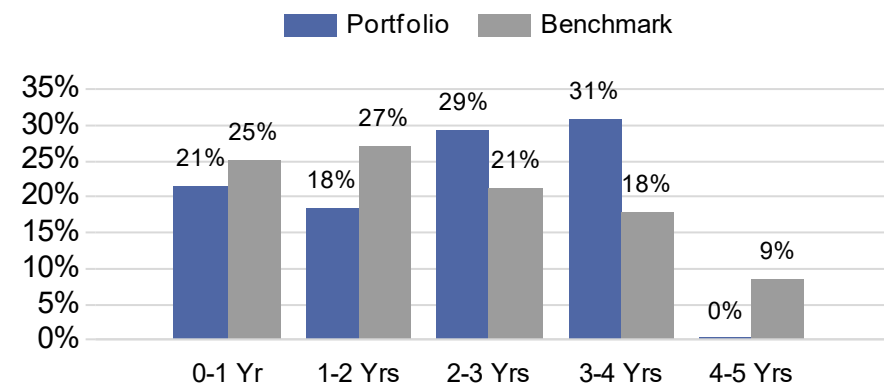
Sector Allocation



Credit Quality - S&P



Duration Distribution



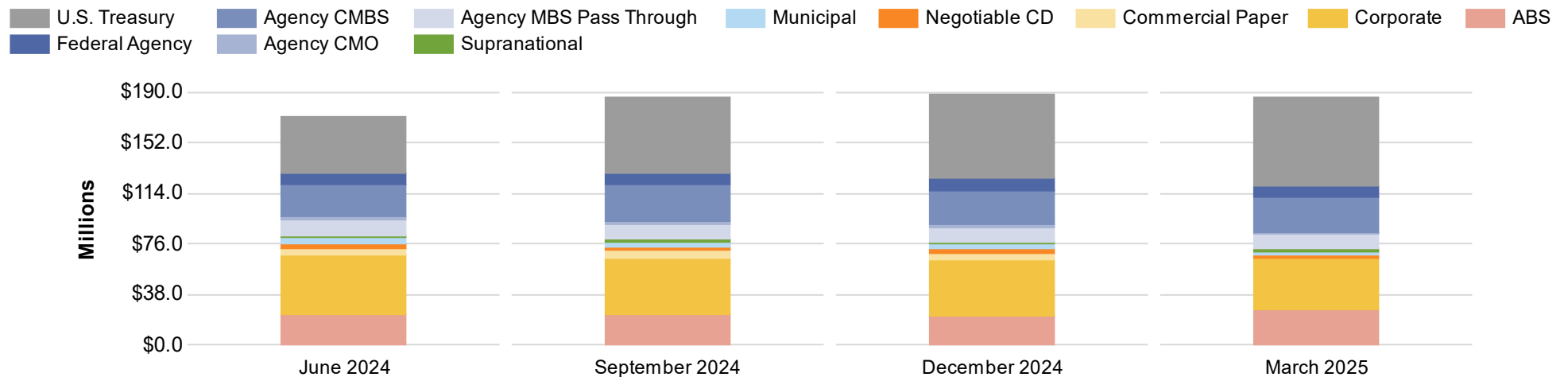
1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest.

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 Financial LP.

An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.

Sector Allocation Review - SAN MATEO COUNTY TRANS DIST RESERVE

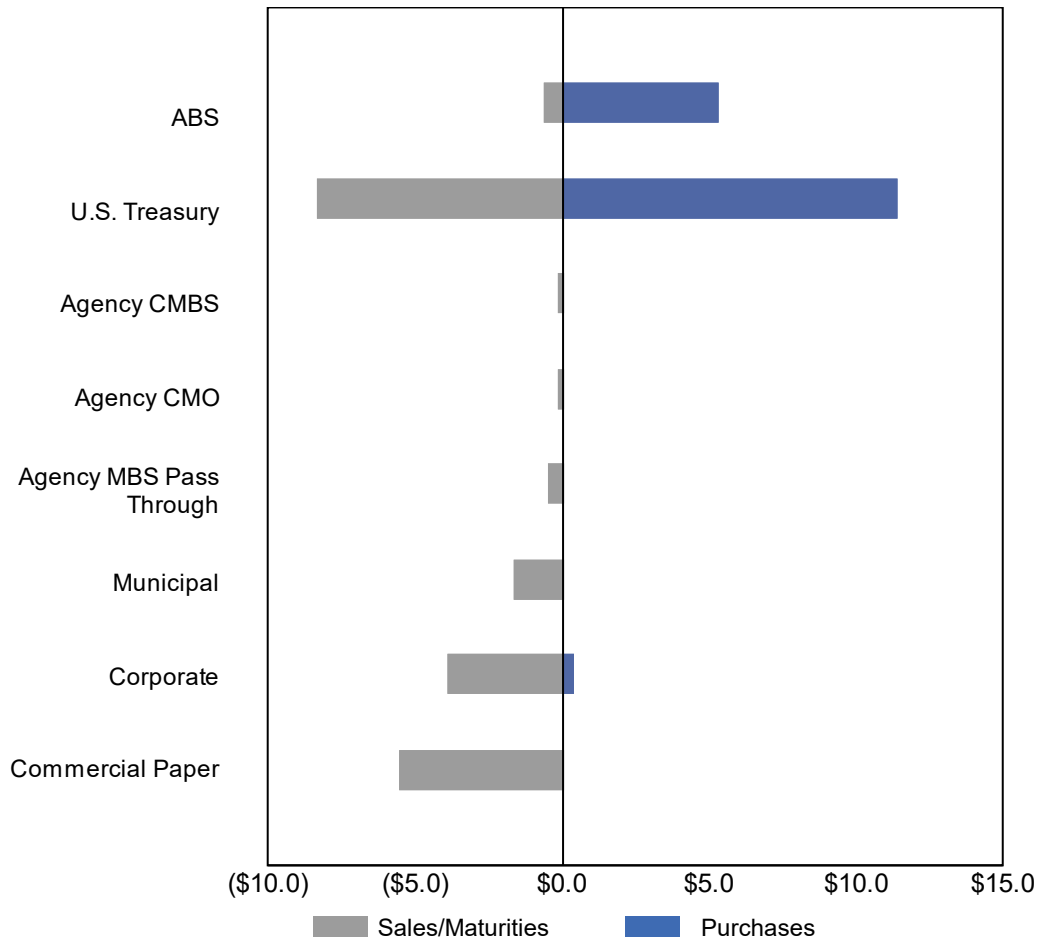
Security Type	Jun-24	% of Total	Sep-24	% of Total	Dec-24	% of Total	Mar-25	% of Total
U.S. Treasury	\$43.0	24.9%	\$56.9	30.5%	\$62.7	33.4%	\$66.5	35.6%
Federal Agency	\$8.5	4.9%	\$8.7	4.7%	\$8.8	4.7%	\$8.8	4.7%
Agency CMBS	\$23.5	13.7%	\$27.1	14.5%	\$25.6	13.6%	\$25.8	13.8%
Agency CMO	\$2.6	1.5%	\$2.6	1.4%	\$2.3	1.2%	\$2.2	1.2%
Agency MBS Pass Through	\$11.8	6.9%	\$11.7	6.3%	\$10.8	5.8%	\$10.6	5.7%
Supranational	\$1.7	1.0%	\$1.8	1.0%	\$1.7	0.9%	\$1.8	1.0%
Municipal	\$5.4	3.1%	\$3.9	2.1%	\$4.0	2.1%	\$2.4	1.3%
Negotiable CD	\$2.5	1.5%	\$2.5	1.4%	\$2.5	1.3%	\$2.5	1.4%
Commercial Paper	\$5.3	3.1%	\$5.4	2.9%	\$5.5	2.9%	\$0.0	0.0%
Corporate	\$45.3	26.3%	\$42.4	22.7%	\$42.0	22.3%	\$38.9	20.8%
ABS	\$22.6	13.1%	\$23.3	12.5%	\$22.2	11.8%	\$26.9	14.5%
Total	\$172.4	100.0%	\$186.3	100.0%	\$188.1	100.0%	\$186.4	100.0%



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

Portfolio Activity - SAN MATEO COUNTY TRANS DIST RESERVE

Net Activity by Sector
 (\$ millions)

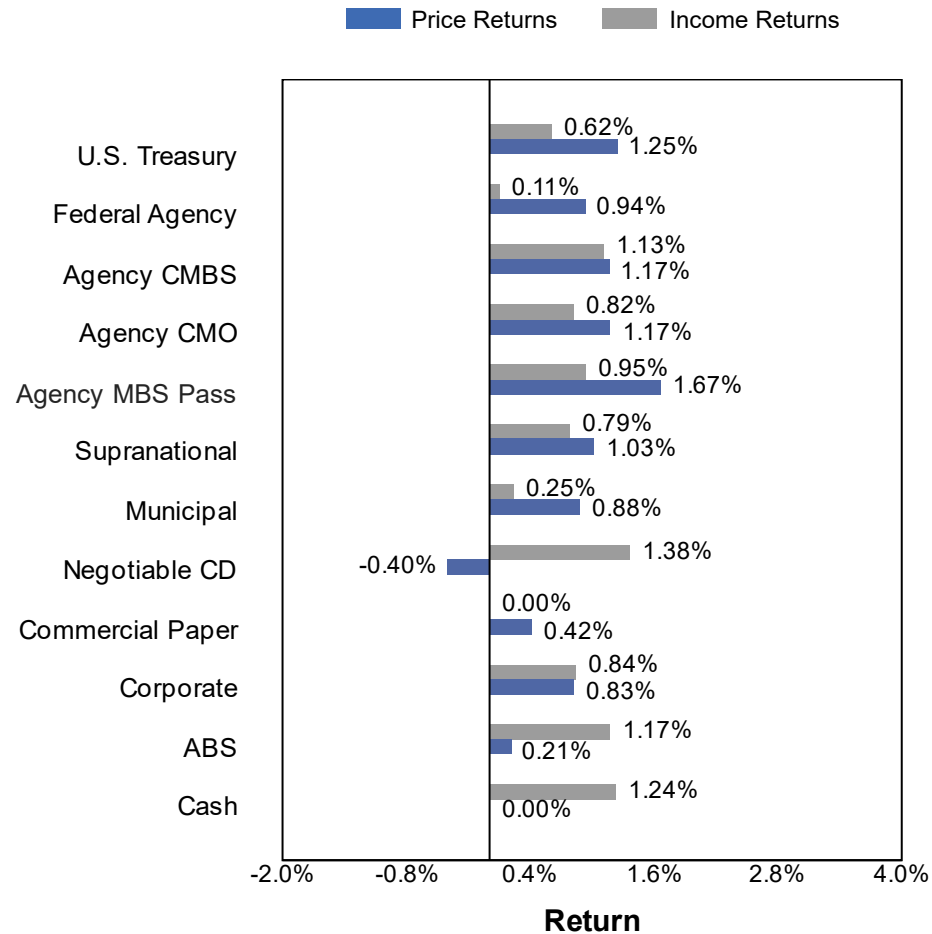


Sector	Net Activity
ABS	\$4,710,268
U.S. Treasury	\$3,055,687
Agency CMBS	(\$98,806)
Agency CMO	(\$133,109)
Agency MBS Pass Through	(\$453,139)
Municipal	(\$1,600,000)
Corporate	(\$3,470,432)
Commercial Paper	(\$5,500,000)
Total Net Activity	(\$3,489,532)

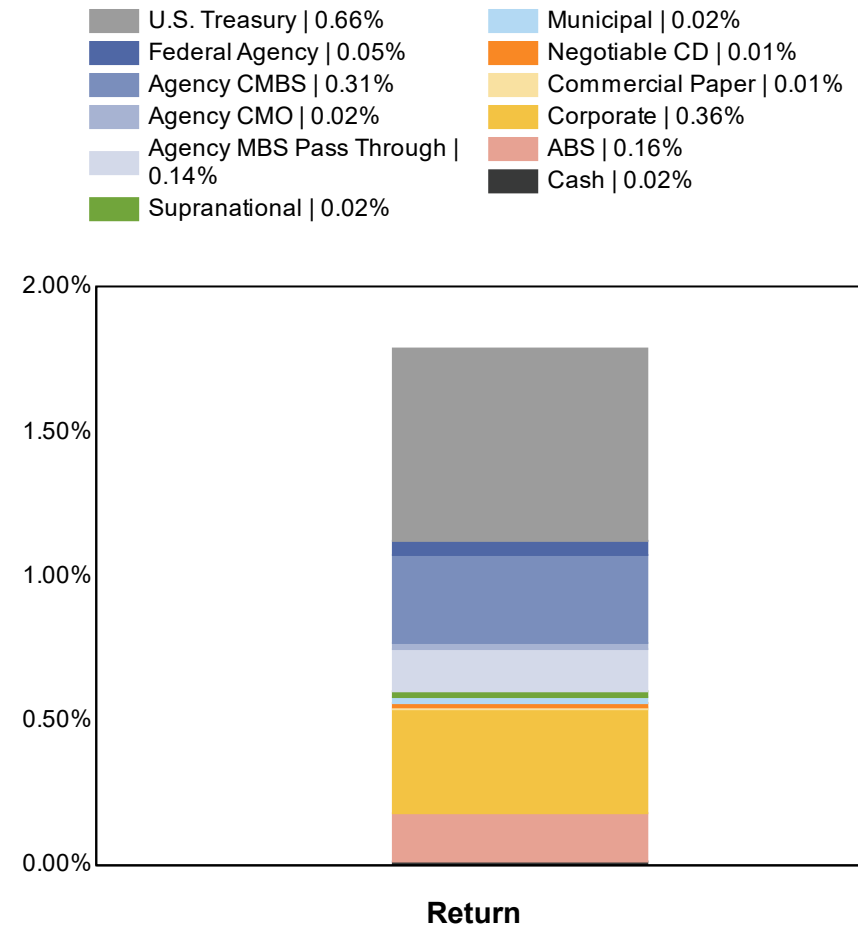
Based on total proceeds (principal and accrued interest) of buys, sells, maturities, and principal paydowns. Detail may not add to total due to rounding.

Quarterly Sector Performance - SAN MATEO COUNTY TRANS DIST RESERVE

Total Return by Sector

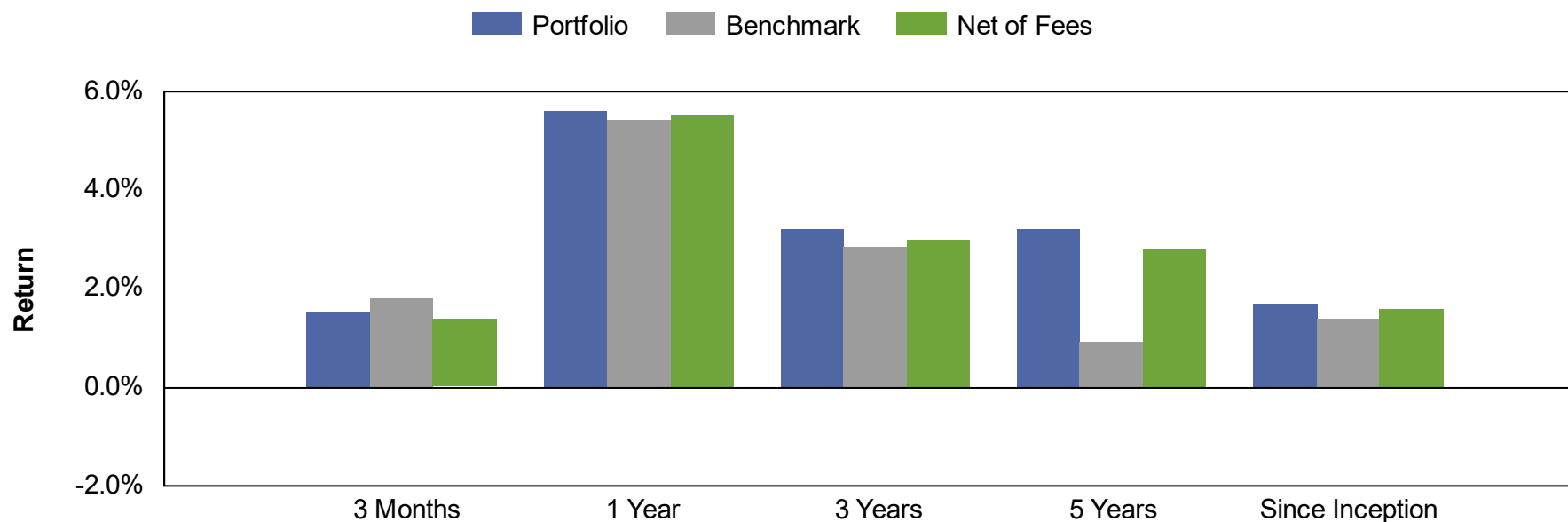


Contribution to Total Return



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.

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	\$1,550,439	\$5,903,241	\$12,801,688	\$16,800,563	\$23,781,804
Change in Market Value	\$1,889,268	\$4,599,914	\$5,088,509	(\$2,970,216)	(\$696,720)
Total Dollar Return	\$3,439,707	\$10,503,155	\$17,890,197	\$13,830,347	\$23,085,084
Total Return³					
Portfolio	1.78%	5.65%	3.23%	1.61%	1.81%
Benchmark ⁴	1.81%	5.43%	2.87%	1.09%	1.65%
Basis Point Fee	0.01%	0.05%	0.05%	0.04%	0.05%
Net of Fee Return	1.77%	5.60%	3.18%	1.57%	1.76%

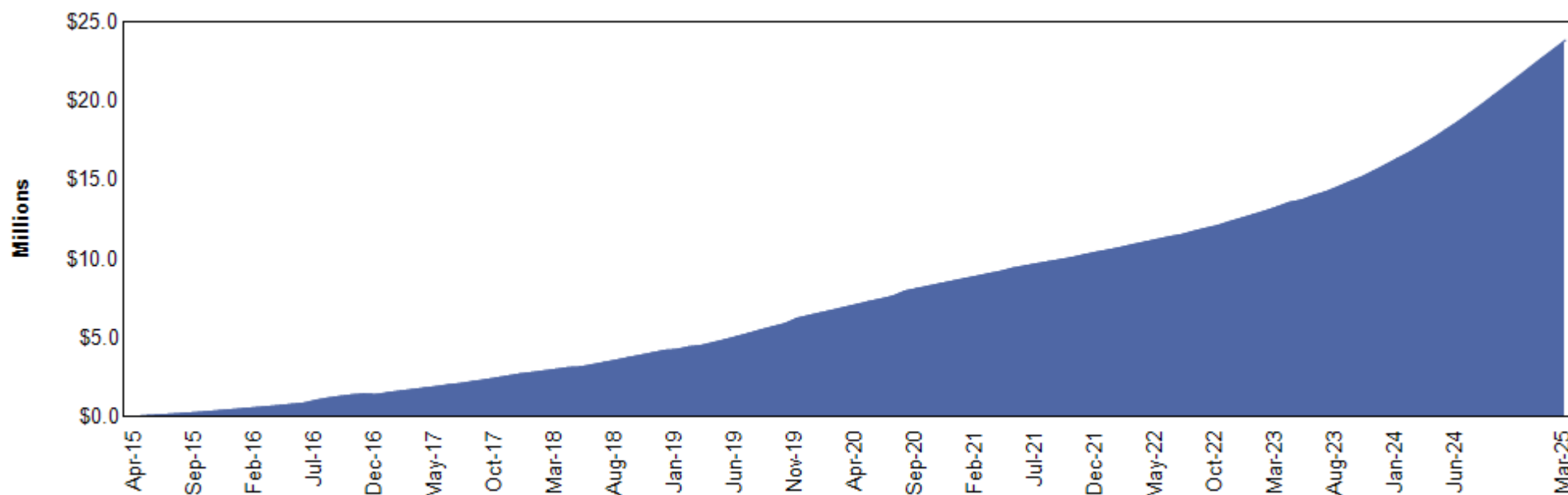
1. The lesser of 10 years or since inception is shown. Since inception returns for periods one year or less are not shown. Performance inception date is March 31, 2015.

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 Financial LP.

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	\$1,550,439	\$5,903,241	\$12,801,688	\$16,800,563	\$23,781,804
Realized Gains / (Losses) ³	(\$12,588)	(\$85,426)	(\$642,508)	(\$328,720)	(\$615,790)
Change in Amortized Cost	\$207,664	\$825,448	\$768,898	\$423,210	\$676,555
Total Earnings	\$1,745,516	\$6,643,264	\$12,928,079	\$16,895,053	\$23,842,569

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.

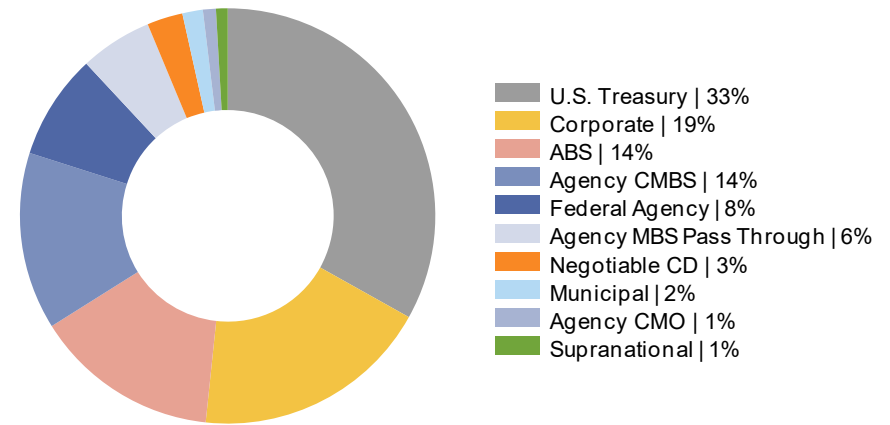
Portfolio Review: SAN MATEO COUNTY TRANS DIST PARATRANSIT

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST PARATRANSIT¹

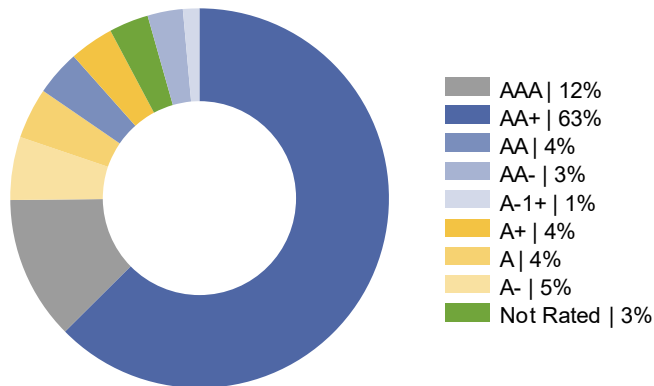
Portfolio Statistics

Total Market Value	\$29,891,504.35
Securities Sub-Total	\$28,855,554.30
Accrued Interest	\$150,311.28
Cash	\$885,638.77
Portfolio Effective Duration	2.13 years
Benchmark Effective Duration	2.04 years
Yield At Cost	3.69%
Yield At Market	4.27%
Portfolio Credit Quality	AA

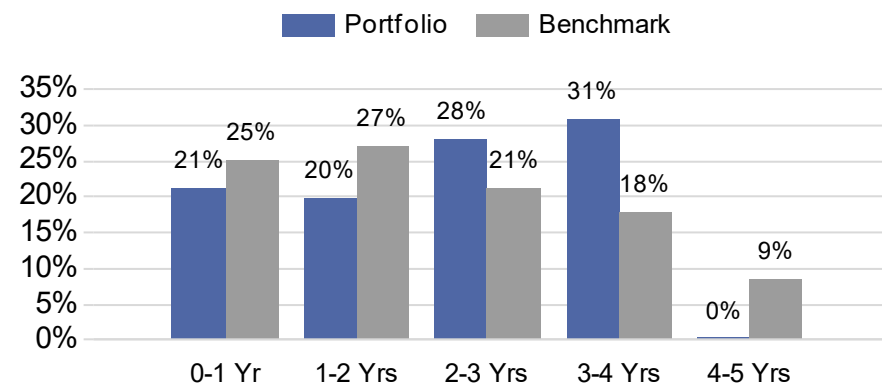
Sector Allocation



Credit Quality - S&P



Duration Distribution



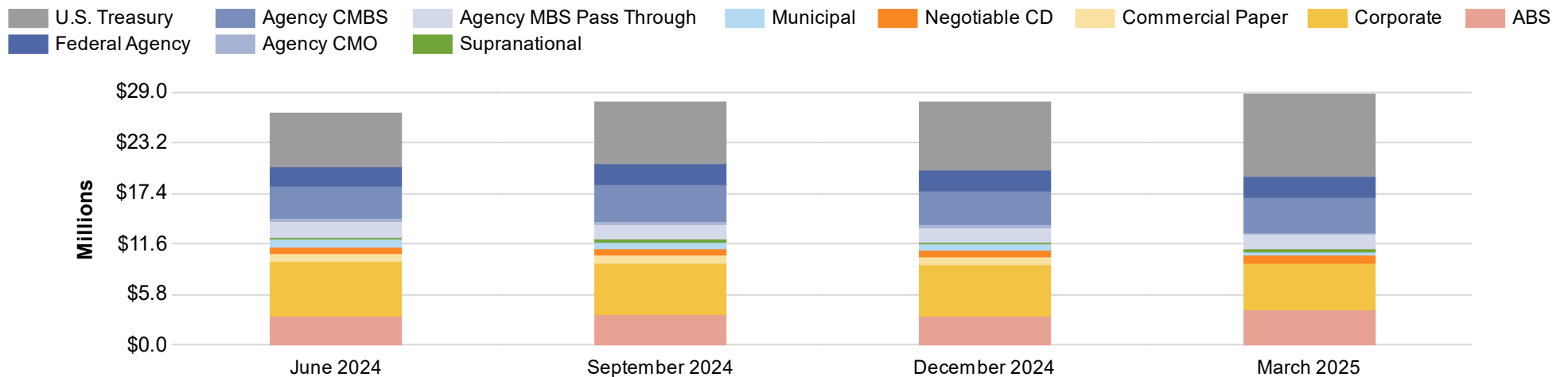
1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest.

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 Financial LP.

An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.

Sector Allocation Review - SAN MATEO COUNTY TRANS DIST PARATRANSIT

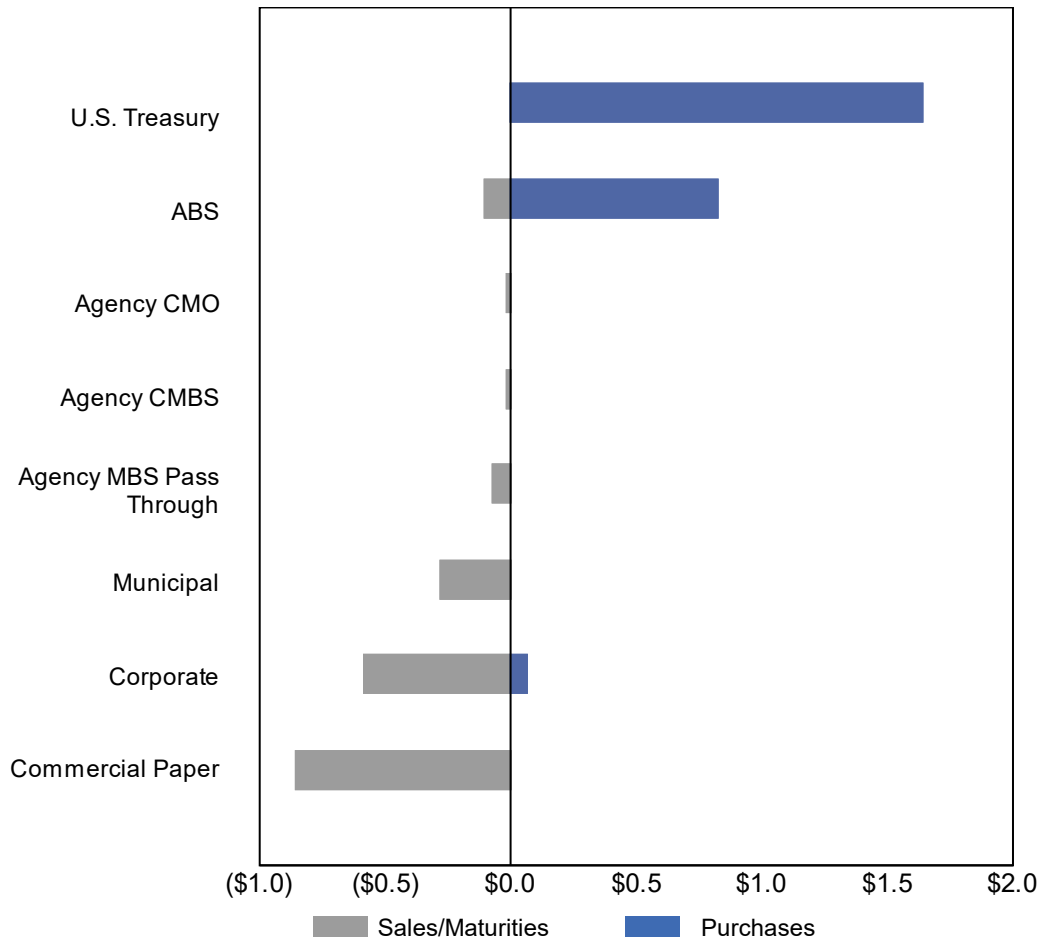
Security Type	Jun-24	% of Total	Sep-24	% of Total	Dec-24	% of Total	Mar-25	% of Total
U.S. Treasury	\$6.0	22.5%	\$7.0	25.2%	\$7.8	27.9%	\$9.5	33.1%
Federal Agency	\$2.3	8.6%	\$2.3	8.3%	\$2.3	8.4%	\$2.4	8.2%
Agency CMBS	\$3.7	14.0%	\$4.3	15.3%	\$4.0	14.2%	\$4.0	13.8%
Agency CMO	\$0.3	1.2%	\$0.3	1.1%	\$0.3	1.0%	\$0.3	1.0%
Agency MBS Pass Through	\$1.8	6.8%	\$1.8	6.4%	\$1.7	5.9%	\$1.6	5.6%
Supranational	\$0.3	1.0%	\$0.3	1.0%	\$0.3	1.0%	\$0.3	0.9%
Municipal	\$0.9	3.4%	\$0.7	2.6%	\$0.7	2.6%	\$0.5	1.6%
Negotiable CD	\$0.8	3.0%	\$0.8	2.9%	\$0.8	2.9%	\$0.8	2.8%
Commercial Paper	\$0.8	3.0%	\$0.8	3.0%	\$0.8	3.0%	\$0.0	0.0%
Corporate	\$6.3	23.6%	\$5.9	21.2%	\$5.8	20.9%	\$5.4	18.6%
ABS	\$3.4	12.9%	\$3.6	13.0%	\$3.4	12.2%	\$4.2	14.4%
Total	\$26.5	100.0%	\$27.9	100.0%	\$28.0	100.0%	\$28.9	100.0%



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

Portfolio Activity - SAN MATEO COUNTY TRANS DIST PARATRANSIT

Net Activity by Sector
 (\$ millions)

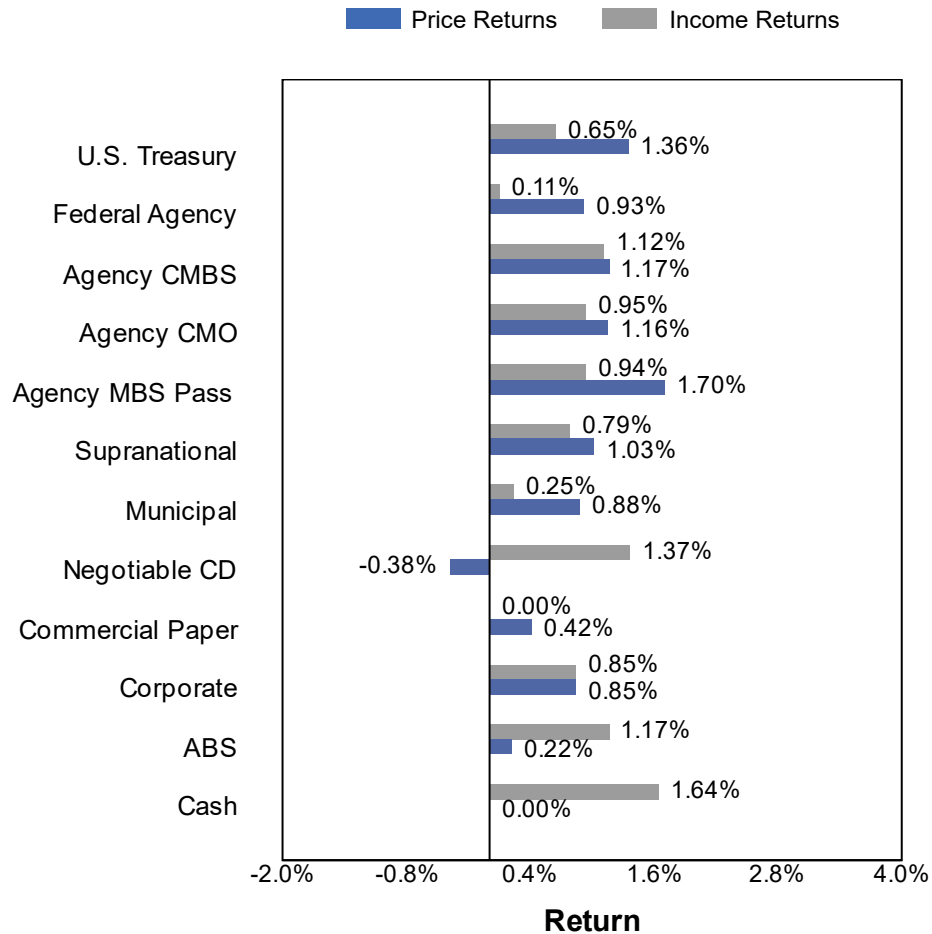


Sector	Net Activity
U.S. Treasury	\$1,639,463
ABS	\$729,896
Agency CMO	(\$14,194)
Agency CMBS	(\$15,802)
Agency MBS Pass Through	(\$68,498)
Municipal	(\$275,000)
Corporate	(\$520,070)
Commercial Paper	(\$850,000)
Total Net Activity	\$625,794

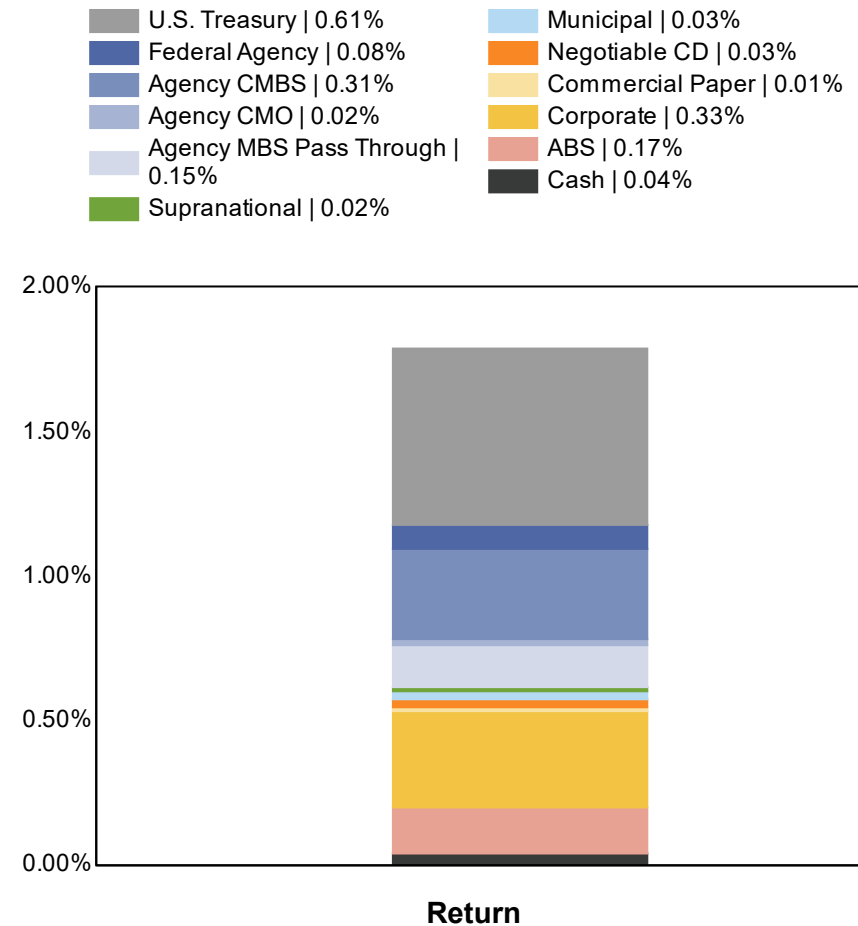
Based on total proceeds (principal and accrued interest) of buys, sells, maturities, and principal paydowns. Detail may not add to total due to rounding.

Quarterly Sector Performance - SAN MATEO COUNTY TRANS DIST PARATRANSIT

Total Return by Sector

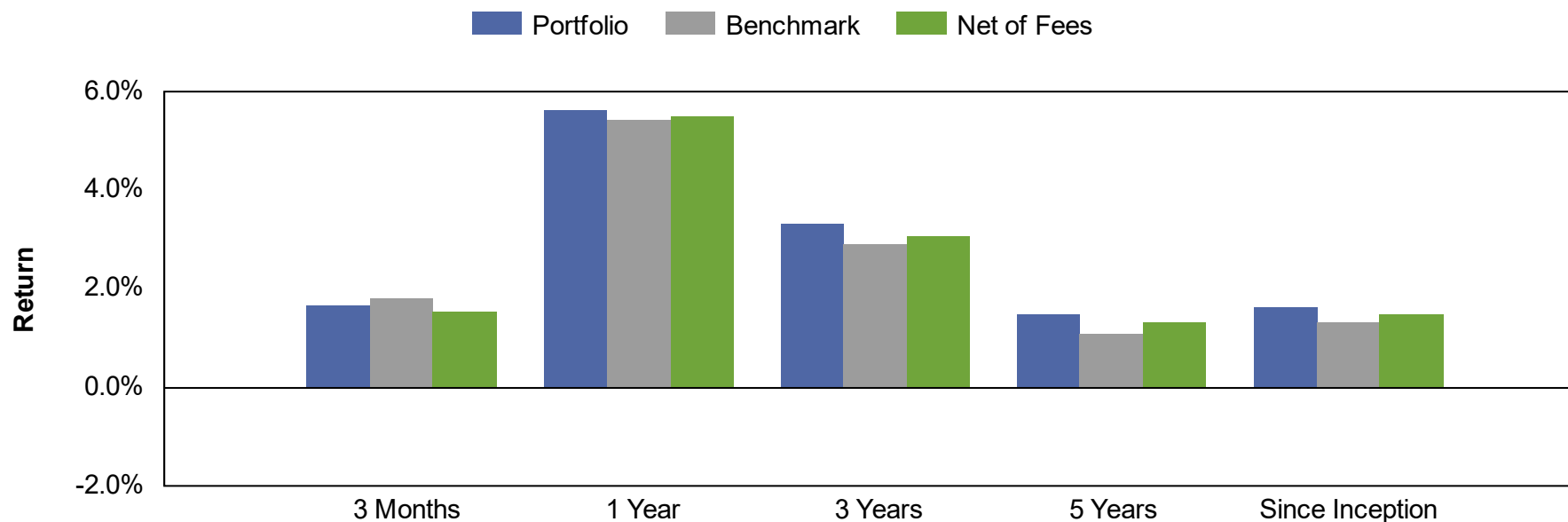


Contribution to Total Return



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.

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	\$239,109	\$899,681	\$2,033,466	\$2,903,441	\$4,877,005
Change in Market Value	\$285,435	\$699,972	\$691,849	(\$604,757)	\$3,583
Total Dollar Return	\$524,544	\$1,599,653	\$2,725,315	\$2,298,684	\$4,880,588
Total Return³					
Portfolio	1.79%	5.65%	3.23%	1.62%	1.80%
Benchmark ⁴	1.81%	5.43%	2.87%	1.09%	1.65%
Basis Point Fee	0.01%	0.05%	0.05%	0.04%	0.05%
Net of Fee Return	1.78%	5.60%	3.18%	1.58%	1.75%

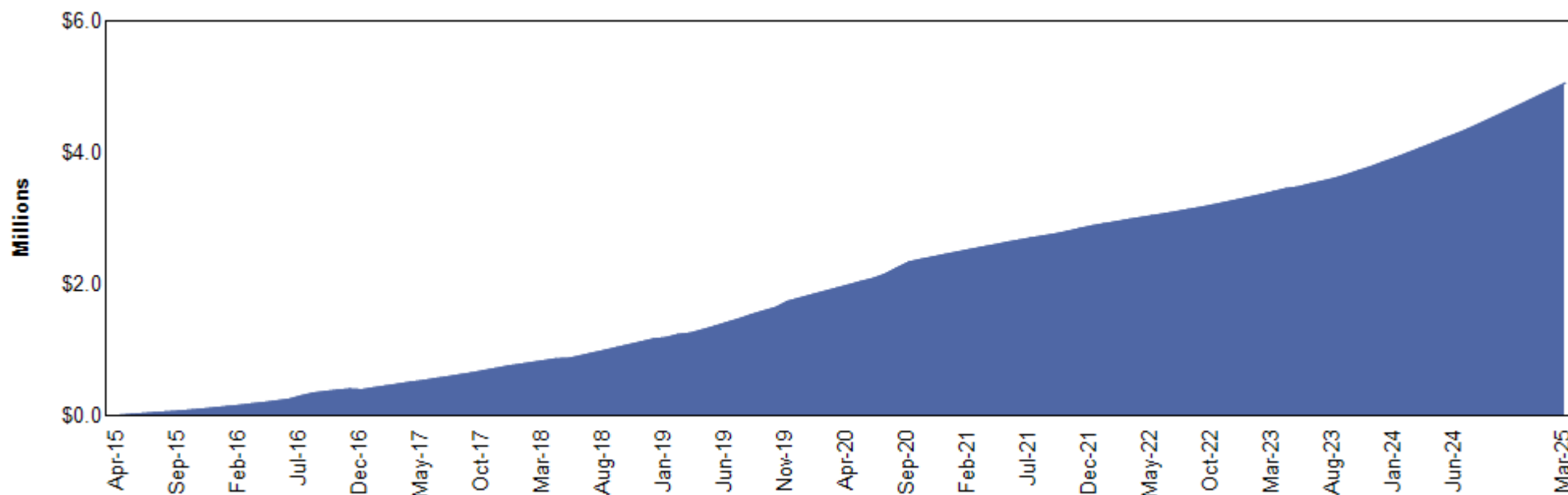
1. The lesser of 10 years or since inception is shown. Since inception returns for periods one year or less are not shown. Performance inception date is March 31, 2015.

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 Financial LP.

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	\$239,109	\$899,681	\$2,033,466	\$2,903,441	\$4,877,005
Realized Gains / (Losses) ³	(\$2,165)	(\$18,996)	(\$69,072)	\$100,857	\$13,760
Change in Amortized Cost	\$27,073	\$112,069	\$110,078	\$113,971	\$170,343
Total Earnings	\$264,018	\$992,754	\$2,074,472	\$3,118,270	\$5,061,108

1. The lesser of 10 years or since inception is shown. Performance inception date is March 31, 2015.

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

3. Realized gains / (losses) are shown on an amortized cost basis.

Important Disclosures

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

PFMAM professionals have exercised reasonable professional care in the preparation of this performance report. Information in this report is obtained from sources external to PFMAM and is generally believed to be reliable and available to the public; however, we cannot guarantee its accuracy, completeness or suitability. We rely on the client's custodian for security holdings and market values. Transaction dates reported by the custodian may differ from money manager statements. While efforts are made to ensure the data contained herein is accurate and complete, we disclaim all responsibility for any errors that may occur. References to particular issuers are for illustrative purposes only and are not intended to be recommendations or advice regarding such issuers. Fixed income manager and index characteristics are gathered from external sources. When average credit quality is not available, it is estimated by taking the market value weights of individual credit tiers on the portion of the strategy rated by a NRSRO.

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

The views expressed within this material constitute the perspective and judgment of PFMAM at the time of distribution and are subject to change. Any forecast, projection, or prediction of the market, the economy, economic trends, and equity or fixed-income markets are based upon certain assumptions and current opinion as of the date of issue and are also subject to change. Some, but not all assumptions are noted in the report. Assumptions may or may not be proven correct as actual events occur, and results may depend on events outside of your or our control. Changes in assumptions may have a material effect on results. Opinions and data presented are not necessarily indicative of future events or expected performance.

PFM Asset Management serves clients in the public sector and is a division of U.S. Bancorp Asset Management, Inc., which is the legal entity providing investment advisory services. U.S. Bancorp Asset Management, Inc. is a registered investment adviser, a direct subsidiary of U.S. Bank N.A. and an indirect subsidiary of U.S. Bancorp. U.S. Bank N.A. is not responsible for and does not guarantee the products, services, or performance of U.S. Bancorp Asset Management, Inc. The information contained is not an offer to purchase or sell any securities. Additional applicable regulatory information is available upon request.

For more information regarding PFMAM's services or entities, please visit www.pfmam.com.

Further distribution is not permitted without prior written consent.

Important Disclosures

- Generally, PFMAM's market prices are derived from closing bid prices as of the last business day of the month as supplied by ICE Data Services. There may be differences in the values shown for investments due to accrued but uncollected income and the use of differing valuation sources and methods. Non-negotiable FDIC-insured bank certificates of deposit are priced at par. Although PFMAM believes the prices to be reliable, the values of the securities may not represent the prices at which the securities could have been bought or sold. Explanation of the valuation methods for a registered investment company or local government investment program is contained in the appropriate fund offering documentation or information statement.
- 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.**
- ICE Bank of America 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: David Olmeda, Chief Operating Officer, Bus
Subject: **Accept Capital Projects Quarterly Status Report for Fiscal Year 2025
Quarter 3**

Action

The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

Significance

The Capital Projects Quarterly Status Report is submitted to keep the board advised as to the scope, budget and progress of current ongoing capital projects.

Budget Impact

There is no impact to the budget.

Background

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared By: Nasser Haghtalab Project Controls Manager 650-622-7828



San Mateo County Transit District

Capital Program

Quarterly Status Report and DBE Status Report



3rd Quarter Fiscal Year 2025 (January to March 2025)

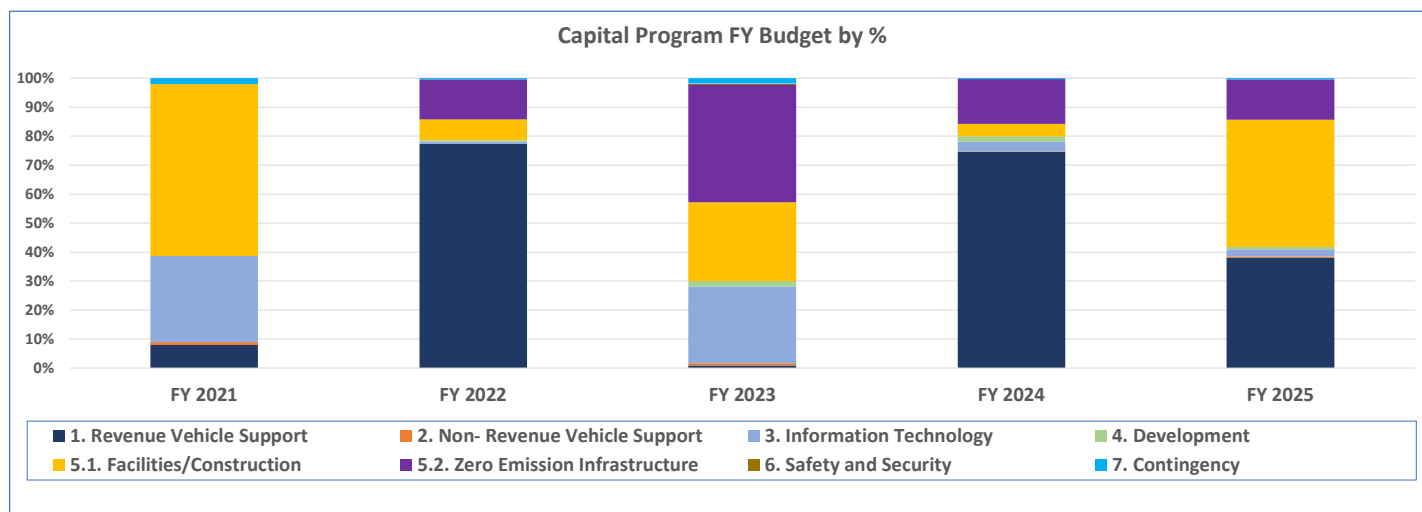
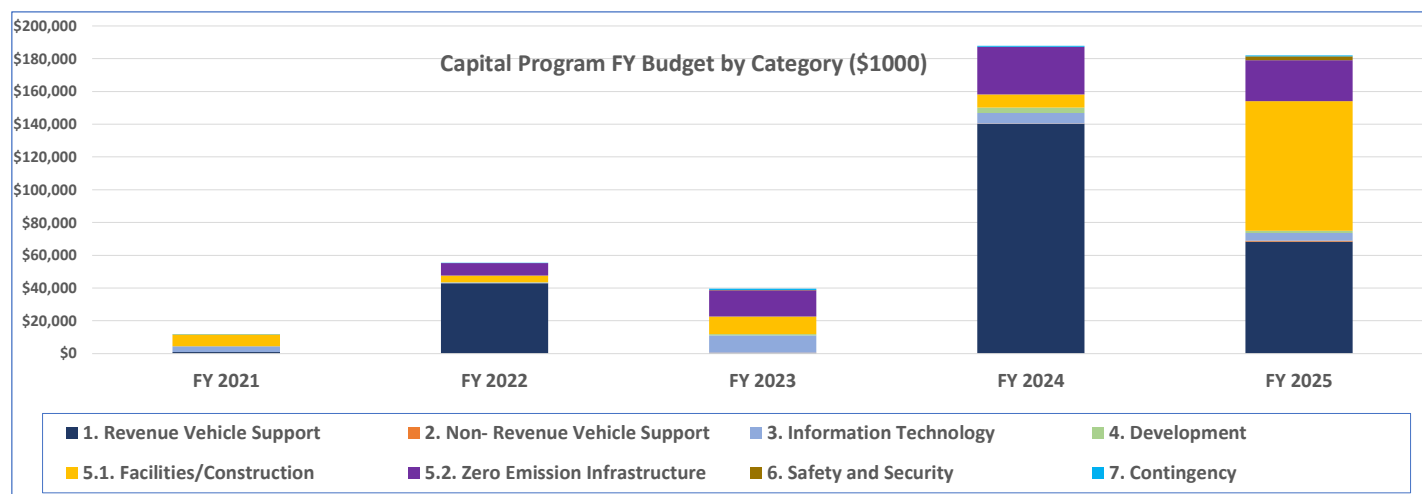
Prepared for the May 07, 2025 SamTrans Board Meeting

Capital Program Budget Status Summary (\$1000)

Programs	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
1. Revenue Vehicle Support	\$952	\$42,955	\$359	\$140,237	\$68,415
2. Non- Revenue Vehicle Support	\$117	\$0	\$285	\$245	\$588
3. Information Technology	\$3,529	\$431	\$10,488	\$6,388	\$4,663
4. Development	\$0	\$250	\$741	\$3,370	\$1,430
5.1. Facilities/Construction	\$7,052	\$4,007	\$10,782	\$7,959	\$78,939
5.2. Zero Emission Infrastructure	\$0	\$7,626	\$16,070	\$28,977	\$25,050
6. Safety and Security	\$0	\$0	\$114	\$0	\$2,241
7. Contingency	\$250	\$250	\$750	\$750	\$750
Total Board Approved Budget by FY*	\$11,899	\$55,520	\$39,588	\$187,926	\$182,076

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 - FY25Q3									
Project ID	Project Name	Project Manager	Schedule		Budget		Funding		Page
			Dec-24	Mar-25	Dec-24	Mar-25	Dec-24	Mar-25	
Revenue Vehicle Support Projects									
021502	Major Bus Components	Joe Almondia	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	8
100353	FY19 Maintenance Support Equipment	David Harbour	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	10
100585	Purchase 17 Battery Electric Bus	David Harbour	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	12
100633	Purchase (21) Paratransit Cutaway	David Harbour	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	14
100635	Replace (135) 2009 Gillig Buses	David Harbour	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	16
Non-Revenue Vehicle Support									
100462	Replacement Non-Rev Toyota Priuses	Juan Villanueva	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	18
100549	Replacement Non-Rev Vehicles	Juan Villanueva	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	20
Information Technology Projects									
021505	Technology Refresh Project	Michael Salazar	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	22
100016	Mobile View (Wi-Fi) Enhancement	Karambir Cheema	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	24
100248	FY18 EPM Replacement	Mike Torres	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	26
100463	SPEAR System Improvement	David Harbour	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	28
100534	Onboard Wi-Fi	Karambir Cheema	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	30
100546	Automating Daily Dispatch	Jonathan Steketee	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	32
100628	APC Validation	Jonathan Steketee	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	34
100706	Intelligent Transportation System (ITS)	Karambir Cheema	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	36
100707	Cybersecurity Program	Michael Salazar	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	38
100708	Paratransit Scheduling Software	Tina Dubost	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	40
100715	Multi Platform Upgrades	Michael Salazar	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	42
Facilities/Construction Projects									
021507	Facilities Smaller Projects	Ron Robertson	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	44
100466	Remodel North and South Base Employee Areas	Jeffrey Thomas	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	46
100468	NB SB Bus Vacuum Replacement	Jeffrey Thomas	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	48
100472	samTrans HQ Tenant Improvements	Kris McGee	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	51
100473	Central Building Various Site Improvements	Jeffrey Thomas	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	54
100474	SB Bus Washer Walls	Jeffrey Thomas	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	56
100475	ADA Study & Phase 1 Retrofits	Jeffrey Thomas	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	59
100476	North and South Base Exterior Painting	Jeffrey Thomas	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	61
100538	NB / SB Front Entrance Modifications	Jeffrey Thomas	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	63
100548	North Base 200 Transportation Bldg.	Yoko Watanabe	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	65
100629	EV Chargers Non-Rev Vehicles	Jeffrey Thomas	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	68
100710	South Base Water Utility Lines Replacement	Jeffrey Thomas	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	70
100711	Bus Shelter Upgrades and Replacements	Jeffrey Thomas	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	72
100763	Interim Workspace Enhancement	Ron Robertson	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	74
100768	North Base and South Base Condition & Needs Assessment	Lisha Mai	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	76
100769	Bus Stop Improvement Plan	George Gamoney	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	78
100770	Bus Operator Restroom Access Improvements	George Gamoney	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	80
Zero Emission Infrastructure Projects									
100547	SB Switchgear Replacement and Charger Installation	Jeffrey Shu	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	82
100631	SB 37 BEB Charger Infrastructure	Anthony Tejada	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	86
100712	North Base Sea Level Rise and Erosion Mitigation	Lisha Mai	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	89
100723-02	North Base H2 Fueling Station for 10 FCEBs (Interim Solution)	Liria Larano	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	91
100723-03	North Base Permanent Hydrogen Station for FCEBs	Zhiming Fan	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	94
Planning and Development									
100773	El Camino Real Transit Capital Improvement Fund	Cassie Halls	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	96
100775	SamTrans Operating Facilities Assessment	Millie Tolesson	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	98

samTrans

Capital Programs Quarterly Progress Report

Project Controls

SamTrans Capital Projects Master Schedule

Legend:

Planning

Final Design

Procurement

Implementation

Preliminary Design

Right of Way

Construction

Close out

Prj. ID	Project Name	2024												2025												2026												2027											
		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)																																																
100353	FY19 Maintenance Support Equipment (Maintenance)																																																
100548	North Base 200 Transportation Building																									Leased Trailers and Building 800 Construction																							
100712	North Base Sea Level Rise and Erosion Mitigation																																																
100723-02	North Base Hydrogen Fueling Station for 10 FCEBs																																																
100723-03	North Base Permanent Hydrogen Station for FCEBs																																																
South Base Projects																																																	
100474	SB Bus Washer Walls																																																
100547	South Base Switchgear Replacement and Charger Installation	Equipment Delay																																															
100631	SB 37 BEB Charger Infrastructure	Pre- Construction												Order Long Lead												Award Construction Contract																							
100710	South Base Water Utility Lines Replacement																																																
North Base and South Base Projects																																																	
021507	Facilities Smaller Projects																																																
100466	Remodel North and South Base Employee Areas																																																
100468	NB & SB Bus Vacuum Replacement	On-hold, pending hiring a new project manager due to work loads																																															
100476	North and South Base Exterior Painting																																																
100538	NB / SB Front Entrance Modifications																																																
100546	Automating Daily Dispatch																																																
100763	Interim Workspace Enhancement																																																
100768	North Base and South Base Condition Assessment																																																
100770	Bus Operator Restroom Access Improvements																																																
Central Building Projects																																																	
100472	samTrans HQ Non -Tenant Improvements																																																
100473	Central Building Various Site Improvements																																																
100629	EV Chargers Non-Rev Vehicles at Central Garage																																																
System Wide Information Technology Projects																																																	
021505	Technology Refresh Project																																																
100248	FY18 Enterprise Performance Management Replacement																																																
100707	Cybersecurity Program																																																
100708	Paratransit Scheduling Software																																																
100715	Multi Platform Upgrades																																																
System Wide Development and Study																																																	
100628	APC Validation																																																
Vehicle Procurement Projects																																																	
100462	Replace Non-Rev Toyota Priuses																																																
100549	Replacement Non-Rev Vehicles	Delivery of Vehicles																																															
100585	Purchase 17 Battery Electric Bus	17 BEBs delivered												SB 10 ABB Chargers Commissioning																																			
100633	Purchase (21) Paratransit Cutaway																																																
100634	Replace (10) 2017 RW Minivans	Completed																																															
100635	Replace (135) 2009 Gillig Buses	20 BEBs Pilot Serial Testing												108 ZEBs Pilot												Serial																							
Vehicle Support Projects																																																	
100016	Mobile View (Wi-Fi) Enhancement													Completed																																			
100463	SPEAR System Improvement																																																
100534	Onboard Wi-Fi																																																
100706	Intelligent Transportation System (ITS)																																																
Location Projects within Cities of San Mateo County																																																	
100475	ADA Study & Phase 1 Retrofits																																																
100769	Bus Stop Improvement Plan																																																
100711	Bus Shelter Upgrades and Replacements																																																

Projects Completed Within FY21 - FY25

Prj. ID	Project Name	Budget
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
100634	Replacement (10) 2017 RW Minivans	\$ 1,093,876
100016	Wi-Fi Bases for Video Review	\$ 690,499

Major Bus Components

Period: FY25 Q3

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
\$ 8,104,887	98%	93.5%	\$ 8,104,887

Schedule

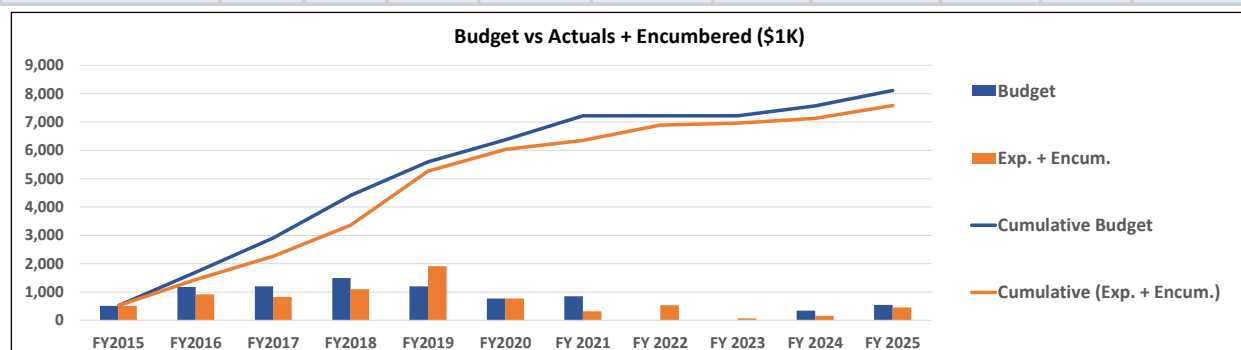
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	07/01/15	07/01/15			0	0	
Project Finish			06/30/25	06/30/25	0	0	Duration is expanded to the end of FY25

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	8,105		8,105	54	8,105	0	186	7,525	7,579	526
Totals	8,105	0	8,105	54	8,105	0	186	7,525	7,579	526

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		
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	74				89	163	442
FY 2025	542		542	-20			186	479	458	526
Totals	8,105	0	8,105	54	8,105	0	186	7,525	7,579	526



Major Bus Components

Period: FY25 Q3

Project ID: 021502

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
Undefined		-2	0		-2	-2	0	
General Capital Fund (01050)	Local	6,877	0		6,877	6,877	0	
FY19 STA-State of Good Repair (03122)	State	1,230	0		1,230	1,230	0	
Totals		8,105	0	0	8,105	8,105	0	

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

Risk	Mitigation

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

KEY ACTIVITIES - Next Reporting Month (top 5)

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

Project Notes

--

Maintenance Support Equipment

Period: FY25 Q3

Prj. ID: 100353

Project Manager: Juan Villanueva

SCOPE Summary

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

STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,524,246	95.8%	45.7%	\$ 1,524,246

Schedule

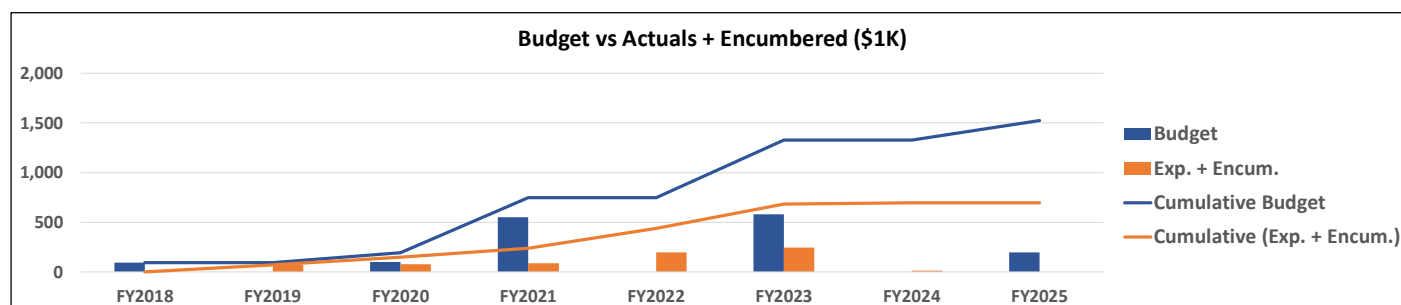
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/19	07/01/19			0	0	
Finish			06/30/25	06/30/25	0	0	

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

Activity	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
15 - Procurement	1,524		1,524	8	1,524	0		690	697	827
Totals	1,524	0	1,524	8	1,524	0	0	690	697	827

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

FY	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
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	580		580	-66				312	246	642
FY2024			0	-77				90	13	629
FY2025	198		198						0	827
Totals	1,524	0	1,524	8	1,524	0	0	690	697	827



Maintenance Support Equipment

Period: FY25 Q3

Prj. ID: 100353

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	1,524	0		1,524	1,524	0	
Totals		1,524	0	0	1,524	1,524	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: FY25 Q3

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
\$ 22,744,216	98%	93.9%	\$ 22,744,216

Project Manager: David Harbour

Schedule

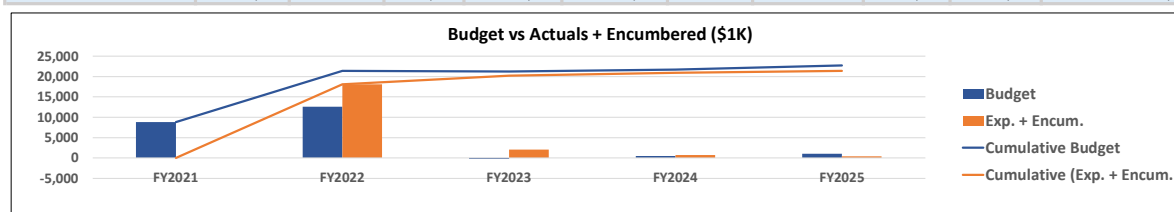
Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
Research bus type and COOP purchasing	01/01/21	01/01/21	03/05/21	03/05/21	0	0	Initial 7 BEB as Expansion; Add 10 BEB to replace Proterra's
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, Payments, In-Service	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, Payments, In-Service	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	05/01/25	05/01/25	0	0	Received 10/11/23; Commissioning will be 1 year later Est. 11/1/2024; Delayed until April 2025
Post Delivery	05/02/25	05/02/25	05/30/25	05/30/25	0	0	Drive Motor Retrofit; requires estimated 1 year for completion
Close-out	06/03/24	06/03/24	06/28/26	06/28/26	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		
15 -Procurement	22,744		22,744	1,474	22,744			19,885	21,359	1,385
Totals	22,744	0	22,744	1,474	22,744	0	0	19,885	21,359	1,385

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY2021	8,803		8,803					1	1	8,802
FY2022	12,631		12,631	16,431				1,694	18,125	3,309
FY2023	-200		-200	1,088				979	2,067	1,042
FY2024	474		474	-15,037				15,764	728	788
FY2025	1,036		1,036	-1,008			0	1,448	439	1,385
Totals	22,744	0	22,744	1,474	22,744	0	0	19,885	21,359	1,385



Express Bus - BEB (Purchase 17 Battery Electr Bus)

Period: FY25 Q3

Prj. ID: 100585

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
Measure W Sales Tax (01024)	Local	5,571	0		5,571	5,571	0	
Sec 5307 Grant (02182)	Federal	4,939	0		4,939	4,939	0	
FTA 1671 (02186)	Federal	1,976	0		1,976	1,976	0	
SOG FY18 (03120)	State	117	0		117	117	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	
FY17 AB664 (04116)	Federal	106	0		106	106	0	
Totals		23,244	0	0	23,244	23,244	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 ; pending schedule
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, commissioning April 2025
Issued POs for Door mounts for Retrofit of Driver Barrier Doors on 17 BEBs and 55 Artics, scheduled Pilot door install in week 4/7/25

KEY ACTIVITIES - Next Reporting Month (top 5)

PEM22 Retrofit: Estimated time frame for the retrofit to begin taking place is aprox 7 – 8 months; pending schedule
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, commissioning April 2025
Complete Pilot Retrofit install on 4/8/25
Order remaining parts for 17 BEBs and 55 Artics

Project Notes

Purchase (21) Paratransit Cutaway

Period: FY25 Q3

Prj. ID: 100633

Project Manager: David Harbour

SCOPE Summary

STATUS Summary

Phase: Procurement

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 4,806,900	79%	59.5%	\$ 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	10/08/24	-182	-306	Requested BOM list to verify specifications on vans
Production, Inspection, Quality Control	12/07/23	04/17/25	03/15/24	05/09/25	-497	-420	
Post-Delivery: Acceptance, Payments, In-Service	03/18/24	06/15/25	02/28/25	07/15/25	-454	-137	Re-baselined
Close-out	12/02/24	12/31/25	12/31/25	12/31/25	-394	0	Re-baselined

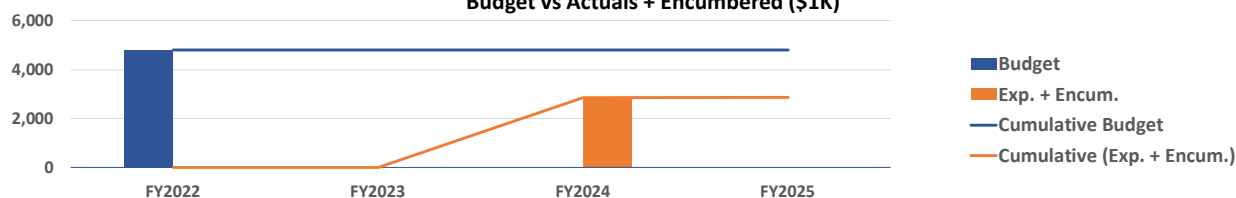
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	4,807		4,807	2,858	4,807	0		4	2,862	1,945
Totals	4,807	0	4,807	2,858	4,807	0	0	4	2,862	1,945

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2022	4,807		4,807						0	4,807
FY2023			0						0	4,807
FY2024			0	2,845				2	2,847	1,959
FY2025			0	13			0	1	14	4,793
Totals	4,807	0	4,807	2,858	4,807	0	0	4	2,861	1,945

Budget vs Actuals + Encumbered (\$1K)



Purchase (21) Paratransit Cutaway

Period: FY25 Q3

Prj. ID: 100633

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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)

Modification Schedule delayed due to antennas, in April 2025

KEY ACTIVITIES - Next Reporting Month (top 5)

Expect to receive vans for acceptance

Prepare to receive, inspect, accept transit vans

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: FY25 Q3

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
\$ 181,951,510	72.9%	112.5%	\$ 181,951,510

Schedule

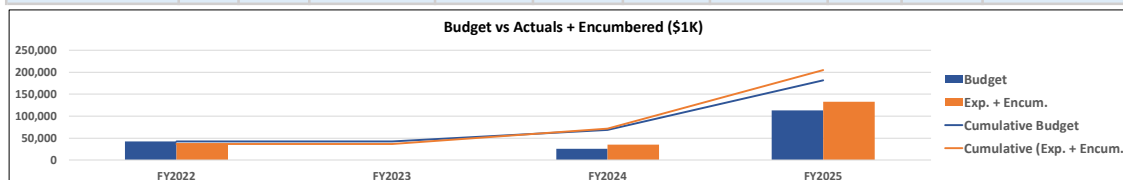
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
PHASE 1: 30 ZERO EMISSION BUSES							
Research bus type and COOP purchasing	04/01/22	04/01/22	05/03/22	05/03/22	0	0	Schedule changed; supply chain delay; 60 day testing of Pilot Bus
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	05/10/24	11/10/23	11/24/24	-291	-380	
Gillig (1 Pilot BEB): Delivery, Acceptance, Payments, In-Service	08/01/23	06/27/24	10/02/23	07/15/24	-331	-287	30 day testing of Serial Buses
Gillig (19 BEB): Delivery, Acceptance, Payments, In-Service	09/01/23	08/26/24	02/05/24	02/26/25	-360	-387	
New Flyer (10 FCEB): Pre-Production Meetings, Bus Configurations	11/01/22	10/12/22	07/31/23	07/31/23	20	0	Pilot delivered 9/08/23; 60 day testing of Pilot Bus; Conditionally accepted 3/28/24; Not in-service
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, Payments, In-Service	06/12/23	09/08/23	08/14/23	10/09/23	-88	-56	
New Flyer (9 FCEB): Delivery, Acceptance, Payments, In-Service	07/14/23	12/29/23	11/03/23	02/10/25	-168	-465	
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	09/04/24	03/01/27	03/01/27	-65	0	March 31, 2025, Pilot Bus line-entry; ETA Pilot Bus delivery July 21, 2025
Production, Inspection, Quality Control	09/01/25	03/31/25	04/01/27	04/01/27	154	0	
1 Pilot-Delivery: Acceptance, Payments, In-Service	10/01/25	07/21/25	12/30/25	12/30/25	72	0	60 day testing of Pilot Bus
107-Serial Buses: Delivery: Acceptance, Payments, In-Service	01/30/26	12/08/25	04/01/27	04/01/27	53	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)						
15 - Procurement	181,952		181,952	186,176	181,952	0	5,693	18,606	204,783	-22,831
Totals	181,952	0	181,952	186,176	181,952	0	5,693	18,606	204,783	-22,831

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	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				11,202	35,211	-3,275
FY2025	113,370		113,370	125,639			5,693	7,287	132,926	-22,831
Totals	181,952	0	181,952	186,176	181,952	0	5,693	18,606	204,783	-22,831



samTrans

Capital Programs Quarterly Progress Report

Project Controls

Replace (135) 2009 Gillig Buses

Period: FY25 Q3

Prj. ID: 100635

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
Measure W Sales Tax (01024)	Local	3,761	0		3,761	3,761	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	46,502			46,502	46,502	0	
Prop 1B PTMISEA FY14 (03954)	State	9,160			9,160	9,160	0	
AHSC FCEBs and Route 251 (04442)	Federal	3,000			3,000	3,000	0	
FY24 STA SOGR SamTrans (03142)	State	929			929	929	0	
SAMTR - FY21 LCTOP (03955)	State	1,043			1,043	1,043	0	
SAMTR FY22 LCTOP (03955)	State	2,448			2,448	2,448	0	
SAMTR FY23 LCTOP (03964)	State	2,450			2,450	2,450	0	
FY24 LCTOP SAMTR Fuel Cell Bu (03970)	State	2,627			2,627	2,627	0	
FY24 FTA Sec 5307 SamTrans (02911)	Federal	66,976			66,976	66,976	0	
FY23/24 TIRCP SamTrans Bus Rep (03969)	State	15,000			15,000	15,000	0	
State SB1 LPP-F SamTrans (03971)	State	1,515			1,515	1,515	0	
Totals		#####	0	0	180,437	180,437	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 completed; swap 9 on production line; Amendment #1

Phase 1 (10 NF FCEB): Amendment 1 signed 8/24/23; Amendment 2 signed 12/7/23; Amendment 3 signed 8/2/24

Phase 1 (10 NF FCEB): Delivered 10 Buses-3000 - 3009; Conditionally Accepted 10 Buses; Invoice Paid

Phase 1 (10 NF FCEB): Refueler fully commissioned; 2/10/25, released for in-service of all buses except for PILOT with PEM 22 Retrofit; pending part for replacement on PILOT

Phase 1 (20 Gillig BEB): Delivered pilot bus 6/27/24; pilot bus accepted 9/25/24; production of remaining 19 BEBs to start 9/16/24 through 11/25/24; seats defects delaying delivery

Phase 1 (20 Gillig BEB): Amendment 1 signed 5/11/23

Phase 1 (20 Gillig BEB): Parts Shortage, Delayed delivery; Delivered: 18, except 5013 and 5019; Accepted: 5003, 5004, 5005, 5006, 5007, 5009

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): PreProduction for Anniston, AL - week of 9/23/24; finalize bus configurations/specifications

Phase 2 (108 NF FCEB): Tentative schedule: Pilot Line Entry - March 31, 2025; Pilot Delivery - June 23, 2025; Serial Buses Line Entry - Oct. 6, 2025; Delivery - Dec 5, 2025 through Jan 29, 2027

Phase 2 (108 NF FCEB): Inspection for 1 Pilot completed; Pending RFP for 107 FCEBs Inspection Services/Post Delivery Buy America Audit - with C&P for 4 months

KEY ACTIVITIES - Next Reporting Month (top 5)

Phase 1 (10 NF FCEB): Gradeability issue identified for New Flyer FCEB; solution found; retrofit 1 pilot completed; swap 9 on production line; Amendment #1

Phase 1 (10 NF FCEB): Amendment 1 signed 8/24/23; Amendment 2 signed 12/7/23; Amendment 3 signed 8/2/24

Phase 1 (10 NF FCEB): Delivered 10 Buses-3000 - 3009; Conditionally Accepted 10 Buses; Invoice Paid

Phase 1 (10 NF FCEB): Refueler fully commissioned; 2/10/25, released for in-service of all buses except for PILOT with PEM 22 Retrofit; pending part for replacement on PILOT

Phase 1 (20 Gillig BEB): Delivered pilot bus 6/27/24; pilot bus accepted 9/25/24; production of remaining 19 BEBs to start 9/16/24 through 11/25/24; seats defects delaying delivery

Phase 1 (20 Gillig BEB): Amendment 1 signed 5/11/23

Phase 1 (20 Gillig BEB): Parts Shortage, Delayed delivery; Expect Delivery of remaining buses; Expect to Accept additional buses; Pay Invoices on Accepted Buses

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): Tentative schedule: Pilot Line Entry - March 31, 2025; Pilot Delivery - June 23, 2025; Serial Buses Line Entry - Oct. 6, 2025; Delivery - Dec 5, 2025 through Jan 29, 2027

Phase 2 (108 NF FCEB): Pending RFP for 107 FCEBs Inspection Services/Post Delivery Buy America Audit - with C&P for 4 months

Project Notes

Multiple Phases procurement and different zero emission technology buses

Replace Non-Rev Toyota Priuses

Period: FY25 Q3

Prj. ID: 100462

Project Manager: Juan Villanueva

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	03/31/25			-670	0	

Replace Non-Rev Toyota Priuses

Period: FY25 Q3

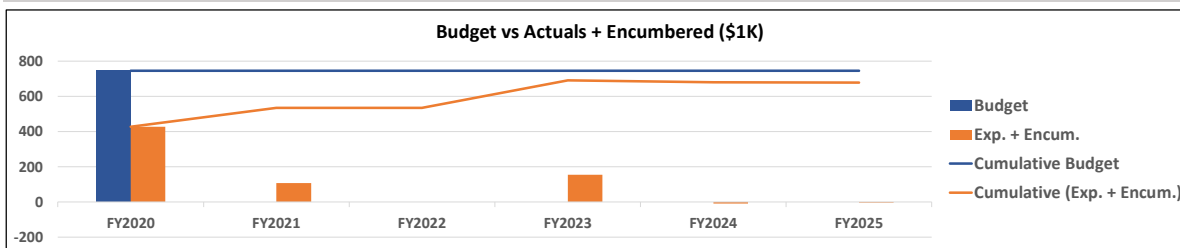
Prj. ID: 100462

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	1	744	0		677	678	67
Totals	744	0	744	1	744	0	0	677	678	67

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					0	210
FY2023	0		0	76				79	155	55
FY2024	0		0	-74				65	-9	64
FY2025	0		0	-3			0		-3	67
Totals	744	0	744	1	744	0	0	677	678	67



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated 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 cancellation due to availability	

KEY ACTIVITIES - Current Reporting Month (top 5)

Re-assess vehicle replacement demands
Redistribution of project funds

KEY ACTIVITIES - Next Reporting Month (top 5)

Quote requests
Availability

Project Notes

--

Replacement Non-Rev Vehicles

Period: FY25 Q3

Prj. ID: 100549

Project Manager: Juan Villanueva







SCOPE Summary

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

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

STATUS Summary

Phase: Procurement

Month	Schedule	Budget	Funding
Current			
Previous			

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,289,010	56.7%	32.0%	\$ 1,289,010

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	06/30/24	06/30/24			0	0	
Close-out - Class 23001	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	1,289		1,289		1,289	0		412	412	877
Totals	1,289	0	1,289	0	1,289	0	0	412	412	877

Replacement Non-Rev Vehicles

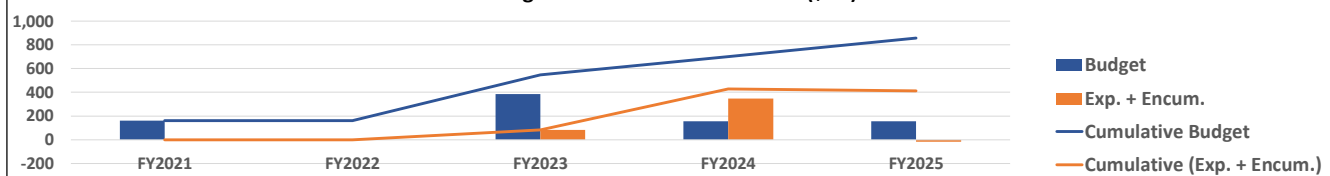
Period: FY25 Q3

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 (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY2021	162		162						0	162
FY2023	385		385	42				40	82	465
FY2024	154		154	-25				372	347	272
FY2025	156		588	-16			0		-16	877
Totals	856	0	1,289	0	1,289	0	0	412	412	877

Budget vs Actuals + Encumbered (\$1K)



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated Funding (F=E-D)	Comments
		Original (A)	Changes (B)					
General Capital Fund (01050)	Local	856	0		856	856	0	
Totals		856	0	0	856	856	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

--

Replace & Upgrade Servers & Out of Warranty Equipment

Period: FY25 Q3

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	93.5%	83.1%	\$ 7,485,421

Schedule

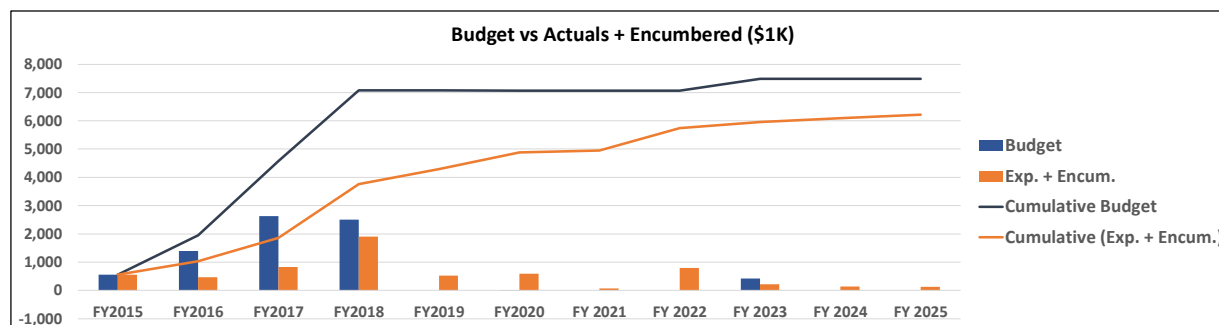
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	07/01/14	07/01/14			0	0	This project will span multiple years. Procurements will occur as needed throughout the project lifecycle.
Finish			12/31/25	12/31/25	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 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	7,485		7,485	260	7,485	0	8	5,961	6,221	1,264
Totals	7,485	0	7,485	260	7,485	0	8	5,961	6,221	1,264

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		
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				212	139	1,391
FY2025			0	-3			8	129	126	1,264
Totals	7,485	0	7,485	260	7,485	0	8	5,961	6,221	1,264



Replace & Upgrade Servers & Out of Warranty Equipment

Period: FY25 Q3

Prj. ID: 021505

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(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.

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Wi-Fi Bases for Video Review

Period: FY25 Q3

Prj. ID: 100016

Project Manager: Karambir Cheema

SCOPE Summary

Project is Completed

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	100%	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			01/30/25	01/30/25	0	0	

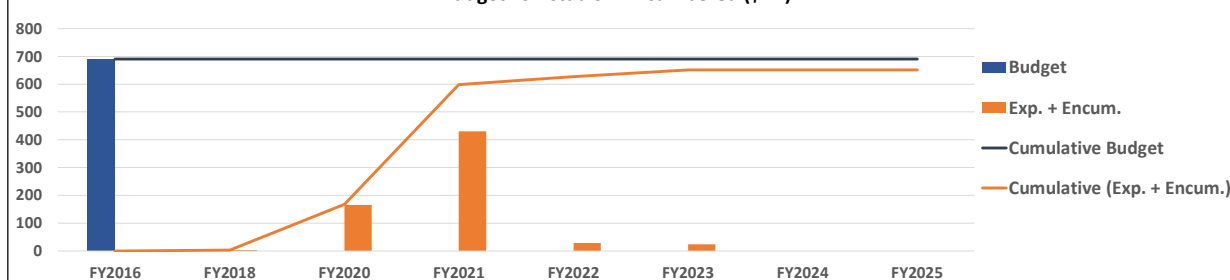
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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)	E	(F=C-E)				
11 - Planning	19		19	0	19	0		0	0	19
16 - Construction	671		671	5	671	0		646	652	19
Totals	690	0	690	5	690	0	0	646	652	39

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2016	690		690	0					0	690
FY2018	0		0	0				3	3	688
FY2020	0		0	153				12	165	522
FY2021	0		0	-148				579	430	92
FY2022	0		0	2				27	29	63
FY2023	0		0	-2				26	24	39
FY2024			0						0	39
FY2025			0				0		0	39
Totals	690	0	690	5	690	0	0	646	652	39

Budget vs Actuals + Encumbered (\$1K)



samTrans

Capital Programs Quarterly Progress Report

Project Controls

Wi-Fi Bases for Video Review

Period: FY25 Q3

Prj. ID: 100016

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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
Bandwidth - 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: FY25 Q3

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	35.3%	5.1%	\$ 2,300,000

Schedule

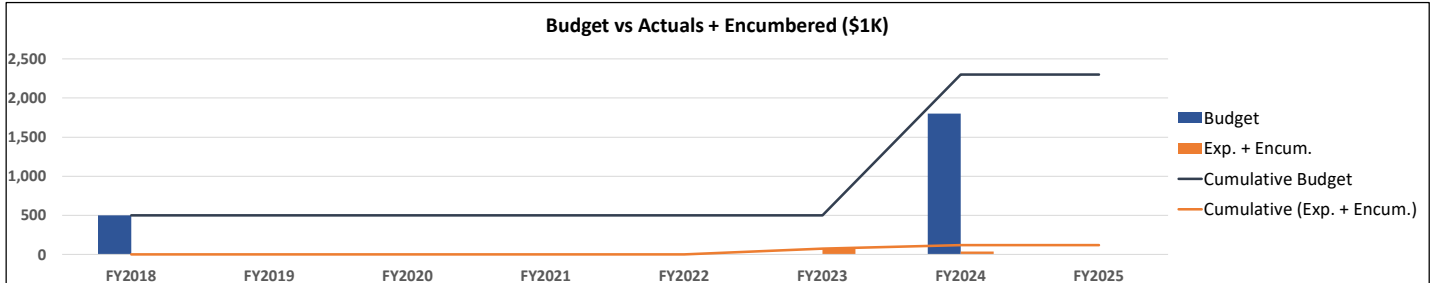
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Phase 0: Project Planning and Management	7/1/2019	7/25/2022	12/9/2022	12/9/2022	-1120	0	
Phase 1: Needs Assessment	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	11/11/2022	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	

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	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	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2018	500		500						0	500
FY2019			0						0	500
FY2020			0						0	500
FY2021			0						0	500
FY2022			0						0	500
FY2023			0					78	78	422
FY2024	1,800		1,800	16				25	41	2,259
FY2025			0				0		0	422
Totals	2,300	0	2,300	16	2,300	0	0	103	118	2,182



FY18 EPM Replacement

Period: FY25 Q3

Prj. ID: 100248

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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.

samTrans

Capital Programs Quarterly Progress Report

Project Controls

SPEAR System Improvement

Period: FY25 Q3

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	46%	60.9%	\$ 5,644,352

Schedule

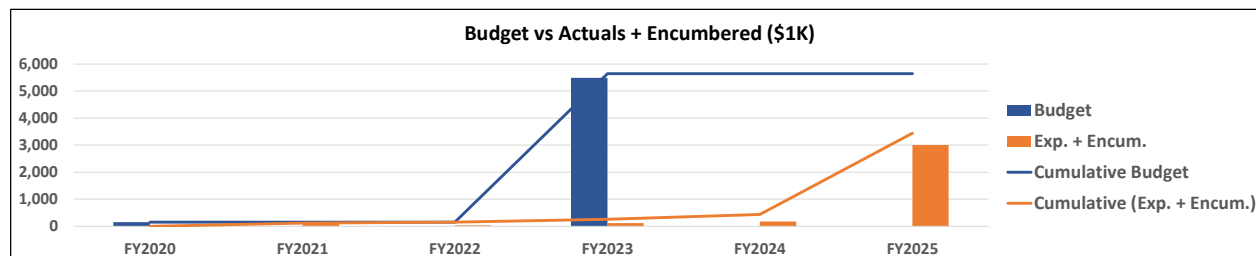
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Procurement	09/01/21	09/01/21	06/01/23	07/01/24	0	-396	April '24 BOD; negotiations delay award
Kick-off Implementation	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 (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
15 - Procurement	5,644		5,644	2,426	5,644	0	85	1,010	3,436	2,208
Totals	5,644	0	5,644	2,426	5,644	0	85	1,010	3,436	2,208

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

FY	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
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				177	170	-170
FY2025			0	2,424			85	583	3,007	2,378
Totals	5,644	0	5,644	2,426	0	0	85	1,010	3,436	2,208



samTrans

Capital Programs Quarterly Progress Report

Project Controls

SPEAR System Improvement

Period: FY25 Q3

Prj. ID: 100463

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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)

Trapeze to finalize BPA report for review and sign-off
Continue data loading efforts
Change Management assessment and report post interviews and assessments
Monthly governance meeting

KEY ACTIVITIES - Next Reporting Month (top 5)

Continue data loading efforts
Change Management assessment and report post interviews and assessments
Monthly governance meeting

Project Notes

Agreement executed 8/5/24, Kick-off 8/6/24, Implementation will take 28 months to system Go-Live
--

Onboard Wi-Fi Equipment Retrofit for 225 buses

Period: FY25 Q3

Prj. ID: 100534

Project Manager: Cheema Karambir

SCOPE Summary

STATUS Summary

Phase: Implementation

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

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

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.

Schedule

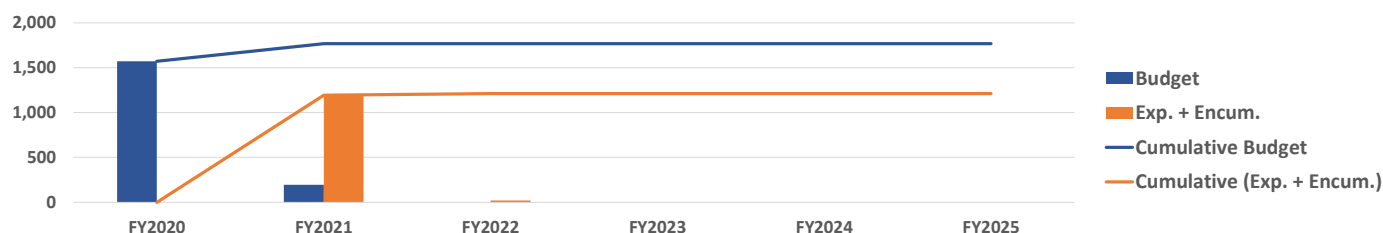
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Assigned to ITS			01/01/21	01/01/21	0	0	
Procurement of hardware	01/01/21	01/01/21	02/28/21	02/28/21	0	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	06/30/25	-172	-1035	

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)		(F=C-E)				
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	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)		(F=C-E)				
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	554
FY2025			0				0		0	554
Totals	1,766	0	1,766	3	1,766	0	0	1,209	1,212	554

Budget vs Actuals + Encumbered (\$1K)



Onboard Wi-Fi Equipment Retrofit for 225 buses

Period: FY25 Q3

Prj. ID: 100534

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
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 for

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

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

Automating Daily Dispatch

Period: FY25 Q3

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%	68.8%	\$ 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	

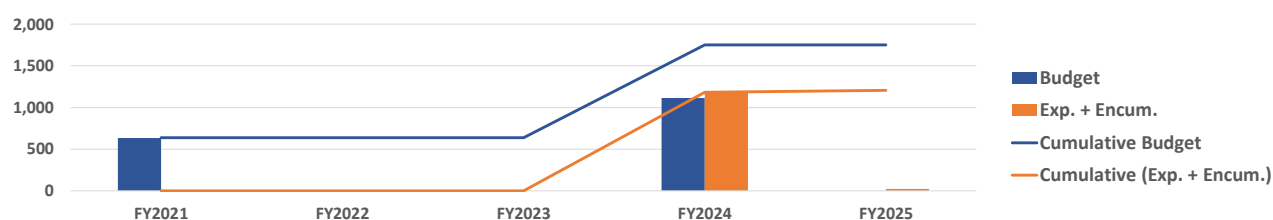
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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	335	1,750	0	129	870	1,205	546
Totals	1,750	0	1,750	335	1,750	0	129	870	1,205	546

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				695	1,183	567
FY2025			0	-153				129	175	21
Totals	1,750	0	1,750	335	1,750	0	129	870	1,205	546

Budget vs Actuals + Encumbered (\$1K)



Automating Daily Dispatch

Period: FY25 Q3

Prj. ID: 100546

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
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: FY25 Q3

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	58.3%	41.4%	\$ 431,250

Schedule

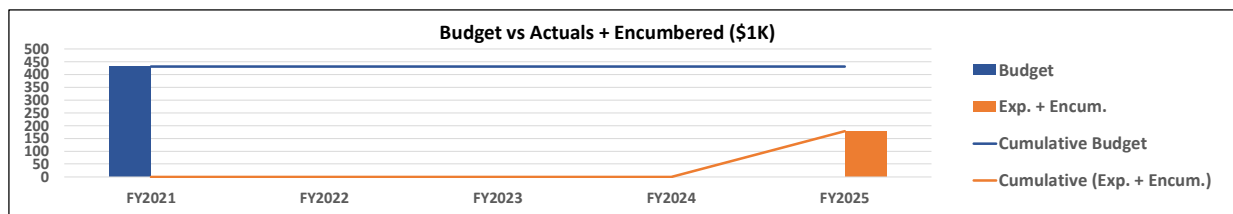
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Conduct Initial Ride Checks	04/01/22	04/01/22	06/30/22	05/28/22	0	33	
Analysis Initial Ride Checks	07/01/22	07/01/22	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	06/30/25	0	-365	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
15 - Procurement	431		431	179	431	0			179	253
Totals	431	0	431	179	431	0	0	0	179	253

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		
FY2021	431		431						0	431
FY2022			0						0	431
FY2023			0						0	431
FY2024			0						0	431
FY2025			0	179			0		179	253
Totals	431	0	431	179	431	0	0	0	179	253



samTrans

Capital Programs Quarterly Progress Report

Project Controls

APC Validation

Period: FY25 Q3

Prj. ID: 100628

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated 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

--

Intelligent Transportation System (ITS)

Period: FY25 Q3

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	

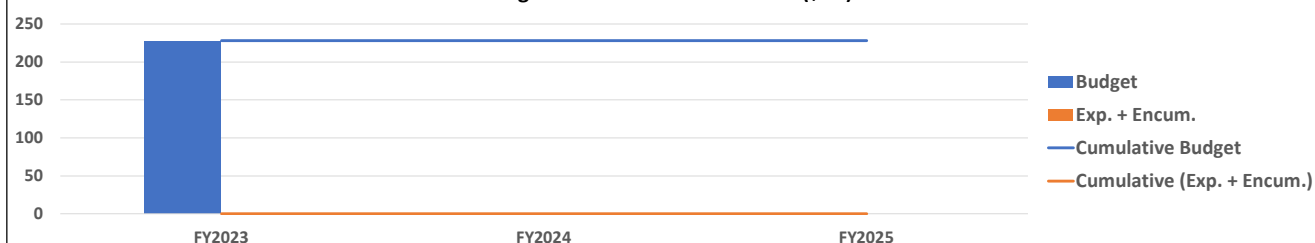
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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)		(F=C-E)				
15- Procurement	228		228		228	0	0	0	0	228
Totals	228	0	228	0	228	0	0	0	0	228

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)		(F=C-E)				
FY2023	228		228						0	228
FY2024			0						0	228
FY2025							0		0	228
Totals	228	0	228	0	228	0	0	0	0	228

Budget vs Actuals + Encumbered (\$1K)



Intelligent Transportation System (ITS)

Period: FY25 Q3

Prj. ID: 100706

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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

--

SamTrans

Capital Programs Quarterly Progress Report

Project Controls

Cybersecurity Program

Period: FY25 Q3

Prj. ID: 100707

Project Manager: Michael Salazar

SCOPE Summary

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.

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,311,500	91.7%	13.4%	\$ 2,311,500

Schedule

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

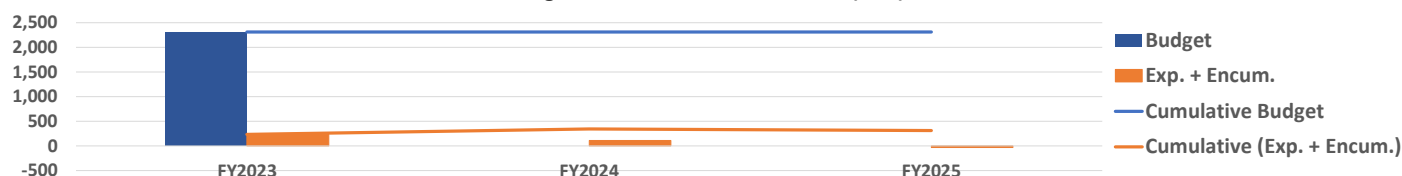
PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning	2,312		2,312	4	2,312	0	0	306.52	311	2,001
Totals	2,312	0	2,312	4	2,312	0	0	307	311	2,001

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				80	110	1,969
FY2025			0	-26			0	-6	-31	2,001
Totals	2,312	0	2,312	4	2,312	0	0	307	311	2,001

Budget vs Actuals + Encumbered (\$1K)



Cybersecurity Program

Period: FY25 Q3

Prj. ID: 100707

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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

Paratransit Scheduling Software

Period: FY25 Q3

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	51.3%	86.4%	\$ 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	02/28/25	0	-486	

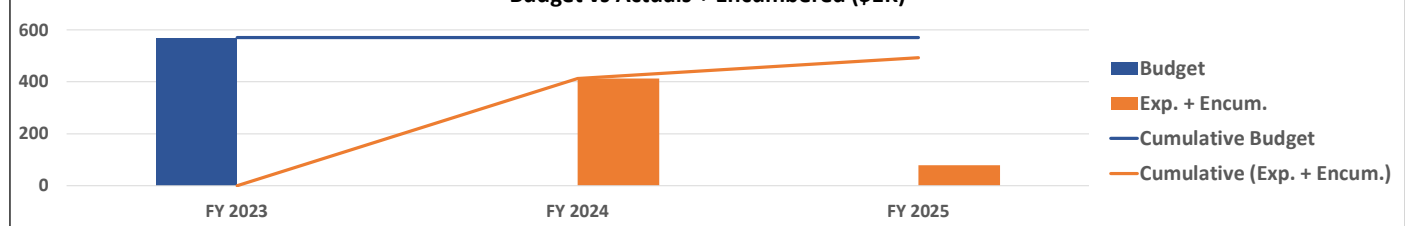
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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				
15 - Procurement	570		570	1	570	0	136	492	493	77
Totals	570	0	570	1	570	0	136	492	493	77

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

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY 2023	570		570						0	570
FY 2024			0	136				277	413	157
FY 2025			0	-135				136	215	79
Totals	570	0	570	1	570	0	136	492	493	77

Budget vs Actuals + Encumbered (\$1K)



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(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: FY25 Q3

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)

Continuing to test Driver Mate.
Continuing testing with interface with other systems

KEY ACTIVITIES - Next Reporting Month (top 5)

Continuing testing with interface with other systems

Project Notes

None

Multi-Platform Upgrades

Period: FY25 Q3

Prj. ID: 100715

Project Manager: Michael Salazar

SCOPE Summary

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.

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 3,083,700	48.8%	50.9%	\$ 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	06/30/25	0	-365	

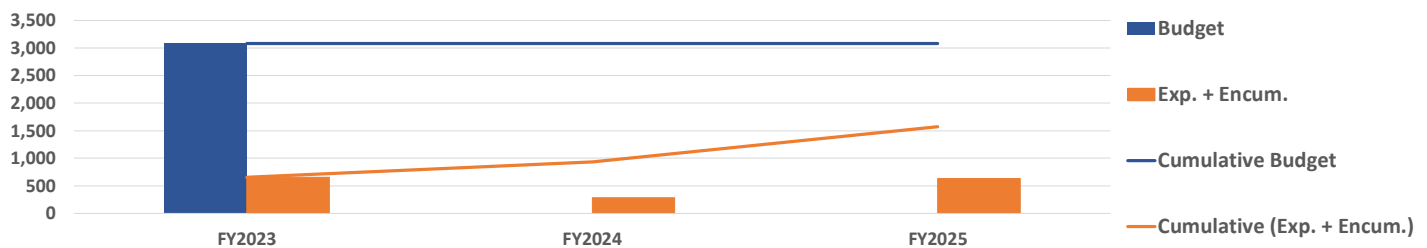
PROJECT BUDGET vs Actuals & Encumbrance

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	133	3,084	0	139	1,437	1,570	1,513
Totals	3,084	0	3,084	133	3,084	0	139	1,437	1,570	1,513

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	38				242	281	-281
FY2025			0	-14			139	646	632	1,794
Totals	3,084	0	3,084	133	3,084	0	139	1,437	1,570	1,513

Budget vs Actuals + Encumbered (\$1K)



Multi-Platform Upgrades

Period: FY25 Q3

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	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	3,084	0		3,084	3,084	0	
Totals		3,084	0	0	3,084	3,084	0	
Risk								Mitigation
None								

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

Issue	Status
None	

KEY ACTIVITIES - Current Reporting Month (top 5)

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

KEY ACTIVITIES - Next Reporting Month (top 5)

1. Continue prioritizing remaining project tasks.

2

Project Notes

--

Facility Smaller Projects

Period: FY25 Q3

Prj. ID: 021507

Project Manager: Ron Robertson

SCOPE Summary

This project will maintain a state of good repair (SOG) 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
\$ 5,310,228	93%	86.1%	\$ 5,310,228

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			12/31/25	12/31/25	0	0	

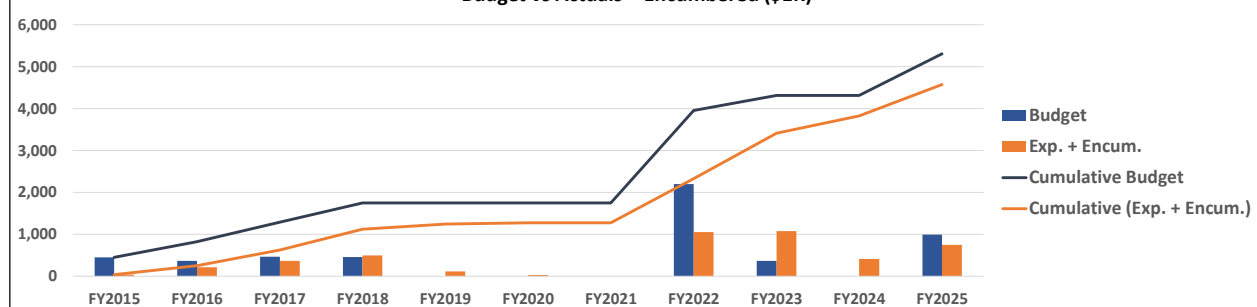
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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)						
15 - Procurement	1,691		1,691	22	1,691	0		1,269	1,291	400
16 - Construction	3,619		3,619	160	3,619	0	315	3,121	3,281	338
Totals	5,310	0	5,310	182	5,310	0	315	4,390	4,572	738

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
FY2015	454.47		454	0				41	414	
FY2016	368.91		369	79				135	569	
FY2017	467.81		468	28				344	665	
FY2018	459.65		460	67				432	625	
FY2019			0	-117				236	506	
FY2020			0	-25				55	476	
FY2021			0	0				2	474	
FY2022	2,202		2,202	88				966	1,622	
FY2023	366		366	75				1,004	908	
FY2024			0	-108				524	492	
FY2025	992		992	93			315	652	738	
Totals	5,310	0	5,310	182	5,310	0	315	4,390	4,572	738

Budget vs Actuals + Encumbered (\$1K)



samTrans

Capital Programs Quarterly Progress Report

Project Controls

Facility Smaller Projects

Period: FY25 Q3

Prj. ID: 021507

FUNDING (in thousands of \$)								
Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)					
General Capital Fund (01050)	Local	5,310	0		5,310	5,310	0	
Totals		5,310	0	0	5,310	5,310	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

--

Remodel North and South Base Employee Areas

Period: FY25 Q3

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
\$ 1,261,000	20.8%	25.3%	\$ 1,261,000

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	

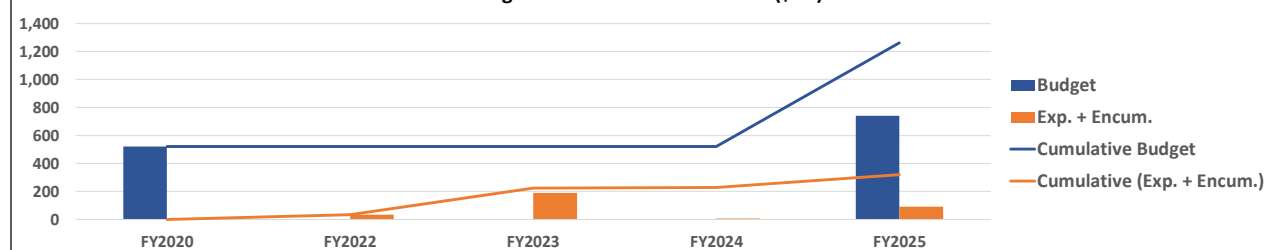
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	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	40		40	4	40	0		36	40	0
12- PE/Env/PSE	50		50	3	50	0		47	50	0
13 - Final Design	100		100	28	100	0	36	75	103	-3
15 - Procurement	20		20	7	20	0		1	8	12
16 - Construction	1,041		1,041	21	1,041	0		97	118	923
19 - Closeout	10		10	0	10	0			0	10
Totals	1,261	0	1,261	62	1,261	0	36	257	319	942

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	520		520	0					0	520
FY2022			0	0				33	33	487
FY2023			0	80				109	190	297
FY2024			0	-50				55	5	291
FY2025	741		741	31			36	59	90	942
Totals	1,261	0	1,261	62	1,261	0	36	257	319	942

Budget vs Actuals + Encumbered (\$1K)



samTrans

Capital Programs Quarterly Progress Report

Project Controls

Remodel North and South Base Employee Areas

Period: FY25 Q3

Prj. ID: 100466

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	1,261	0		1,261	1,261	0	
Totals		1,261	0	0	1,261	1,261	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.

KEY ACTIVITIES - Current Reporting Month (top 5)

Design team provided 95% design in March '25 for District's review
Facilities reviewed/accepted the 95% plan set and approved creation of the 100% plan set

KEY ACTIVITIES - Next Reporting Month (top 5)

Facilities to receive and review final specifications and modify as needed for bidding cycle
Detailed stakeholder review is anticipated in April '25

Project Notes

--

NB SB Bus Vacuum Replacement

Period: FY25 Q3

Prj. ID: 100468

Project Manager: Jeffrey Thomas

SCOPE Summary

STATUS Summary

Phase: Planning

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 150,000	45%	31.9%	\$ 150,000

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Preliminary Assessment	08/01/22	08/01/22	07/31/23	07/31/23	0	0	Cyclonic units do not meet District needs
Interim back-pack	10/01/23	10/01/23	05/01/24	05/01/24	0	0	Interim back-packs do not meet needs
Rescope to air compressor usage	08/01/24	08/01/24	06/30/25	06/30/25	0	0	Work in progress
					0	0	

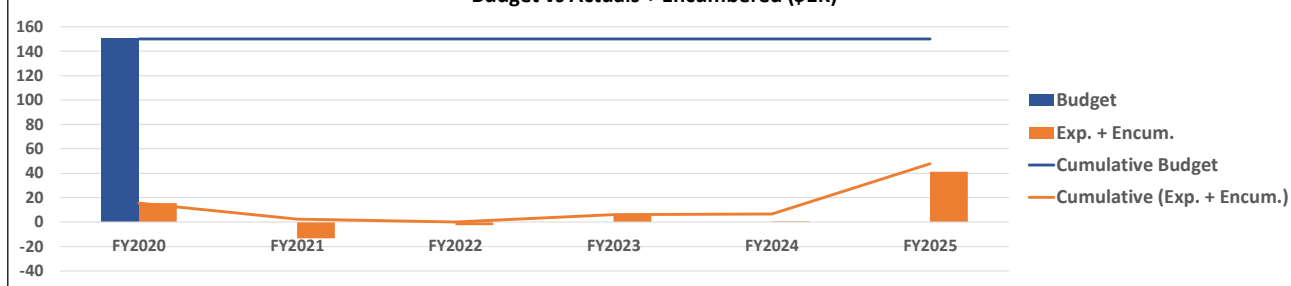
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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	32	150	0	9	16	48	102
Totals	150	0	150	32	150	0	9	16	48	102

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					1	1	143
FY2025				32			9	9	41	102
Totals	150	0	150	32	150	0	9	16	48	102

Budget vs Actuals + Encumbered (\$1K)



samTrans

Capital Programs Quarterly Progress Report

Project Controls

NB SB Bus Vacuum Replacement

Period: FY25 Q3

Prj. ID: 100468

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
SOG FY20 (03126)	State	150	0		150	150	0	
Totals		150	0	0	150	150	0	

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

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

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

Design team has furnished a proposal and District has reviewed for revisions consistent with original scope

KEY ACTIVITIES - Next Reporting Month (top 5)

Facilities has drafted a new scope to better reflect District's operational needs

A new proposal is anticipated in April'25

Project Notes

A new baseline for schedule and budget are forthcoming

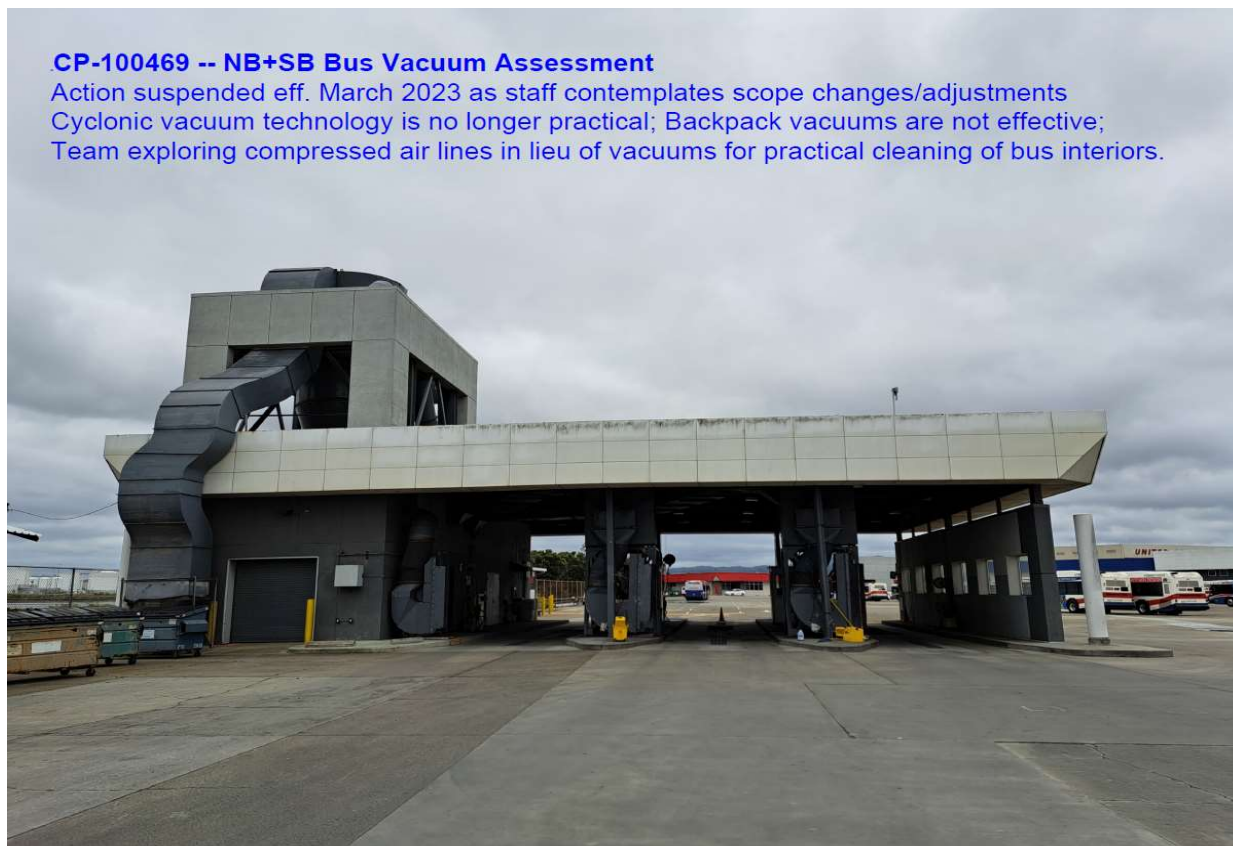
NB SB Bus Vacuum Replacement

Period: FY25 Q3

Prj. ID: 100468

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: FY25 Q3

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

STATUS Summary

Phase: Design

Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●
Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 74,437,093	11%	7.3%	\$ 74,437,093

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)	
TI, 100%CDs + Value Engineering Drawings			01/23/25	01/23/25	0	0	on time
TI, Subcontractor Bidding and Pricing Schedule Review	01/24/25	01/24/25	04/02/25	04/02/25	0	0	on time
TI, Execute GMP			04/02/25	04/02/25	0	0	
TI, Submit for Permit / Permit Approval (2 rounds)	01/24/25	01/24/25	04/28/25	04/28/25	0	0	
TI, Construction Mobilization and Buildout: Level 1, 5, 4, 6	04/18/25	04/18/25	01/02/26	01/02/26	0	0	
TI, Final Inspections	10/07/25	10/07/25	01/05/26	01/05/26	0	0	
TI, Substantial Completion / Lease Commencement			01/05/26	01/05/26	0	0	
TI, Closeout	01/05/26	01/05/26	01/28/26	01/28/26	0	0	
Non - TI FF&E, Design Approval			01/21/25	01/21/25	0	0	
Non - TI FF&E, Contract Procurement	01/21/25	01/21/25	05/06/25	05/06/25	0	0	
Non - TI FF&E, Contract for Board Approval			05/07/25	05/07/25	0	0	Board Approval
Non - TI FF&E, Procurement	04/18/25	04/18/25	01/02/26	01/02/26	0	0	
Non - TI FF&E, Installation	01/05/26	01/05/26	04/24/26	04/24/26	0	0	
Non - TI GC, Design	01/24/25	01/24/25	03/31/25	03/31/25	0	0	
Non - TI GC, Contract Procurement	04/01/25	04/01/25	10/01/25	10/01/25	0	0	
Non - TI GC, General Contract for Board Approval			10/01/25	10/01/25	0	0	Board Approval
Non - TI GC, Permit Approval	10/02/25	10/02/25	01/05/26	01/05/26	0	0	
Non - TI GC, GC Mobilization / Buildout	01/06/26	01/06/26	05/05/26	05/05/26	0	0	
Non - TI Move, Complete Questionnaires and Name Ambassadors	03/03/25	03/03/25	04/07/25	04/07/25	0	0	
Non - TI Move, Finalize RFP and Contract Procurement	04/08/25	04/08/25	10/31/25	10/31/25	0	0	
Non - TI Move, Move Services Contract for Board Approve			11/05/25	11/05/25	0	0	Board Approval
Non - TI Move, Move Services Contract Award	11/17/25	11/17/25	11/21/25	11/21/25	0	0	
Non - TI Move, Moving Process	12/01/25	12/01/25	05/30/26	05/30/26	0	0	

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

Activity	Budget		Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Funds
	Approved	Committed			This Period	To Date		
	(A)	(B)	C	(D=A-C)				
Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	115	9,380	0	98	259	374	9,006
Information, Communications, & Technology (ICT), Data Servers, and Building Management System	6,794	115	6,794	0	98	259	374	6,420
Parking Garage Fencing, EV Charging, Ticket Booth & Fare Storage, and Owner Paid Permit Fees	1,735		1,735	0		0	0	1,735
Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	462	1,793	0	38	38	500	1,293
Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	860	3,790	0	81	802	1,662	2,128
Architectural & Engineering Design	2,625	2,516	2,625	0		0	2,516	109
HQ Tenant Improvement (TI)	11,469	0	11,469	0		0	0	11,469
Owner Commitment for TI Work	36,851		36,851	0			0	36,851
Totals	74,437	4,068	74,437	0	315	1,359	5,427	69,010

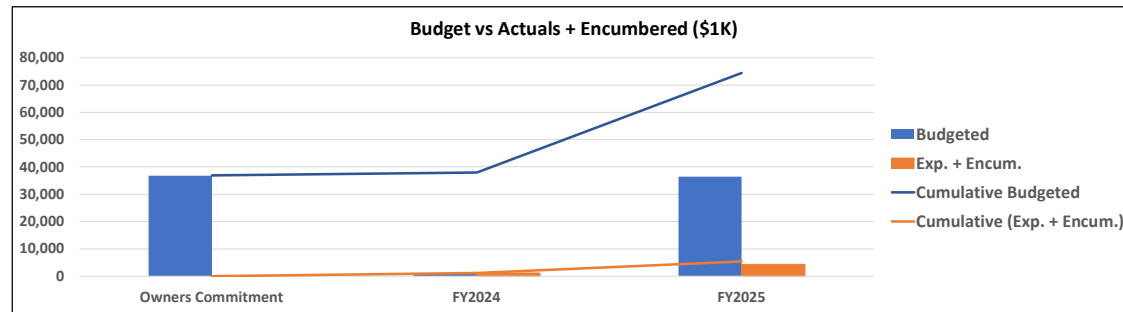
samTrans HQ Tenant Improvement

Period: FY25 Q3

Prj. ID: 100472

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

FY	Budget			Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Budgeted	Changes	Committed			This Period	To Date		
	(B)	(C=A+B)	(D)						
Owners Commitment	36,851		0	36,851	0			0	36,851
FY2024	1,100		229	1,100	0		904	1,133	36,818
FY2025	36,486		3,839	36,486	0	315	455	4,294	69,010
Totals	74,437	0	4,068	74,437	0	315	1,359	5,427	69,010



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	37,586	0		37,586	10,731	26,855	
Owner Commitment		36,851	0		36,851	36,851	0	
Totals		74,437	0	0	74,437	47,582	26,855	

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

Risk	Mitigation
Budget: Tariffs are imposed by the federal government.	SamTrans leadership has proactively secured volatile market pricing items and long-lead materials through early release. This approach includes potential storage solutions to expedite overseas procurement and mitigate cost risks. While tariffs remain a pricing threat, these measures help minimize exposure.
Schedule: City of Millbrae requires more rounds of drawing review than schedule anticipates to obtain permit.	The Architect and SamTrans have met with the City to discuss outstanding occupancy comment to assist in its resolve.
Budget and Schedule: Landlord issues a Pricing Schedule that SamTrans finds unacceptable, leading to multiple review cycles and potentially delaying the Contractor's release. Contributing factors may include tariffs on goods.	Resolved. Pricing Schedule has been mutually agreed upon and within Board-Approved budget.

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

Issue	Status
Budget: Skyline's pricing to 90%CDs came in higher than originally budgeted	Resolved. The Project's Pricing Schedule is within the Board-Approved budget.
Budget and Schedule: Landlord will not carry non-TI contractors on behalf of SamTrans (ie. Communications/Cabling, Signage & Branding)	Resolved. SamTrans is going through C&P to procure trades needed to complete work outside Landlord's responsibilities.

samTrans HQ Tenant Improvement		Period: FY25 Q3	Prj. ID: 100472
KEY ACTIVITIES - Current Reporting Month (top 5)			
Tenant Improvement		Move management	
Continued to compile procurement documents for SamTrans Non-TI Work		Distributed Cal-Train Questionnaire	
Reviewed Landlord's Pricing Schedule and provided comments. Pricing Schedule was mutually agreed upon.		Continued Discussions with People and Culture and IT	
Architect (Stantec) generated drawings for Non-TI GC scope of work		Continued Discussions with Procurement	
FF&E scope was bid and proposals received. Recommended Vendor will be presented to the Board in May.		Continued Discussions with Facilities	
Project granted early release of volatile trades to mitigate cost/tariff risks and addressed long lead items		Continued Move RFP Edits	
KEY ACTIVITIES - Next Reporting Month (top 5)			
Tenant Improvement		Move management	
Warm Shell improvements will begin.		Incorporate Stakeholder Surveys	
The drawings will be resubmitted to City for permit.		Develop Move Management Schedule	
Processing project submittals and RFIs will begin.		Finalize Colored Floor Plans by Department	
Landlord will finalize GMP with GC based on the approved Pricing Schedule		Finalize Move SOW based on coordination	
Continue to compile procurement documents for SamTrans Non-TI Project		Develop Seating Assignment Launch Docs	
Project Notes			



Central Building Various Site Improvements

Period: FY25 Q3

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	26%	38%	\$ 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	03/01/24	04/30/24	05/30/24	-366	-30	Initial elevator design began March'23
Procurement	06/17/24	06/17/24	08/01/25	08/01/25	0	0	
Construction	08/01/25	08/01/25	10/01/25	10/01/25	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	District option for the third elevator

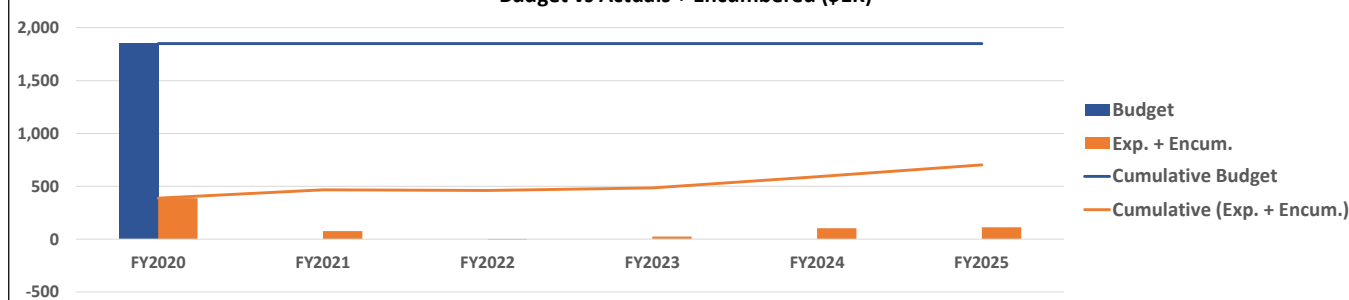
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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)		(F=C-E)				
16 - Construction	1,849		1,849	23	1,849		75	680	703	1,146
Totals	1,849	0	1,849	23	1,849	0	75	680	703	1,146

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)		(F=C-E)				
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				78	105	1,284
FY2025	0		0	-21			75	134	113	1,251
Totals	1,849	0	1,849	23	1,849	0	75	680	703	1,146

Budget vs Actuals + Encumbered (\$1K)



Central Building Various Site Improvements

Period: FY25 Q3

Prj. ID: 100473

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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 elevators	Modernize sensors/controls to code compliance; replace traction motors
Project may encounter delay for specialized OEM parts/services	Project planning will provide for lead time and adjustment over the project lifecycle
Project scope will modernize select elements of cars/system	Design team has an experienced consultant for construction support

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

Issue Title	Status
Rehab work must carry minimum impact to building occupants	Facilities will coordinate for minimal interruption to building occupants and operations
Each car/shaft will get modernized in sequence	Work to be phased that only one machine is out-of-service at a time.

KEY ACTIVITIES - Current Reporting Month (top 5)

District's elevator modernization project reached Contracts & Procurement in June'24; draft bid/RFP is in final review.

KEY ACTIVITIES - Next Reporting Month (top 5)

District will finalized the bid timeframe with Contracts & Procurement in April'25

Project Notes

--

South Base Bus Washer Walls Rehab

Period: FY25 Q3

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	62.3%	83.7%	\$ 358,613

Schedule

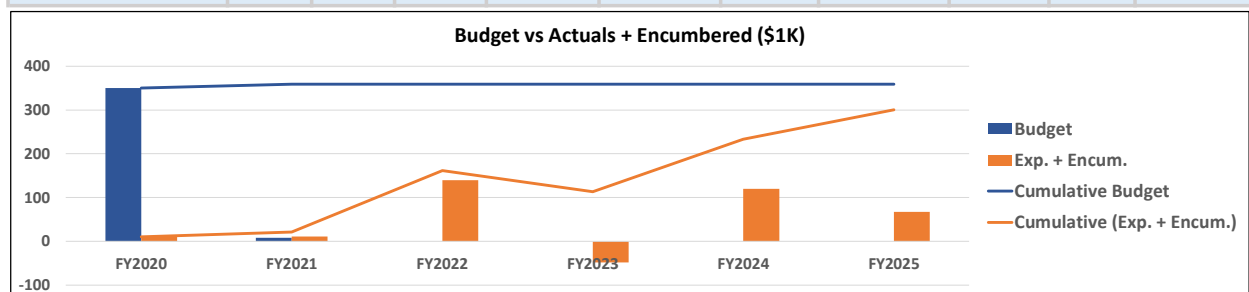
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/20	11/01/20	03/31/21	03/31/21	0	0	Schedule is re-baselined in March 2024
Final Design	12/01/21	12/01/21	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	Variance	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11- Planning	20		20	0	20			10	10	10
12- PE/Env/PSE	50		50	3	50			35	39	11
13 - Final Design	83		83	7	83			108	115	-32
15 -Procurement	20		20		20		5	8	8	12
16 - Construction	166		166	49	166		41	64	113	52
19 - Closeout	20		20	3	20			12	15	5
Totals	359	0	359	63	359	0	46	237	300	58

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		
FY2020	350		350	10				0	10	340
FY2021	9		9	0				11	11	337
FY2022	0		0	79				61	140	197
FY2023	0		0	-89				41	-48	246
FY2024	0		0	45				75	120	126
FY2025	0		0	18			46	49	67	58
Totals	359	0	359	63	359	0	46	237	300	58



samTrans

Capital Programs Quarterly Progress Report

Project Controls

South Base Bus Washer Walls Rehab

Period: FY25 Q3

Prj. ID: 100474

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	50	0		50	50	0	
SOG 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)

Construction plans, specifications and support documents were furnished to C&P in mid-Oct'24
Procurement staff implemented changes to the bid document package in late Jan'25 for use by District staff

KEY ACTIVITIES - Next Reporting Month (top 5)

Facilities is now is receipt of a new Procurement bid template and will coordinate with Procurement staff for final draft.

Project Notes

--

South Base Bus Washer Walls Rehab

Period: FY25 Q3

Prj. ID: 100474



ADA Study & Phase 1 Retrofits

Period: FY25 Q3

Prj. ID: 100475

Project Manager: Jeff Thomas

SCOPE Summary

STATUS Summary

Phase: Planning

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

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,137,000	6.7%	26.9%	\$ 2,137,000

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	

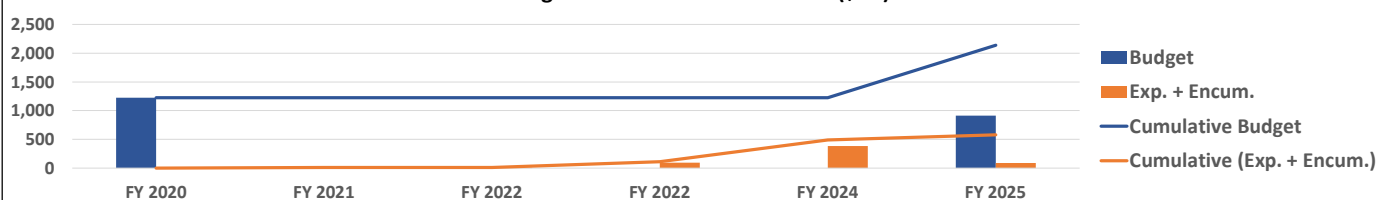
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)						
11 - Planning/CD/Env	200		200	20	200	0		130	150	50
13 - Final Design	100		100	31	100	0		57	89	11
15 - Procurement	25		25	0	25	0		0	0	25
16 - Construction	1,812		1,812	43	1,812	0	59	294	337	1,475
Totals	2,137	0	2,137	94	2,137	0	59	481	575	1,562

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

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance	
	Original	Changes	Current	Committed			This Period	To Date			
	(A)	(B)	(C=A+B)	(D)							
FY 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					301	383	829
FY 2025	912		912	-11				59	96	85	1,945
Totals	2,137	0	2,137	94	2,137	0	59	481	575	1,562	

Budget vs Actuals + Encumbered (\$1K)



ADA Self Eval Plan

Period: FY25 Q3

Prj. ID: 100475

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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)

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)

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: FY25 Q3

Prj. ID: 100476

Project Manager: Jeff Thomas

SCOPE Summary

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

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 1,140,000	1%	11%	\$ 1,140,000

Schedule

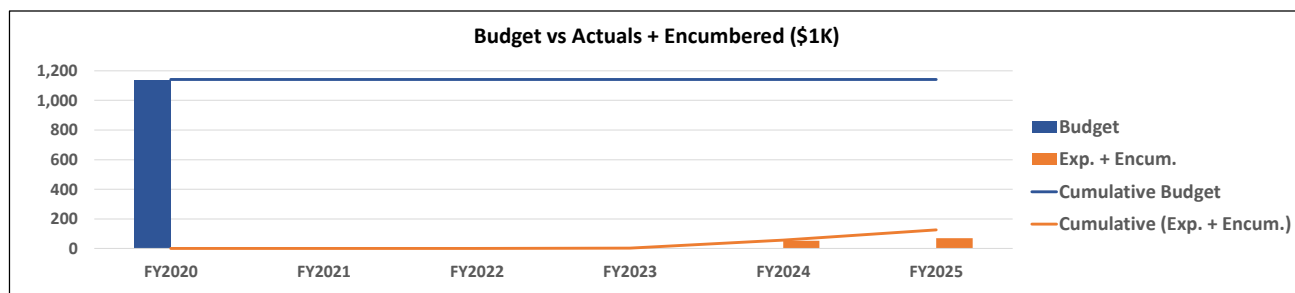
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	02/01/24	02/01/24	07/31/24	07/31/24	0	0	Schedule re-baselined
Preliminary Plans	03/15/24	03/15/24	07/31/24	07/31/24	0	0	
Final Plans	08/01/24	08/01/24	01/31/25	01/31/25	0	0	
Procurement	02/01/25	02/01/25	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	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)		E				
11- Planning	10		10	4	10		3	7	10	0
13 - Final Design	50		50	25	50		15	25	50	0
15 -Procurement	20		20	0	20				0	20
16 - Construction	1,060		1,060	26	1,060		39	39	65	995
Totals	1,140	0	1,140	54	1,140	0	57	71	125	1,015

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)		(F=C-E)				
FY2020	1,140		1,140				0	0	1,140	
FY2021							1	1	1,139	
FY2022							0	0	1,139	
FY2023							1	1	1,137	
FY2024				46			7	53	1,085	
FY2025				8			57	61	1,068	
Totals	1,140	0	1,140	54	1,140	0	57	71	125	1,015



North and South Base Exterior Painting

Period: FY25 Q3

Prj. ID: 100476

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated 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)

Staff received and approved the Revised 95% plans in March.

KEY ACTIVITIES - Next Reporting Month (top 5)

Design plans at 100% are anticipated in mid-April'25.
The procurement cycle is anticipated to begin in May'25.

Project Notes

--

NB / SB Front Entrance Modification

Period: FY25 Q3

PR. ID: 100538

Project Manager: Jeffrey Thomas

SCOPE Summary

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

STATUS Summary

Phase: Planning

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

Budget	Schedule % Comply.	Exp. + Encum. (%)	Estimate At Completion
\$ 313,500	95.2%	96%	\$ 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	04/30/25	04/30/25	0	0	Added Scope per multiple departments

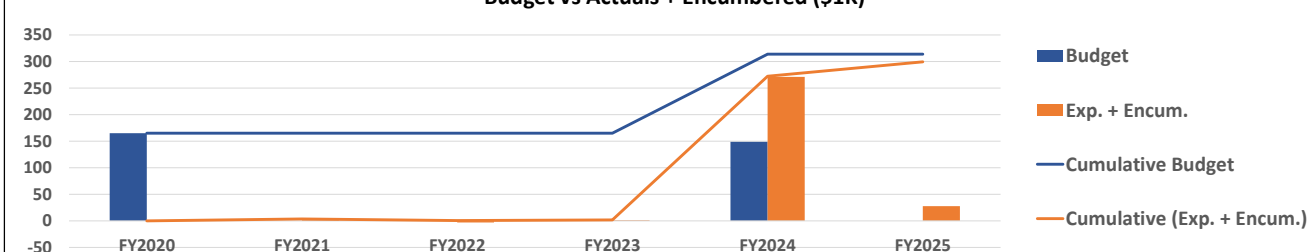
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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)			(F=C-E)			
11 - Planning/CD/Env	125		125	95	125	0	12	27	122	3
13 - Final Design	189		189	132	189	0	30	45	177	11
Totals	314	0	314	227	314	0	42	72	300	14

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)			(F=C-E)			
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				20	271	43
FY2025			0	-23			42	50	28	136
Totals	314	0	314	227	314	0	42	72	300	14

Budget vs Actuals + Encumbered (\$1K)



NB / SB Front Entrance Mod

Period: FY25 Q3

PR. ID: 100538

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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)

Design work continued at the 95% plan set

KEY ACTIVITIES - Next Reporting Month (top 5)

District anticipates 95% plans and stakeholder presentation from the Design team in April'25
District staff will meet/confer about phased work across FY25-28 to coincide with available capital funding.

Project Notes

This CP is 'design only' by Facilities; a separate CP under Security staff will address 'construction'
--

North Base Building 200 Replacement

Period: FY25 Q3

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 estimates for construction and interim work spaces.

STATUS Summary

Phase: Planning

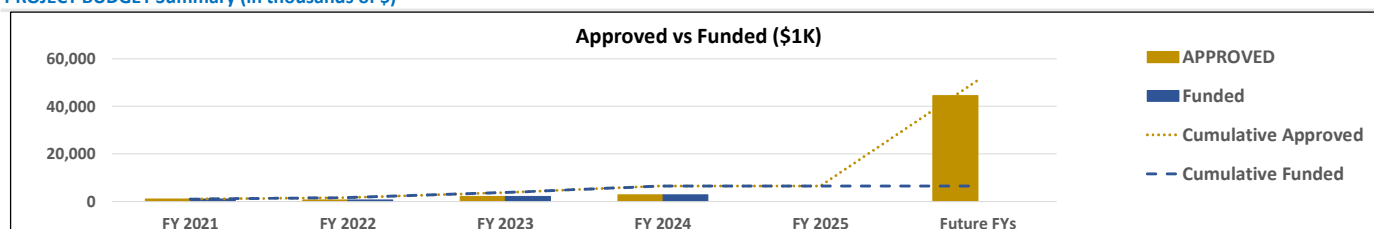
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$50,999,800	6.9%	6.5%	\$ 50,999,800

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.
Concept Design	02/20/23	02/21/23	05/14/23	03/30/23	-1	45	
PE/Env	05/15/23	05/15/23	03/30/24	03/30/24	0	0	
Final Design	04/01/24	04/01/24	04/30/25	04/30/25	0	0	
Procurement	04/01/24	04/01/24	07/31/25	07/31/25	0	0	
Trailers Installation	10/01/25	10/01/25	10/15/25	10/15/25	0	0	
Trailer hookups, FF&E, and Commissioning	10/16/25	10/16/25	12/30/25	12/30/25	0	0	
Building 800 Construction	06/01/25	06/01/25	03/02/26	03/02/26	0	0	
Building 200 Procurement	05/01/25	05/01/25	10/01/25	10/01/25	0	0	
Building 200 Construction	11/01/25	11/01/25	01/30/28	01/30/28	0	0	
Closeout	02/01/28	02/01/28	09/30/28	09/30/28	0		

PROJECT BUDGET Summary (in thousands of \$)



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

Activity	Budget			Estimate at Completion	Inactivated Funding (F=D-B)	Expended		Exp. + Encum.	Available Funds
	Approved	Funded	Committed			This Period	To Date		
	(A)	(B)	(C)						
11 - Planning	946	876	1	946	(70)	8	819	820	56
12 - PE/Env/PSE	2,739	2,829	566	2,739	90	529	1,771	2,338	491
13 - Final Design	1,200	1,675		1,200	475	4	138	138	1,537
15 - Procurement	1,254	134		1,254	(1,120)	2	2	2	131
16 - Construction	44,861	1,000		44,861	(43,861)			0	1,000
Totals	51,000	6,514	567	51,000	(44,486)	543	2,730	3,298	3,216

North Base Building 200 Replacement

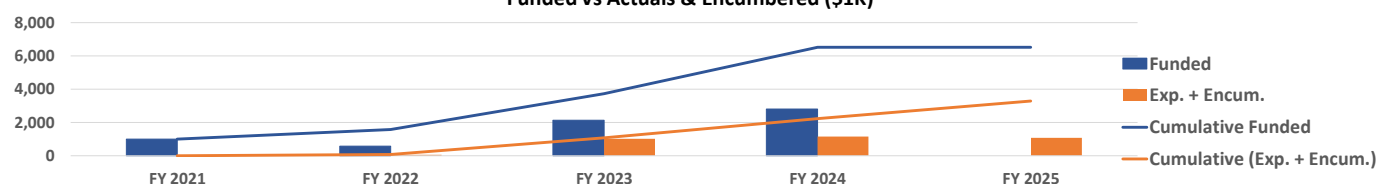
Period: FY25 Q3

Prj. ID: 100548

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget			Estimate at Completion	Inactivated Funding (F=D-B)	Expended		Exp. + Encum.	Cumulative Available Funds
	Approved	Funded	Committed			This Period	To Date		
	(A)	(B)	(C)						
FY 2021	1,000	1,000	7					7	993
FY 2022	575	575	-7				71	64	1,504
FY 2023	2,143	2,143	463				543	1,006	2,641
FY 2024	2,796	2,796	151				998	1,149	4,287
FY 2025			-48			543	1,119	1,071	3,216
Future FYs	44,486								3,216
Totals	51,000	6,514	567	51,000	(44,486)	543	2,730	3,298	3,216

Funded vs Actuals & Encumbered (\$1K)



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding
		Original	Changes				
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)
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
Inerruption of the gracious advancement of the Project by the inter departmental requests/statements addressed to stagnate	Keep asking to understand the points to be made in reply.

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

Issue	Status
G4's sub-consultant, HDR's bureaucratic procedure stagnates	The issue was solved and the service by HDR has resumed.

KEY ACTIVITIES - Current Reporting Month (top 5)

1. The Modular contract documents are forwarded to the leagal team for review and comment.
2. Relocation of the conountty Radio communicaition system and Motorola entered into contract prepartion process.
3. The design package for the construction of North Base Building 800 and Infrastrcture is completed to 95%.
4. North Base Building 200 - Final Design Package was progrssed to 50%.

KEY ACTIVITIES - Next Reporting Month (top 5)

1. Design of North Base Building 200 - Temporary Accommodation Program-Civil Contract (North Base Building 800) will be completed and handed over to the Legal team for rev
2. North Base Building 200 - Temporary Accommodation Program - Modular will move forward with completing procurement documents and move on to the solicitation proces
3. PG&E application will be submitted.
4. 75% design progress of the North Base Building 200 Replacement will be achieved.

Project Notes

North Base Building 200 Replacement

Period: FY25 Q3

Prj. ID: 100548



North Base Building 200 Replacement - Underground Utility Survey

EV Chargers Non-Rev Vehicles at Central Garage

Period: FY25 Q3

Prj. ID: 100629

Project Manager: Jeffrey Thomas

SCOPE Summary

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.

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 861,000	12.7%	13%	\$ 861,000

Schedule

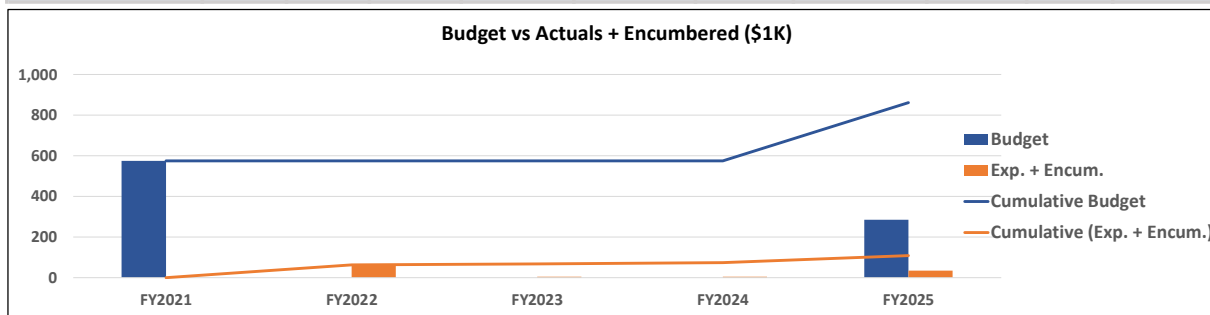
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Start	11/01/21	11/01/21			0	0	Design #1 was Central
Final Design	08/01/23	08/01/23	06/30/24	06/30/24	0	0	Design #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	1	81	0	26	76	77	3
15 - Procurement	303		303	0	303	0			0	303
16 - Construction	460		460	13	460	0	19.1	19.2	32	428
19 - Closeout	17		17	0	17	0			0	17
Totals	861	0	861	14	861	0	45	95	109	752

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	63	512
FY2023	0		0	-16				21	6	507
FY2024	0		0	-21				27	6	507
FY2025	286		286	-9			45	45	36	757
Totals	861	0	861	14	861	0	45	95	109	752



EV Chargers Non-Rev Vehicles

Period: FY25 Q3

Prj. ID: 100629

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	859	0		859	859	0	
Measure W Sales Tax (01024)	Local	2	0		2	2	0	
Totals		861	0	0	861	861	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)

Facilities anticipates new 95% plans in mid-April

KEY ACTIVITIES - Next Reporting Month (top 5)

Design team to provide revised 95% plans in April'25

Project Notes

--

South Base Water Utility Lines Replacement

Period: FY25 Q3

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%	6.1%	\$ 1,964,000

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	

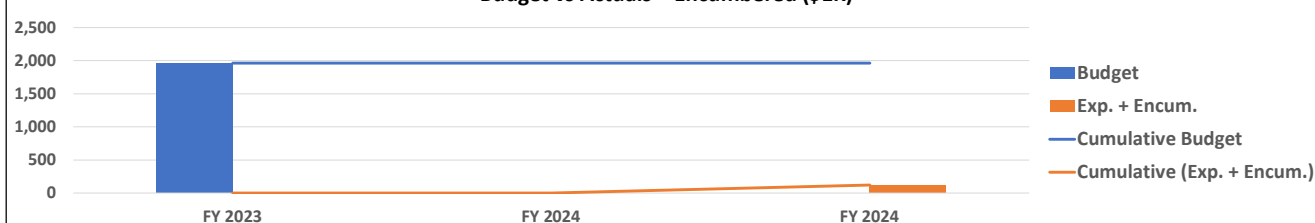
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	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	6		6		6	0	6	6	6	0
12- Preliminary Design	6		6		6	0	6	6	6	0
13- Final Design	57		57	13	57	0	48	48	61	-4
15- Procurement	11		11	0	11	0			0	11
16- Construction	1,850		1,850	28	1,850	0	20	20	47	1,803
19- Close out	34		34	0	34	0			0	34
Totals	1,964	0	1,964	40	1,964	0	79	80	120	1,844

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	1,964		1,964		1,964				0	1,964
FY 2024			0		0		0		0	1,964
FY 2025			0	40	0		79	80	120	1,844
Totals	1,964	0	1,964	40	1,964	0	79	80	120	1,844

Budget vs Actuals + Encumbered (\$1K)



South Base Water Utility Lines Replacement

Period: FY25 Q3

Prj. ID: 100710

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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
South Base water utility lines are largely original construction; there is potential for hidden damage	Allow for contingency

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

Issue	Status
South Base must remain fully functional during construction	Plans to allow for non-interruption

KEY ACTIVITIES - Current Reporting Month (top 5)

Design team provided raw data from survey and a 35% plan set in March'25
Facilities shared 35% plan set with stakeholders and sought their feedback

KEY ACTIVITIES - Next Reporting Month (top 5)

Facilities to compile feedback data and provide further information the Design team in April'25
Design team will proceed directly to the 95% plan set with submittals anticipated in April-May'25

Project Notes

--

Bus Shelter Upgrades and Replacements

Period: FY25 Q3

Prj. ID: 100711

Project Manager: Pubudu Padikorallage

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 work as applicable.

STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 2,946,900	9.0%	25.1%	\$ 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)	
Planning	10/01/22	10/01/22	04/30/24	04/30/24	0	0	Planning will be phased to each package
Package A - 6 Shelters	05/01/24	05/01/24	05/30/25	05/30/25	0	0	
Package B - 11 Shelters	09/18/24	09/18/24	03/30/26	03/30/26	0	0	
Package C - 2 Shelters	02/05/25	02/05/25	04/30/26	04/30/26	0	0	
Package D - 4 Shelters	03/05/25	03/05/25	08/30/26	08/30/26	0	0	
Package E - 9 Shelters	04/30/25	04/30/25	03/30/27	03/30/27	0	0	
Package F - 8 Shelters	08/20/25	08/20/25	10/30/27	10/30/27	0	0	
Package G - 6 Shelters	12/10/25	12/10/25	04/30/28	04/30/28	0	0	

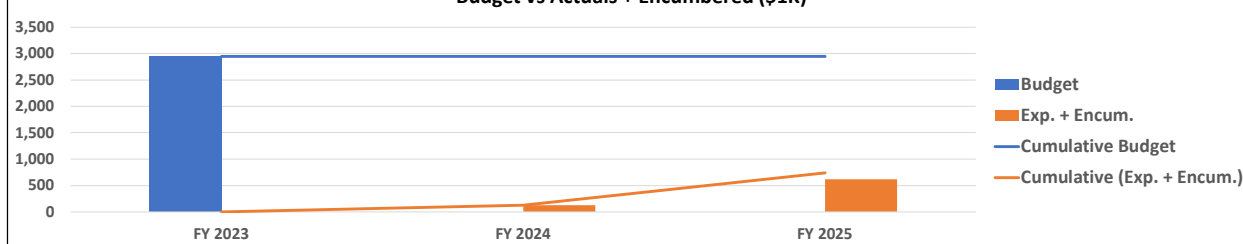
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

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	103		103	7	103	0	38	43	49	53
12- Preliminary Design	103		103	7	103	0	38	40	47	55
13- Final Design	137		137	6	137	0	39	40	46	91
15- Procurement	40		40		40	0	3	3	3	37
16- Construction	2,508		2,508	333	2,508	0	44	263	596	1,912
19- Close out	57		57	0	57	0			0	57
Totals	2,947	0	2,947	353	2,947	0	161	388	741	2,206

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	2,947		2,947		2,947				0	2,947
FY 2024			0	116	0			9	125	2,822
FY 2025			0	237	0		161	380	617	2,206
Totals	2,947	0	2,947	353	2,947	0	161	388	741	2,206

Budget vs Actuals + Encumbered (\$1K)



samTrans

Capital Programs Quarterly Progress Report

Project Controls

Bus Shelter Upgrades and Replacements

Period: FY25 Q3

Prj. ID: 100711

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
					0		0	
					0		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

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

Issue	Status

KEY ACTIVITIES - Current Reporting Month (top 5)

Package A1 was awarded; pre-construction submittals were received and approved; work pending on changes as requested by City.

Package A2 was awarded; pre-construction submittals are work in progress.

Package A3 was awarded; pre-construction submittals are work in progress.

Package B1 was posted for bidders

KEY ACTIVITIES - Next Reporting Month (top 5)

Packages A1, A2 and A3 should clear city permits and field work begins

Package B1 should continue through public bidding.

Packages B2 and B3 should reach Contracts & Procurement.

Package C should begin design within Facilities

Project Notes

Site plans and ADA requirements are developed by District staff on a phased basis; see chart below.

Interim Workspace Enhancement

Period: FY25 Q3

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
\$ 1,500,000	87.5%	17.5%	\$ 1,500,000

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	6/30/2025	6/30/2025	0	0	

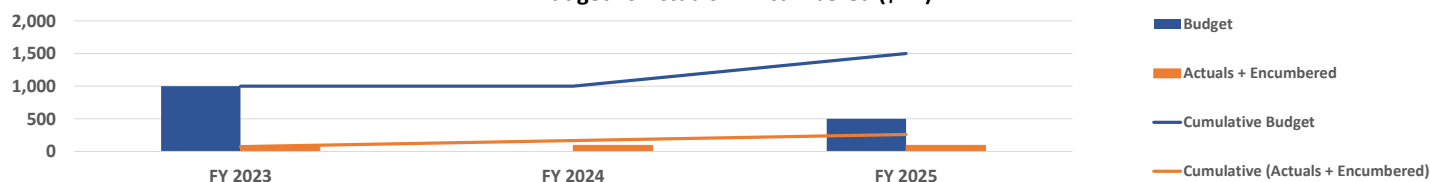
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
16 - Construction	1,500		1,500	65	1,500	0	52	197	262	1,238
Totals	1,500	0	1,500	65	1,500	0	52	197	262	1,238

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Original	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023	1,000		1,000	35				38	72	928
FY 2024			0	10				87	96	831
FY 2025	500		500	21			52	72	93	1,238
Totals	1,500	0	1,500	65	1,500	0	52	197	262	1,238

Budget vs Actuals + Encumbered (\$1K)



samTrans

Capital Programs Quarterly Progress Report

Project Controls

Interim Workspace Enhancement

Period: FY25 Q3

Project ID: 100763

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
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

--

North Base and South Base Condition & Needs Assessment

Period: FY25 Q3

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

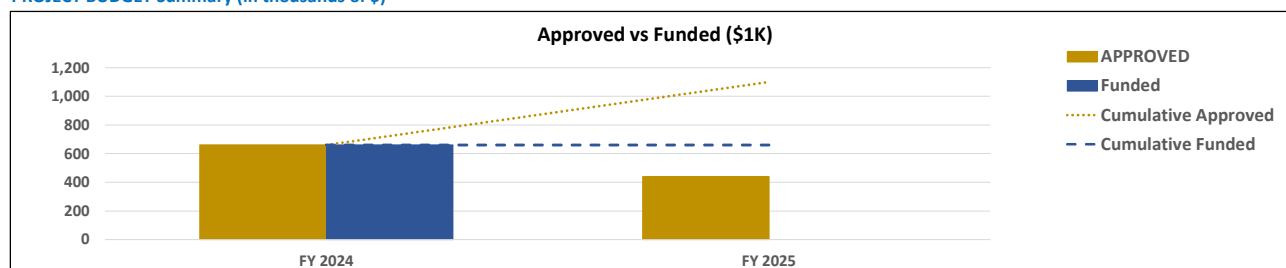
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Approved Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 1,100,000	0.0%	54.1%	\$ 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	11/4/2024	11/4/2024	6/30/2025	6/30/2025	0	0	Baseline reassessed and adjusted.
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	

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 (A)	Approved (B)	Funded (C)	Committed (D)			This Period	To Date		
11 - Planning	1,100	1,100	660	494	1,100	(440)	55	101	595	65
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			0	0			0	0
19 - Closeout		0			0	0			0	0
Totals	1,100	1,100	660	494	1,100	(440)	55	101	595	65

North Base and South Base Condition & Needs Assessment

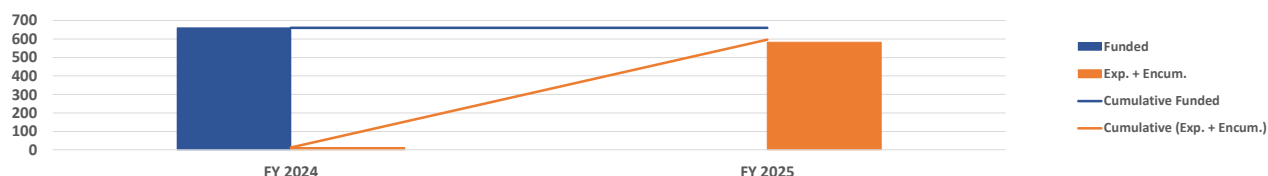
Period: FY25 Q3

Project ID: 100768

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

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 2024	660	660	660					13	13	647
FY 2025	440	440	0	494			55	89	583	65
Totals	1,100	1,100	660	494	1,100	(440)	55	101	595	65

Funded vs Actuals & Encumbered (\$1K)



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)			(E)	(F=E-D)	
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)

Conducted onsite assessment at North Base and South Base
Continue to engage and take part in internal stakeholder discussions, including Planning's upcoming Operations Facility Assessment

KEY ACTIVITIES - Next Reporting Month (top 5)

Review data collected during onsite
Develop list of questions for internal interview and schedule interviews based on onsite assessment
Begin drafting conditions memo

Project Notes

--

Bus Stop Improvement Plan

Period: FY25 Q3

Project ID: 100769

Project Manager: George Gamoney

SCOPE Summary

District has launched the Bus Stop Improvement Plan (BSIP) in 2022 with the goal of improving the bus stop experience for all SamTrans customers through enhanced bus stop amenities and facilities. The total number of bus stops is approx. 1,866 sites, of which 225 bus stop locations are prioritized to get "near term improvements" and implemented in four Phase . These planned improvements will be designed and constructed in multiple phases as prioritized by District staff.

The first phase of the project will focus on 22 bus stop locations identified as Near Term with priority 7 score (Phase BSIP-01).

Improvements can include new bus shelters, new benches, new shades, Paper cast display panels, Bus Pulls/Loading islands, Marquee Real Time Display and a QR Code feature.

STATUS Summary

Phase: Design

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

Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 3,848,000	8.0%	9%	\$ 3,848,000

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/Funding	9/1/2022	9/1/2022	4/30/2024	4/30/2024	0	0	
13 - Final Design (4 Phases)	5/1/2024	5/1/2024	7/14/2026	7/14/2026	0	0	Design will be implemented in Phases
15 - Procurement	2/26/2025	2/26/2025	1/26/2027	1/26/2027	0	0	Procurement in Phases
16 - Construction	9/10/2025	9/10/2025	7/13/2027	7/13/2027			Construction in Phases
19 - Closeout	2/25/2026	2/25/2026	9/7/2027	9/7/2027	0	0	Closeout for each Phase

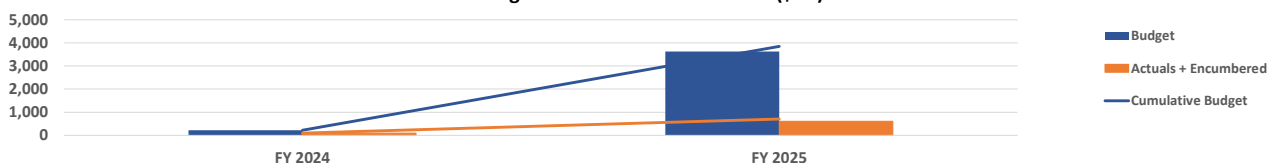
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
11 - Planning	285		285	243	285	0	30	30	273	12
13 - Final Design	420		420	93	420	0	124	248	341	79
15 - Procurement	50		50		50	0			0	50
16 - Construction	3,093		3,093		3,093	0	88	88	88	3,005
Totals	3,848	0	3,848	337	3,848	0	241	365	702	3,146

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

FY	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY 2024	220		220	12				81	93	127
FY 2025	3,628		3,628	324			241	285	609	3,146
Totals	3,848	0	3,848	337	3,848	0	241	365	702	3,146

Budget vs Actuals + Encumbered (\$1K)



samTrans

Capital Programs Quarterly Progress Report

Project Controls

Bus Stop Improvement Plan

Period: FY25 Q3

Project ID: 100769

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(E=C-D)	
Measure W Sales Tax - Capital (01024)	Local	770			770	770	0	
Totals		770	0	0	770	770	0	

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

Risk	Status
Current District design guidelines need to be updated	Facilities team is conducting collaboration meetings with Strategic Planning
Caltrans future El Camino Real improvements are highly collaborative with other agencies; the details are yet evolving	Strategic Planning is conducting discussions with SM County City Agencies & Caltrans

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

Issue	Status
Facilities was short-staffed up to May'24	Facilities is developing site plans from existing staff/resources to complete timely work on prioritized sites.

KEY ACTIVITIES - Current Reporting Month (top 5)

Phase 1 -- 17 Bus Stops (8 are located on the ECR); 5 stops were eliminated by District staff for practicality reasons.

Phase 1 -- Review comments from the Cities of San Mateo, So. San Francisco, San Francisco and Daly City returned to the design team.

Phase 2 -- 26 Bus Stops; none on the ECR

Phase 2 -- design work directive issued to design consultant

KEY ACTIVITIES - Next Reporting Month (top 5)

District will engage internal staff and other agencies to plan construction/implementation in advance of bidding.

District will engage Caltrans as well for system-wide means/methods located on the El Camino.

District expects to receive further comments from East Palo Alto and San Bruno, but select sites pending on property owner review as well.

District expects the Design team to complete 100% design for City of San Mateo, San Francisco and Daly City in April '25.

Project Notes

NEAR TERM SUMMARY	Total Stops	Shelters	Pole & Sign	Shade	Bench	Rt Info- Color	Rt info- Mar	Bus Pull/ Loa	Paper Cast
Priority Score	7	23	22	2	0	0	18	0	11
Priority Score	6	56	52	1	0	0	35	7	25
Priority Score	5	110	92	3	8	4	11	51	40
Priority Score	4	14	5	0	5	5	0	0	0
Priority Score	3	9	3	0	5	4	0	0	0
Priority Score	2	11	0	0	8	8	0	0	0
Priority Score	1	1	0	0	1	1	0	0	0
Priority Score	0	1	1	0	0	0	0	0	0
Near Term Subtotal	225	175	6	27	22	64	58	76	70

Bus Operator Restroom Access Improvements

Period: FY25 Q3

Project ID: 100770

Project Manager: George Gamoney

SCOPE Summary

The project is to design and construct dedicated bus operator restroom facilities, as recommended in the SamTrans Operator Restroom Facility & Site Assessments Study (2023).
FY24 funds are requested to design and construct 2 initial restroom facilities at priority layover or end of line locations, as recommended by the 2023 study referenced above. FY25 funds requested are to design and construct an additional 4 restroom facilities as a Pilot project.
The restrooms will be located at Daly City BART upper parking lot, near El Camino Real/ University Avenue ramp on Stanford University Property, and at San Mateo Hillsdale Mall overflow parking lot and at Wells Fargo bank parking lot.

STATUS Summary

Phase: Design

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

Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 2,937,000	8.0%	5.8%	\$ 2,937,000

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/ Funding	7/1/2021	7/1/2021	1/31/2024	1/31/2024	0	0	
13 - Final Design	2/2/2024	2/2/2024	1/23/2025	1/23/2025	0	0	
15 - Procurement	1/24/2025	1/24/2025	8/21/2025	8/21/2025	0	0	
16 - Construction	8/22/2025	8/22/2025	7/9/2026	7/9/2026	0	0	
19 - Closeout	7/10/2026	7/10/2026	8/20/2026	8/20/2026	0	0	

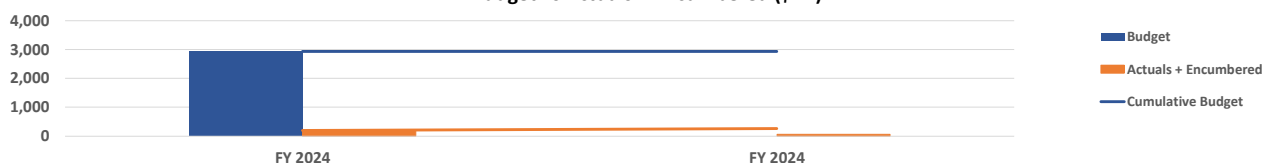
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
12 - PE/Env/PSE	149		149	47	149	0	53	81	128	21
13 - Final Design	149		149	44	149	0	6	28	71	77
15 - Procurement	1,320		1,320		1,320	0			0	1,320
16 - Construction	1,320		1,320		1,320	0		60	60	1,260
Totals	2,937	0	2,937	90	2,937	0	59	169	260	2,677

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

FY	Budget				Estimate at Completion	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY 2024	2,937		2,937	107				91	197	2,740
FY 2025			0	-16			59	78	62	2,677
Totals	2,937	0	2,937	90	2,937	0	59	169	260	2,677

Budget vs Actuals + Encumbered (\$1K)



Bus Operator Restroom Access Improvements

Period: FY25 Q3

Project ID: 100770

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(E=C-D)	
Measure W Sales Tax - Capital (01024)	Local	2,937			2,937	2,937	0	
Totals		2,937	0	0	2,937	2,937	0	

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

Risk	Status
District is yet to confirm property owner acceptance	Facilities team is collaborating with Strategic Planning and Real Estate to address ASAP
Permanent Power from PG&E could delay the Project	Facilities team to address with the design team in future coordination meetings

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

Issue	Status
Restrooms will require permanent utility hook up for water, sewer and power.	Facilities team will review design plans and address with the design team

KEY ACTIVITIES - Current Reporting Month (top 5)

Conceptual plans were shared with Strategic Planning & Real Estate Teams in Oct'24; District staff approached property owners for their feedback
Staff from Facilities, Planning and Real Estate met and are working to strategize approach to property owners for District's goals
District staff (Planning, Facilities and Real Estate) discussed alternate plans and/or modular restrooms.

KEY ACTIVITIES - Next Reporting Month (top 5)

District staff will engage with the Executive Team for guidance on the current pilot sites (4) and future sites.

Project Notes

--

South Base Switchgear Replacement & BEB Chargers Installation

Period: FY25 Q3

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

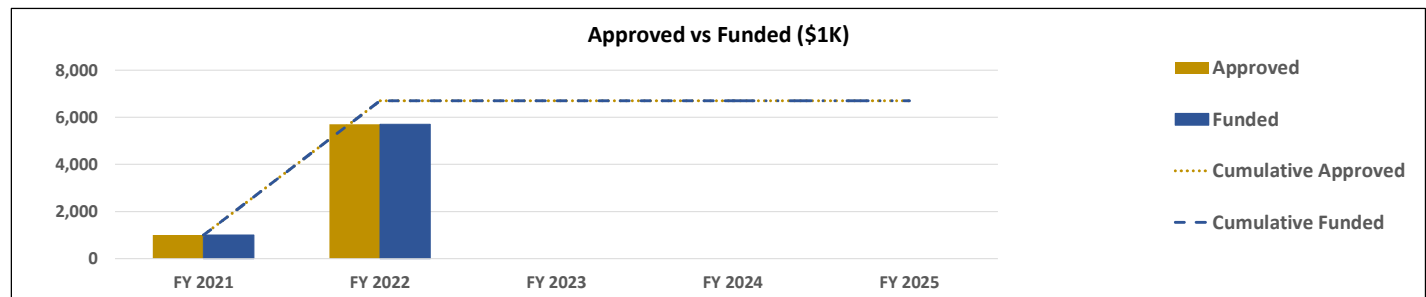
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 6,699,999	86.3%	74.7%	\$ 6,699,999

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Start	10/01/19	10/01/19	10/01/19	10/01/19	0	0	Schedule is re-baselined
13 - Final Design	04/01/22	04/01/22	10/20/22	10/20/22	0	0	completed
15 - Procurement	10/20/22	10/20/22	03/20/23	03/20/23	0	0	completed
16 - Construction	01/02/23	01/23/23	07/20/25	07/20/25	-21	0	-PG&E's work dates confirmed 4/16 - 4/18/2025. SamTrans and Jeffrey are attempting to escalate for earlier work dates -ABB will expedite commissioning. ABB techs will arrive week of 4/21/2025, provided PGE completes their work on time -mobile generator from Herc arrived onsite on 3/31/2025
19 - Closeout	07/21/25	07/21/25	10/19/25	10/19/25	0	0	

PROJECT BUDGET Summary (in thousands of \$)



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

Activity	Budget			Estimate at Completion	Nonactivated Funding	Expended		Exp. + Encum.	Available Funds
	Approved	Funded	Committed			This Period	To Date		
	(B)	(C)	(D)						
12 - PE/Env, PSE Preliminary Design	122	122		122	0		122	122	0
13- Final Design	257	257		257	0		256	256	2
15 - Procurement	144	144		144	0	2	124	124	20
16 - Construction	5,977	5,977	559	5,977	0	250	3,943	4,502	1,475
19 - Closeout	200	200		200	0			0	200
Totals	6,700	6,700	559.18	6,700	0	252	4,444	5,004	1,696

South Base Switchgear Replacement & BEB Chargers Installation

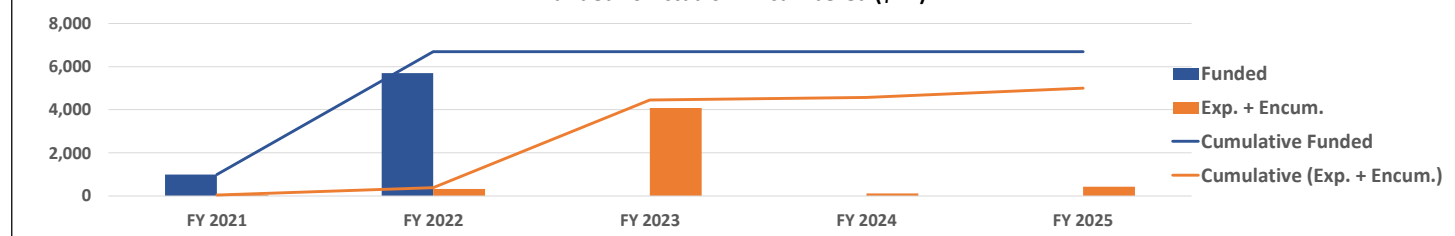
Period: FY25 Q3

Prj. ID: 100547

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

FY	Budget			Estimate at Completion E	Nonactivated Funding (F=C-B)	Expended		Exp. + Encum.	Cumulative Available Funds
	Approved (B)	Funded (C)	Committed (D)			This Period	To Date		
FY 2021	1,000	1,000	25				24	49	951
FY 2022	5,700	5,700	140				193	333	6,318
FY 2023			3,305				770	4,075	2,243
FY 2024			-2,171				2,285	115	6,204
FY 2025			-740			252	1,172	432	1,811
Totals	6,700	6,700	559	6,700	0	252	4,444	5,004	1,696

Funded vs Actuals + Encumbered (\$1K)



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated 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
defective components on the switchboards MDPO-1, MDPO-2, and/or EBD could delay the critical path.	-SamTrans PM to prioritize these issues for quick resolution. Include Engineer of Record & the appropriate manufacturer on any issues. -Escalate if anybody is non-responsive.
PGE's work dates may cause an additional delay to the project	Resident Engineer and Contractor shall keep PGE informed of status. Resident Engineer and Contractor shall notify PG&E of the updated target energization date and schedule all required inspections. -Escalate within PG&E to accelerate their work date
Defective components within the ABB chargers may cause delay of substantial completion	-Resident Engineer to have Contractor address known issues, in-advance of ABB commissioning -Resident Engineer to prioritize communications and quickly respond to ABB-related troubleshooting -Resident Engineer to prepare the "State-of-Readiness" report in real-time and engage ABB to start their review.
Generator Power issues will leave the base without power during the power cutover	-establish an emergency backup plan in the event of a diesel generator & mobile generator malfunction. Include emergency contacts, technicians, backup sources of power.

South Base Switchgear Replacement & BEB Chargers Installation

Period: FY25 Q3

Prj. ID: 100547

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

Issue	Status
Substantial Completion date is beyond contractual duration.	PG&E energization date is estimated to be 4/16/2025 - 4/18/2025 and is on the critical path. ABB Crews are arriving the week of 4/21/2025 to begin charger commissioning, provided PG&E completes their work. Anvil's switchgear replacement will commence in-parallel with ABB's work. The targeted Substantial Completion date is mid-May 2025

KEY ACTIVITIES - Current Reporting Month (top 5)

PG&E confirmed the work dates of 4/16/2025 through 4/18/2025. The existing meter will be removed on 4/18/2025.

Anvil Power made progress on preparations for the power cutover

mobile generator arrived on site 3/31/2025

KEY ACTIVITIES - Next Reporting Month (top 5)

PG&E completes their work by 4/18/2025 COB.

ABB will begin commissioning their chargers

Anvil Power will start demolishing the existing switchgear and electrical infrastructure

Anvil Power will start replacing the switchgear

Project Notes

South Base Switchgear Replacement & BEB Chargers Installation

Period: FY25 Q3 Prj. ID: 100547



The mobile generator arrived onsite and is parked in the employee parking lot



Anvil Power pulled mule-tape in-preparation for PG&E's power cutover.

samTrans

Capital Programs Quarterly Progress Report

Project Controls

ZEB Implementation and Deployment

Period: FY25 Q3

Prj. ID: 100631

Project Manager: Anthony Tejada

SCOPE Summary

This FY22 Budget Request will provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide w/bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (PG&E substation), master control panels, smart energy management, excavation, cabling for power distribution, concrete islands for charging units, overhead canopies for final power delivery and panels for solar collection.

The FY22 Budget requests reflects the Design Phase only. Total estimated Project reflects design and construction for the overall embus Infrastructure Upgrade plus asphalt replaced with engineered concrete for South Base (critical for the Master Infrastructure).

STATUS Summary

Phase:

Design

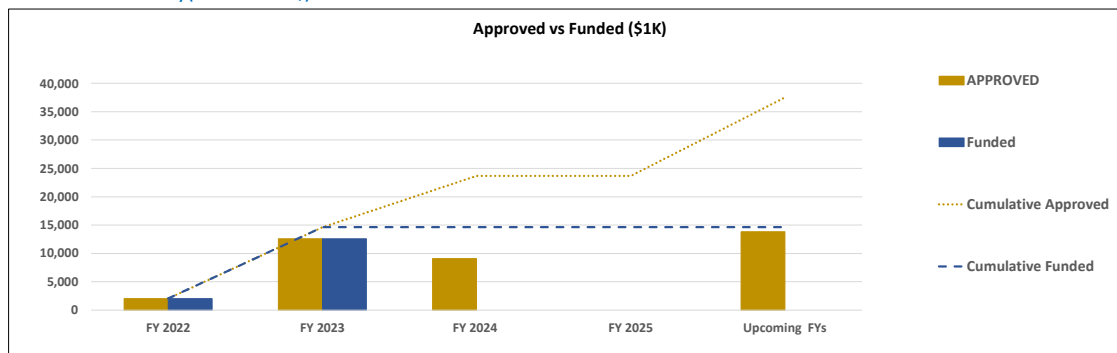
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 37,507,000	16.5%	23.6%	\$ 37,507,000

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	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	05/02/25	05/02/25	11/30/26	11/30/26	0	0	
Construction of Permanent Charging Infrastructure in SB	08/01/25	08/01/25	06/10/27	06/10/27	0	0	
Close out	06/10/27	06/10/27	08/06/27	08/06/27	0	0	

PROJECT BUDGET Summary (in thousands of \$)



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

Activity	Budget			Estimate at Completion	Nonactivated Funding	Expended		Exp. + Encum.	Available Funds
	Approved (B)	Funded (C)	Committed (D)			This Period	To Date		
11 - Planning/CD/Env	1,007	1,007	21	1,007	0		920	941	66
12 - PE/Env/PSE	3,687	3,667	287	3,687	(20)	841	2,934	3,221	445
13 - Final Design	4,042	4,054	398	4,042	12	505	3,164	3,562	492
15 - Procurement	99	119	0	99	20	8	110	110	9
16 - Construction	28,308	5,743	153	28,308	(22,565)	63	847	1,000	4,744
19 - Closeout	365	23	0	365	(342)		0	0	23
Totals	37,507	14,612	859	37,507	-22,895	1,417	7,974	8,833	5,779

samTrans

Capital Programs Quarterly Progress Report

Project Controls

ZEB Implementation and Deployment

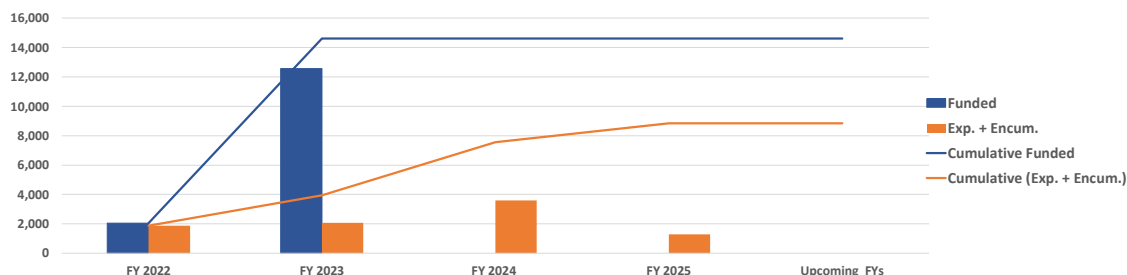
Period: FY25 Q3

Prj. ID: 100631

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

Activity	Budget			Estimate at Completion	Nonactivated Funding	Expended		Exp. + Encum.	Cumulative Available Funds
	Approved	Funded	Committed			This Period	To Date		
	(B)	(C)	(D)	E	(F=C-B)				
FY 2022	2,046	2,046	869		0		1,009	1,878	168
FY 2023	12,566	12,566	-126		0		2,201	2,076	10,658
FY 2024	9,052		2,020		-9,052		1,577	3,598	7,061
FY 2025			-1,905		0	1,417	3,187	1,282	5,779
Upcoming FYs	13,843				-13,843			0	5,779
Totals	37,507	14,612	859	37,507	-22,895	1,417	7,974	8,833	5,779

Funded vs Actuals & Encumbered (\$1K)



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
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	
Prop 1B- PTMISAE FY15 (03643)	State	223			223	223	0	
Lifeline PTMISEA for NAB (03646)	State	46			46	46	0	
TBD	TBD	22,895			22,895		22,895	Pending Grant
Totals		37,507	0	0	37,507	14,612	22,895	

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

Risk	Mitigation
PG&E design schedule is unknown and could impact the overall delivery of the project.	A revised service application was submitted to PG&E at the end of January 2025 for just the project's Phase 1 upgrades and its 1.7MW electrical load. STV compiling design details for single line information to be transmitted to PG&E, supplemental to the Phase 1 service application.
The lead times for manufacturing electrical equipment have increased significantly and could impact the project schedule.	Decision dealt to combine the Early Works Package (long-lead items) with the overall Project Design for Phase 1 - this approach aligns with Caltrans' funding allocation parameters. Clark is obtaining vendor 'premium' pricing quotes to hold to original lead-times for electrical equipment, while also developing a revised project schedule reflecting current market-driven lead times. True-up efforts for electrical equipment (long-lead items) are underway and ongoing by the CMGC's electrical subcontractor's bidding the Phase 1 construction package.
Design inconsistencies and quality concerns detected with the 95% design deliverable and now with the 100% design deliverable.	A Delta 3 Conformed Set of the Phase 1 100% Design was provided by STV on 2/24/2025. Several QA/QC issues were again flagged, a QA/QC review call was conducted on 2/28/25 - for STV's immediate action and resolution, SamTrans will provide STV with a complete matrix listing of all QA/QC comments by COB on 3/4/25.
Preliminary CMGC pricing against the 95% design has come in ~2X the Engineer's Estimate obtained at 30% design.	Somewhat of a cause and effect scenario to quality of design, CMGC pricing has come in much higher than anticipated. To aide in finalizing the TCP Estimate, an "advance copy design set" of the 100% design deliverable package was issued on 12/24/2024 that considered and addressed Value Engineering innovations, QA/QC measures for cost-sensitive scope, and constructability efficiencies flagged by the CMGC. The 100% TCP Read 02 Estimate was submitted on 01/24/2025. The project team is in active communication with SamTrans legal counsel and SamTrans Contracts & Procurement to mitigate the CMGC's Qualifications / Assumptions, where possible, in hopes of reducing the CMGC's TCP Estimate as presented with Read 02. --> Project Team discussions with SamTrans legal counsel and SamTrans Contracts & Procurement resulted in contract amendment updates incorporated by why of the Part 5 - Supplemental General Conditions (SGC's) to mitigate all of the CMGC's Assumption (Risks). An initial Risk / Contingency factor of 5% of the TCP has now been mitigated to 1.22%.
Progression of design has not kept pace with the timeline of Clark's active CMGC Pre-Construction Services contract.	A third and final no cost change order was issued to extend the time only of Clark's Pre-Construction Services contract by an additional 1 month in order to finalize TCP negotiations for a fair and reasonable cost to SamTrans. Clark's Pre-Construction Services contract will now be expiring on 3/31/2025.

samTrans

Capital Programs Quarterly Progress Report

Project Controls

ZEB Implementation and Deployment

Period: FY25 Q3

Prj. ID: 100631

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

Issue	Status
PG&E to initiate a large load study, to determine how much power they can supply to the site for Phase 2 Improvements.	PG&E confirmed that payment was processed end of June 2024 for the Large Load Study (LLS). PG&E provided a Preliminary Engineering study (PES) Plan on 11/1/24 that describes the timeline and scope for them to complete the LLS. As presented, the PES Plan cannot be executed since it would commit SamTrans to Phase 2 and its 5.7MW load / associated PG&E upgrades. Decision dealt to not proceed with the Large Load Study (LLS) for Phase 2, as this would commit SamTrans to PG&E's service upgrade costs for an additional load of 5.7MW. A new service application was submitted in January 2025 to PG&E for Phase 1 and its 1.7MW electrical load only - STV is following up with PG&E on review status and next steps.
Overhead fire suppression design and approach to putting out a bus fire - a concern that surfaced post STV and Clark contract awards.	A secondary fire flow test was performed considering an adjacent fire hydrant to support the most efficient and economical design option selected. STV met with the Fire Department / Fire Marshal who conveyed to them that an overhead fire suppression system and/or standpipe design is not required - a submittal package has been submitted to the AHJ for site wide fire hydrants. The Fire Department / Fire Marshal's review completed and resulted in the addition of (1) fire hydrant within the northeast boundary of the South Base footprint, this has been captured in design and the CMGC is pricing accordingly.
The project PLA must be established prior to start of construction.	Clark, SamTrans' PM/CM Owner Representative, SamTrans' PLA attorney, and Union Counsel met throughout the month of October. The results yielded a consensus in terms of scope and agreed upon language inclusive to the PLA - a final version of the PLA was issued by Union Counsel on 11/8/24 to SamTrans' PLA attorney for signature routing and agendizing the matter for Board approval. Clark has issued the PLA and its requirements to all subcontractors submitting proposals for project specific bid packages - their pricing acknowledges receipt and conformance to the PLA prescribed contracting requirements. --> PLA Board approval will occur concurrent to Phase 1 construction contract award to Clark (tentative for 07/02/2025), should an agreement to a fair and reasonable TCP Estimate be reached.
Caltrans funding changed from a dual allocation to a single allocation.	Decision dealt to align the project schedule such that the Early Works Procurement Package is consolidated within the overall Project Design for Phase 1, to support a single allocation approach. Caltrans CTC Grant funding allocation request confirmed for 1/30-31/25. --> BAAD Grant Application funding being pursued to offset the delta from available CTC funding, Board recommendation for CMGC contract amendment of Phase 1 construction now tracking to 7/2/25.

KEY ACTIVITIES - Current Reporting Month (top 5)

The Jacobs Independent Cost Estimate (ICE) "Crosswalk" spreadsheet was provided on 3/4/25. The "Crosswalk" spreadsheet tracks Bid Item Group category pricing trends from the 95% Design Read 03 TCP Estimate through 100% Design Read 04 TCP Estimate submission. To be used as a leveraging document for best and final TCP negotiations with the CMGC.

Internal SamTrans and external (including Clark) "Crosswalk" spreadsheet review meetings held on 3/5/25 and on 3/12/25; 3/12/25 double as an-in person meeting with SamTrans, ICE, and Clark to resume Final TCP Estimate negotiations.

The 100% Read 04A Total Contract Price (TCP) Estimate was submitted on 3/17/25, pricing has come down by ~\$200K when compared to the 100% Read 04 TCP Estimate.

After internal SamTrans QA/QC reviews, the Delta 3 100% Conformed Set design package was issued by STV on 3/17/2025; additional QA/QC issues triggered the need for a Delta 4 issuance of the 100% Conformed Set design package on 3/28/25 - both were transmitted to the ICE team and Clark for final true-up TCP Estimate pricing.

A third and final no cost change order extending the time only of Clark's Pre-Construction Services contract by 1 additional month through 3/31/25 was issued.

The project team assisted the SamTrans Grants & Application Team with compiling submission criteria / components tied to the BAAQMD BAAD Grant Application, formal submission tracking to occur on 4/1/25.

KEY ACTIVITIES - Next Reporting Month

The project team will remain in active communication with SamTrans legal counsel and SamTrans Contracts & Procurement to review all final Phase 1 Contract Amendment modifications that have been included with Part 5 - Supplemental General Conditions to mitigate the CMGC's Qualifications / Assumptions (risks).

Ongoing schedule optimization reviews with Clark to emphasize LNTP issuance for submittals and procurement of long-lead items followed by a strategic NTP issuance so as to stagger in CMGC support staff closer to NTP / mobilization (intent is to lower Clark's overall Indirect Costs).

The Final 100% TCP Read 05 Basis of Estimate and Variance Report will be submitted by the ICE team on 4/4/25; Clark's Final 100% TCP Red 05 Estimate will be submitted on 4/10/25. Best and Final TCP Estimate negotiations tracking to resume the week of 4/14/25, with the goal being to come to terms on a fair and reasonable negotiated Final TCP Estimate by the end of April 2025.

The project team will review the level of effort required to incorporate the South Base Site Hardening scope within the South Base BEB Phase 1 construction timeline. SamTrans Facilities anticipates that the 95% plans will be available week beginning 4/7/25; the 95% plans and program schedule will be provided to Clark for review and pricing efforts - this will be carried as an Allowance item to the Final TCP Estimate.

Schedule constraints of the BAAD Grant Application to be reviewed and discussed with Clark, RE: BAAD Grant requires that the chargers be operational and data reported within 2-years of grant funding allocation issuance.

Project Notes

SamTrans

Capital Programs Quarterly Progress Report

Project Controls

North Base - Sea Level Rise and Erosion Mitigation

Period: FY25 Q3

Project ID: 100712

Project Manager: Lisha Mai

SCOPE Summary

The project will perform a feasibility study of long-term sea level rise adaptation and erosion mitigation 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

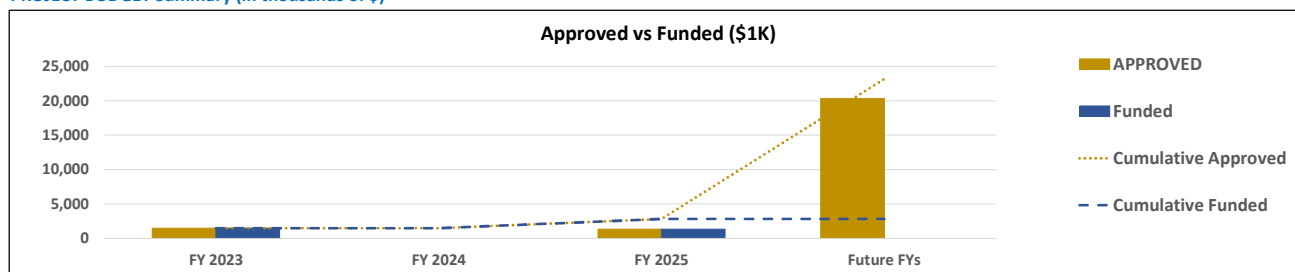
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Approved Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 23,183,400	5.5%	8.8%	\$ 23,183,400

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Stakeholder and Public Engagement and Alternatives Analysis	7/1/2023	7/1/2023	12/31/2023	12/31/2023	0	0	
PEL Study and Selection of Preferred Alternative	1/1/2024	1/1/2024	4/2/2025	4/2/2025	0	0	Baseline reassessed and adjusted for longer ext. stakeholder engagement and permitting agency consultation. This step is vital to assessment of
35% Design for the Preferred Alternative	4/3/2025	4/3/2025	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	Inactivated Funding (F=C-B)	Expended		Exp. + Encum.	Available Funds
	Approved	Funded	Committed			This Period	To Date		
	(B)	(C)	(D)						
11 - Planning	1,482	1,482	1	1,482	0	115	1,099	1,100	382
12 - PE/Env/PSE	1,343	1,343	642	1,343	0	216	309	951	393
13 - Final Design	1,379			1,379	(1,379)			0	0
15 - Procurement	829			829	(829)			0	0
16 - Construction	18,150			18,150	(18,150)			0	0
Totals	23,183	2,825	643	23,183	(20,358)	331	1,407	2,050	775

SamTrans

Capital Programs Quarterly Progress Report

Project Controls

North Base - Sea Level Rise and Erosion Mitigation

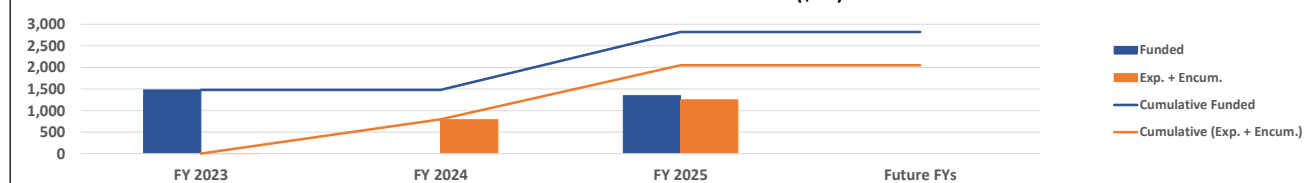
Period: FY25 Q3

Project ID: 100712

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

Activity	Budget			Estimate at Completion E	Inactivated Funding (F=C-B)	Expended		Exp. + Encum.	Cumulative Available Funds
	Approved	Funded	Committed			This Period	To Date		
	(B)	(C)	(D)						
FY 2023	1,482	1,482					6	6	1,476
FY 2024	0		234				557	791	686
FY 2025	1,343	1,343	409			331	845	1,254	775
Future FYs	20,358	0						0	775
Totals	23,183	2,825	643	23,183	(20,358)	331	1,407	2,050	775

Funded vs Actuals & Encumbered (\$1K)



FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated Funding (F=E-D)	Comments
		Original	Changes					
		(A)	(B)			(E)	(F=E-D)	
General Capital Fund (01050)	Local	2,825			2,825	2,825	0	
TBD		20,358			20,358		20,358	
Totals		23,184	0	0	23,184	2,825	20,358	

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)

Meet and present project to the USACE and BCDC
Continue to coordinate with Government Affairs on outreach to stakeholders that would benefit from a regional solution.
Continue coordination with SSF and OneShoreline
Coordinated with SFO on aligning project timeline

KEY ACTIVITIES - Next Reporting Month (top 5)

Draft Preferred Alternative Memo
Develop presentation for Executive meeting
Develop near-term flood protection options

Project Notes

NB H2 Fueling Station for 10 FCEBs

Period: FY25 Q3

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: Construction

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 5,335,263	90.5%	51.8%	\$5,335,263

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	

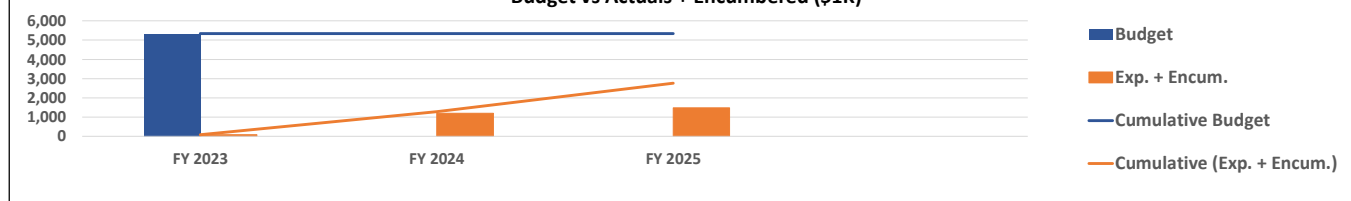
PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS Details (in thousands of \$)

Activity	Budget				Estimate at Completion 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	58		58	0	58	0		0	0	58
12 - PE/Env/PSE	10		10	0	10	0		10	10	0
13 - Final Design	429		429	22	429	0		178	200	228
15 - Procurement	19		19	0	19	0		0	0	19
16 - Construction	4,819		4,819	643	4,819	0	8	1,910	2,553	2,266
Totals	5,335	0	5,335	665	5,335	0	8	2,098	2,764	2,572

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	5,335		5,335				80	80	5,255	
FY 2024			0				1,202	1,202	4,053	
FY 2025				665			8	816	1,481	2,572
Totals	5,335	0	5,335	665	5,335	0	8	2,098	2,763	2,572

Budget vs Actuals + Encumbered (\$1K)



NB H2 Fueling Station for 10 FCEBs

Period: FY25 Q3

Prj. ID: 100723-02

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
Measure W Sales Tax (01024)	Local	5,335			5,335	5,335	0	
Totals		5,335	0	0	5,335	5,335	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.
MGFH2 terminated fueler lease agreement with SamTrans and Plug Power	Working with legal and finance to sign a contract with Plug Power for buying the Fueler from them.

KEY ACTIVITIES - Current Reporting Month (top 5)

UCI's contract for completing Plug Power's scope awarded.

KEY ACTIVITIES - Next Reporting Month (top 5)

Safety and Workforce training to be continued.

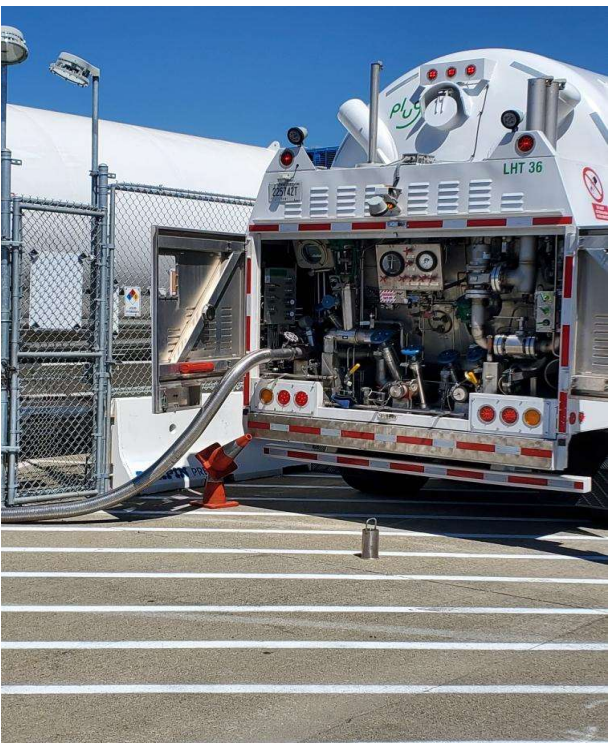
Project Notes

--

NB H2 Fueling Station for 10 FCEBs

Period: FY25 Q3

Prj. ID: 100723-02



NB H2 Permanent Fueling Station for FCEBs

Period: FY25 Q3

Prj. ID: 100723-03

Project Manager: Zhiming Fan

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. This Project will provide hydrogen fuel (Services) and/or design and construction services (Design - Build) for the Permanent Hydrogen Fueling Solution for more than 100 FCEBs.*

* The cost of Hydrogen Fuel will be part of Operations budget

STATUS Summary

Phase:

Procurement

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

Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
\$ 27,963,686	3.5%	1.7%	\$27,963,686

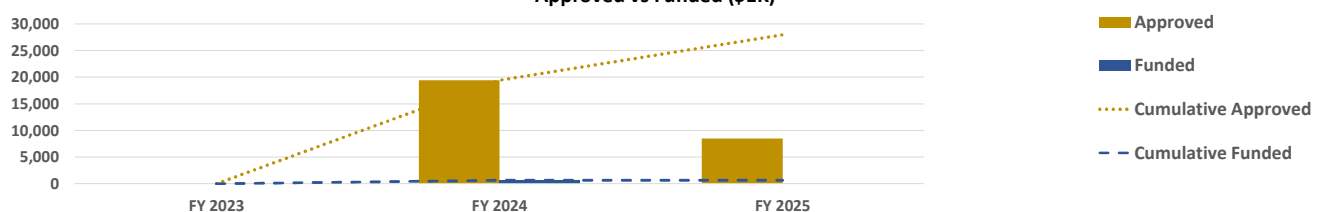
Schedule

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 Design Build contract	11/1/2024	11/1/2024	5/31/2025	5/31/2025	0	0	
Design, Manufacturing, and Construction	6/1/2025	6/1/2025	12/31/2026	12/31/2026	0	0	
Testing and Commissioning	10/1/2026	10/1/2026	12/31/2026	12/31/2026	0	0	
Training	1/1/2027	1/1/2027	3/30/2027	3/30/2027	0	0	
Closeout	4/1/2027	4/1/2027	5/30/2027	5/30/2027	0	0	

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

Activity	Budget			Estimate at Completion	Nonactivated Funding	Expended		Exp. + Encum.	Available Funds
	Approved	Funded	Committed			This Period	To Date		
	(B)	(C)	(D)		(F=C-B)				
13- Final Design	4,291			4,291	-4,291			0	0
15 - Procurement				0	0			0	0
16 - Construction	23,000	648	70	23,000	-22,352	191	400	470	178
19 - Closeout	673			673	-673			0	0
Totals	27,964	648	70	27,964	-27,316	191	400	470	178

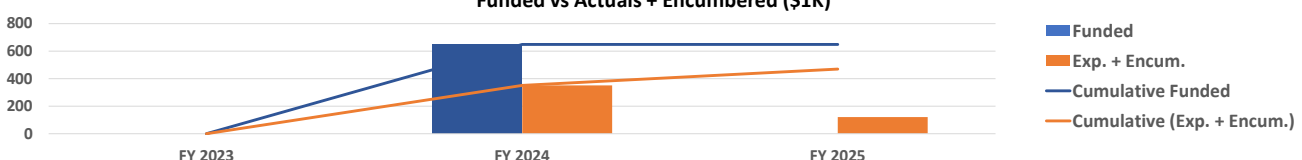
Approved vs Funded (\$1K)



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

FY	Budget			Estimate at Completion	Nonactivated Funding	Expended		Exp. + Encum.	Cumulative Available Funds
	Approved	Funded	Committed			This Period	To Date		
	(B)	(C)	(D)		(F=C-B)				
FY 2023								0	0
FY 2024	19,439	648	70				280	350	298
FY 2025	8,525					191	120	120	178
Totals	27,964	648	70	27,964	-27,316	191	400	470	178

Funded vs Actuals + Encumbered (\$1K)



samTrans

Capital Programs Quarterly Progress Report

Project Controls

NB H2 Permanent Fueling Station for FCEBs

Period: FY25 Q3

Prj. ID: 100723-03

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(F=E-D)	
Measure W Sales Tax (01024)	Local	387			387	387	-27,577	
Totals		387	0	0	387	387	-27,577	

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)

Ongoing RFP work
Ongoing work for updating North Base NEPA

KEY ACTIVITIES - Next Reporting Month (top 5)

Ongoing work for updating NEPA

Project Notes

--

El Camino Real (ECR) Transit Priority Program Fund

Period: FY25 Q3

Project ID: 100773

Project Manager: Cassie Halls

SCOPE Summary

This project will establish a dedicated Transit Capital Improvement Fund to integrate transit improvements into Caltrans-led projects or advance transit improvements through the Caltrans design and permitting process along the El Camino Real corridor. Caltrans is active in implementing small-scale improvements along the corridor via the State Highway Operation and Protection Program (SHOPP). Currently, funding limitations often prevent Caltrans from implementing transit-specific improvements in its projects. The Capital Improvement Fund would let SamTrans lead projects on El Camino Real and leverage Caltrans-led projects to implement transit-specific improvement measures by providing supplemental funding.

STATUS Summary

Phase: Planning

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

Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 3,300,000	4.5%	27%	\$ 3,300,000

Schedule

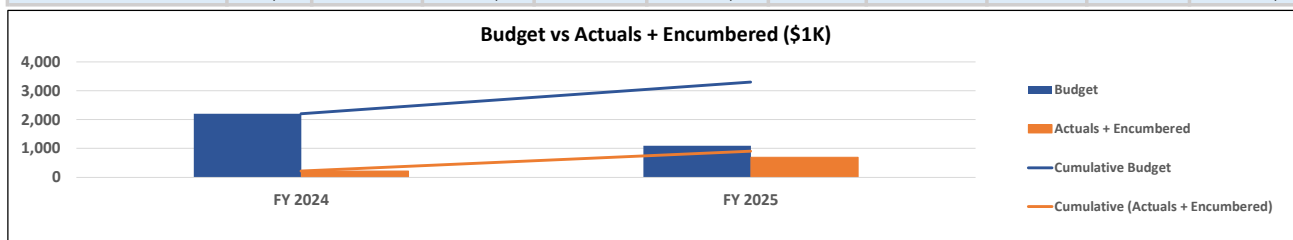
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Supplemental Funds for Central ECR Transit and Multimodal Plan	12/1/2024	12/1/2024	8/1/2026	8/1/2026	0	0	
Supplemental Funds for ECR Project Initiation Document	12/1/2024	12/1/2024	12/1/2026	12/1/2026	0	0	
ECR Consultant PM Support	4/1/2024	4/1/2024	12/1/2026	12/1/2026	0	0	
Local Match on SHOPP, other projects	12/1/2024	12/1/2024	12/1/2026	12/1/2026	0	0	
Grand Boulevard Initiative Supplemental Funds	4/1/2024	4/1/2024	12/1/2026	12/1/2026	0	0	

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

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	3,300		3,300	704	3,300	0	41	202	906	2,394
Totals	3,300	0	3,300	704	3,300	0	41	202	906	2,394

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		
FY 2024	2,200		2,200	156				58	214	1,986
FY 2025	1,100		1,100	548			41	144	692	2,394
Totals	3,300	0	3,300	704	3,300	0	41	202	906	2,394



El Camino Real (ECR) Transit Priority Program Fund

Period: FY25 Q3

Project ID: 100773

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(E=C-D)	
Measure W Sales Tax - Capital (01024)	Local	3,300			3,300	3,300	0	
Totals		3,300	0	0	3,300	3,300	0	

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

Risk	Status
Cost of maintaining capital improvements over time	Seek clarification from Caltrans on what requires local maintenance
Coordination with Caltrans/Cities	Established an interagency forum to coordinate with Caltrans and Cities
Lack of coordination with cities	Established an interagency forum to coordinate with Caltrans and cities
SamTrans staff capacity for project management	Developing a staffing plan for the next fiscal year
City staff capacity for project management	Grant to provide technical assistance to cities

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

Issue	Status
Funding delays for GBI grant due to PEPRA issues	PEPRA issue resolved, funding transfer submitted to FTA
Funding uncertainty due to Federal Govt	Govt and Comm Affairs is tracking the issue

KEY ACTIVITIES - Current Reporting Month (top 5)

Presented to the Board of Directors on the Central El Camino Real Plan
Hosted Working Group meeting in late March 2025

KEY ACTIVITIES - Next Reporting Month (top 5)

Preparing to initiate outreach in May 2025 for the Central El Camino Real Plan
Completing needs assessment for the GBI Action Plan
Hosting GBI Task Force stakeholder workshop for GBI
Preparing for GBI Task Force meeting in May 2025

Project Notes

--

SamTrans Operating Facilities Assessment

Period: FY25 Q3

Project ID: 100775

Project Manager: Millie Tolesson

SCOPE Summary

The SOFA project is about ensuring our facilities are aligned with SamTrans' long-term strategic goals. This includes adapting to operational changes like transitioning to zero-emission vehicles, accommodating anticipated service growth, and evaluating how our facilities can best support evolving community and agency needs.

STATUS Summary

Phase: Planning

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

Budget	Schedule Progress	Expended %	Estimate At Completion
\$ 500,000	28.9%	100.5%	\$ 500,000

Schedule

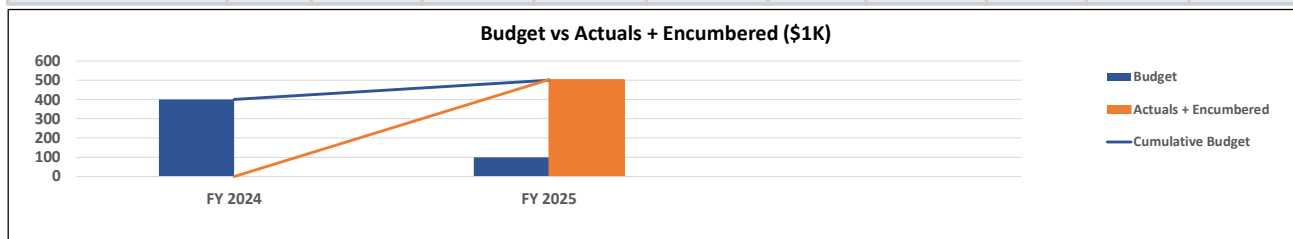
Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
Project Management	11/24/2024	12/9/2024	12/31/2025	12/31/2025	-15	0	
Establish Future Condition Assumptions and Develop Future Scenarios					0	0	
Identify NEEDS and GAPS					0	0	
Explore OPPORTUNITIES for New Satellite					0	0	
Recommendations and Implementation					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	500		500	472	500	0	27	31	503	-3
Totals	500	0	500	472	500	0	27	31	503	-3

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

FY	Budget				Estimate at Completion E	Variance (F=C-E)	Expended		Exp. + Encum.	Cumulative Available Balance
	Original (A)	Changes (B)	Current (C=A+B)	Committed (D)			This Period	To Date		
FY 2024	400		400						0	400
FY 2025	100		100	472			27	31	503	-3
Totals	500	0	500	472	500	0	27	31	503	-3



samTrans

Capital Programs Quarterly Progress Report

Project Controls

SamTrans Operating Facilities Needs Assessment

Period: FY25 Q3

Project ID: 100775

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)		(D=A+B+C)	(E)	(E=C-D)	
Measure W Sales Tax - Capital (01024)	Local	500			500	500	0	
Totals		500	0	0	500	500	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)

Refined Stakeholder Interview Summary

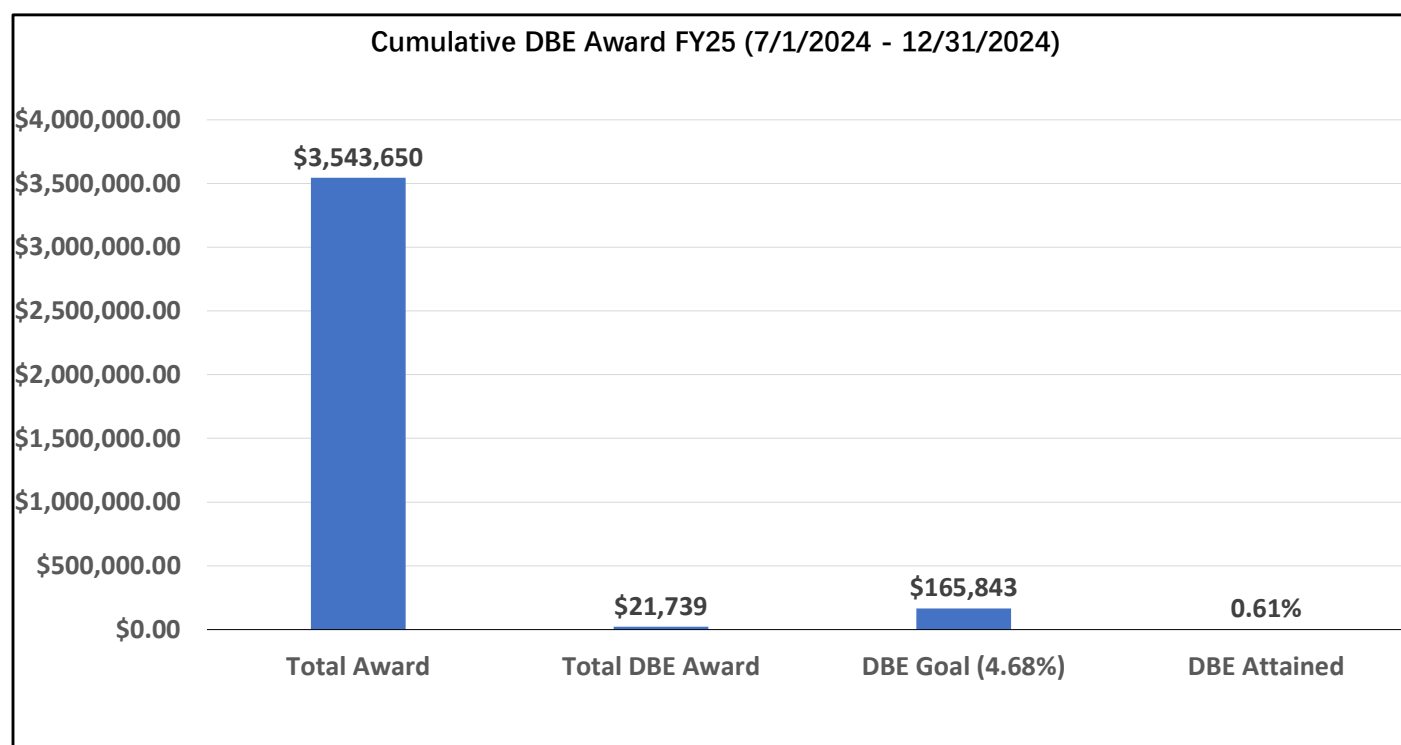
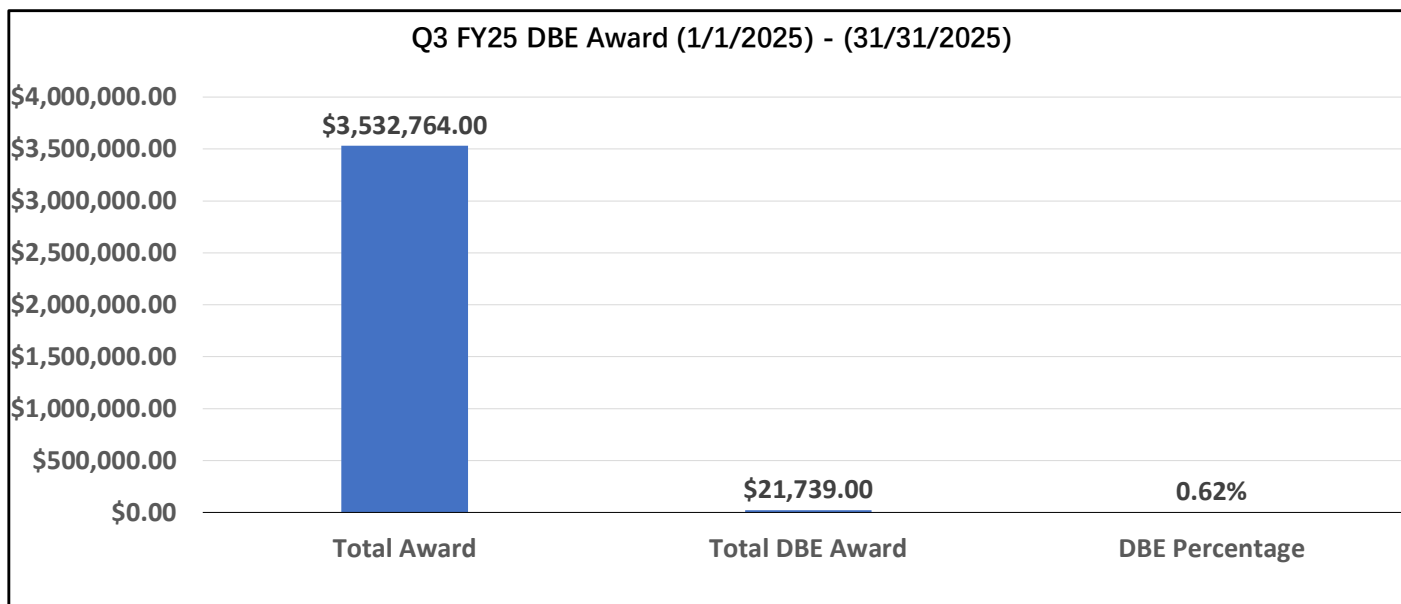
KEY ACTIVITIES - Next Reporting Month (top 5)

Finalize Task 2 Existing Conditions Report
Working Group Meeting

Project Notes

--

SamTrans Award



Note: The overall triennial DBE goal for Federal Fiscal Year 2023-25 is 4.68%
There was one reportable FTA award with no DBE attainment in FY2025 Q2.

Appendix B - Definition of Terms

Accruals

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

Activated Funding (in Funding)

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

Allocated Contingency

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

Baseline

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

Baseline Completion (in Milestone Schedule)

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

Board Approved (in Funding)

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

Board Authorized (in Major Contracts)

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

Budget Changes (in Project Budget/Estimate at Completion)

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

Budget Original (in Project Budget/Estimate at Completion)

The budget approved in the first or original project baseline.

Committed

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

Completion (in Milestone Schedule)

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

Contingency

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

Contract Change Orders (CCOs)

Contract budget changes approved through the change management process.

Current Contract Amount

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

Expended + Accruals

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

High Likelihood Risks (in Contingency)

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

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

Contract Change Orders pending approval.

In-Process Changes

Project Change Orders pending approval. Includes CCOs.

Interfaces

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

Issues

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

Key Activities

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

Milestone Schedule

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

Notable Issues

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

Notable Risks

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

Phase

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

Potential and In-Process Changes

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

Resolution Date (in Notable Issues)

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

Risks

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

Safety Incidents

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

Scope Summary

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

Type I Incidents (in Safety)

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

Type II Incidents (in Safety)

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

Type of Work

Categories defined for classifying project costs.

Un-activated Amount (in Funding)

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

Unallocated Contingency

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

Unknown Risks

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

**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: **Accept Contracts and Procurement Quarterly Report of Technology Purchases for Third Quarter of Fiscal Year 2025**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District) accept the attached Contracts and Procurement (C&P) Quarterly Report of Technology Purchases for Third Quarter of Fiscal Year 2025.

Significance

Pursuant to Resolution No. 2024-26, the Board directed staff to provide a report to the Board on a quarterly basis advising of actions taken pursuant to the authority conferred by this Resolution.

Budget Impact

Accepting this report has no impact to the budget.

Background

Pursuant to Resolution No. 2024-26, the Board authorized the General Manager/CEO or designee to execute contracts and amendments exceeding \$250,000 for:

- a. Technology systems equipment and related services through District-approved cooperative purchasing programs and piggyback contracts to meet the District's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the District's statutory procurement authority and procurement policy;
- b. New or additional software licenses or license renewals, maintenance, product support, or related professional services through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued effective use and upkeep of District-owned information technology, hardware, and software;
- c. Professional and staff augmentation services for information technology, pursuant to the District's procurement authority and policy; and

- d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services.

Prepared By: Danielle Rodriguez Procurement Support Specialist 650-551-6185

C&P Quarterly Report of Technology Purchases for Third Quarter of FY2025

SAMTRANS

The purchases listed below are for Information Technology Licenses, License Renewal fees, Maintenance Service, and Professional Services

Resolution #2024-26

**Total Board Approved Authority
\$8,000,000.00**

July 1, 2024 - September 30, 2024

1st Quarter

PO or Contract Date	Contract # or PO#	Vendor	PO or Contract Description	PO or Contract Amount	Remaining Authority
9/5/2024	25-S-L-035	Carahsoft Technology	ComplianceQuest Safety Information Management System Software for Five-Years	\$ 755,444.95	
9/5/20/24	22-S-L-078/SAMTR-0000021247	Darktrace	Add 750 mailboxes to the Darktrace Cybersecurity monitoring software for \$31,605 with a cumulative contract amount of \$689,732.	\$ 689,732.00	
9/5/2024	24-S-T-023	Sybyte Technology	IT Staff Augmentation Services:Database Architect. Added \$250,010 with a cumulative contract amount of \$500,000.	\$ 500,000.00	
6/5/2024	SAMTR-19334F	Triune Infomatics	IT Helpdesk Support Contractor	\$ 181,000.00	
			SubTotal	\$ 2,126,176.95	

October 1, 2024 - December 31, 2024

2nd Quarter

PO or Contract Date	Contract # or PO#	Vendor	PO or Contract Description	PO Amount	Remaining Authority
12/24/2024	25-S-L-063	SHI International	Hopthru Software-as-a-Service (Saas)	\$ 529,194.72	
			SubTotal	\$ 529,194.72	\$ 5,344,628.33

January 1, 2025 - March 31, 2025

3rd Quarter

PO or Contract Date	Contract # or PO#	Vendor	PO or Contract Description		Remaining Authority
2/24/2025	21-S-L-026/SAMTR-0000021669	CDT	Microsoft Statewide M365 GCC	\$ 473,789.84	
			SubTotal	\$ 473,789.84	\$ 4,870,838.49

April 1, 2025 - June 30, 2025

4th Quarter

PO or Contract Date	Contract # or PO#	Vendor	PO or Contract Description	PO Amount	Remaining Authority
	22-S-L-083	Crayon Software Experts, LLC	Add \$300,000 to contract to pay for Feb-June 2025 invoices.	\$300,000.00	
				\$300,000.00	\$ 4,570,838.49
			TOTAL CONTRACT & PO AMT TO DATE	\$ 3,429,161.51	\$ 4,570,838.49

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner Nate Kramer
Chief Financial Officer Chief People Officer

Subject: **Awarding Contracts to AppleOne, Inc.; SearchPros Staffing, LLC; and Tellus Solutions, Inc. for On-Call Temporary Staffing Services for an Aggregate Not-to-Exceed Amount of \$2.5 Million for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Aggregate Not-to-Exceed Amount of \$1 Million**

Action

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

1. Award contracts to AppleOne, Inc. of Glendale, California (AppleOne); SearchPros Staffing, LLC of Sacramento, California (SearchPros); and Tellus Solutions, Inc. of Santa Clara, California (Tellus) to provide On-Call Temporary Staffing Services (Services) on an as-needed basis for an aggregate not-to-exceed amount of \$2.5 million for a five-year base term, with two additional one-year option terms for an aggregate not-to-exceed amount of \$1 million.
2. Authorize the General Manager/CEO or designee to execute professional services contracts on behalf of the District with AppleOne, SearchPros, and Tellus consistent with the requirements of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise up to two additional one-year option terms on each contract, if in the best interest of the District.

Significance

Award of these contracts for the Services will provide the District with a bench of qualified and experienced firms to support the District's ongoing need for highly skilled and experienced administrative and professional personnel to meet a variety of administrative, financial, information technology, and light industrial business needs. Also, these contracts will address the District's needs for: (1) a bench of temporary staffing firms from which to select assistance; (2) temporary staffing services that were not anticipated the last time the Services were solicited, and (3) sufficient contract capacity to accommodate the projected level of temporary staffing support required for the duration of the contract term. Work provided under these contracts will be defined through specific Work Directives for each assignment.

Budget Impact

Funds to support these contracts are and will be included in the District's current and future approved budgets. When the Services are needed, the costs generally will be covered by savings from vacant positions.

Background

On July 17, 2024, the District, the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (collectively referred to as the "Agencies") issued a joint Request for Proposals (RFP) 25-S-J-T-P-014 for the Services. The RFP was advertised on the Agencies' eProcurement website. In response to the RFP, the Agencies received 21 proposals, 14 of which were found to be responsive, and seven of which were found to be non-responsive to the requirements of the solicitation documents. A Selection Committee (Committee) composed of staff from the Agencies reviewed and evaluated the proposals in accordance with the evaluation criteria set forth in the RFP.

Evaluation Criteria	Maximum Points
Qualifications and Experience of Firm	20
Qualifications and Experience of Management Team Key Personnel	30
Approach to Scope of Services	20
Cost Proposal	30
Small Business Enterprise (SBE) Preference	5
TOTAL	105

The Committee then scored and ranked the 14 responsive proposals, determining that AppleOne, SearchPros, and Tellus were the highest-ranked firms. All three firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. Of these three firms, Tellus Solutions, a certified SBE, received five points for SBE Preference. AppleOne and SearchPros did not claim the points for SBE Preference.

Staff successfully negotiated contract terms, including prices, with each of the three highest-ranked firms. Staff performed a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those charged for similar work in the Bay Area. Staff will issue Work Directives for specific needs during the contract term on an as-needed basis and pursuant to a competitive selection process as further described in the RFP. There is no guarantee of any amount of work or level of effort that will be ordered from or allocated to, or total compensation to be paid to, any of the firms under the awarded contracts.

Prepared By:	Pooja Mehra	Procurement Administrator II	650-730-8325
	Julia Horiuchi	Human Resources Manager	650-508-6465

Resolution No. 2025-

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

* * *

**Awarding Contracts to AppleOne, Inc.; SearchPros Staffing, LLC; and Tellus Solutions, Inc. for
On-Call Temporary Staffing Services for an Aggregate Total Not-to-Exceed Amount of
\$2.5 Million for a Five-Year Base Term, with up to Two Additional
One-Year Option Terms for an Aggregate Not-to-Exceed Amount of \$1 Million**

Whereas, on July 17, 2024, the San Mateo County Transit District (District), the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (collectively referred to as the “Agencies”) issued joint Request for Proposals (RFP) 25-S-J-T-P-014 for On-Call Temporary Staffing Services (Services) to establish a bench of firms to provide the Services on an as-needed basis; and

Whereas, in response to the RFP, the Agencies received 21 proposals, of which staff found 14 proposals to be responsive to the requirements of the RFP; and

Whereas, a Selection Committee (Committee) composed of staff from the Agencies reviewed, evaluated, scored and ranked the proposals in accordance with the evaluation criteria set forth in the RFP, and determined the following three firms to be the highest-ranked:

- AppleOne, Inc. of Glendale, California (AppleOne),
- SearchPros Staffing, LLC of Sacramento, California (SearchPros), and
- Tellus Solutions, Inc. of Santa Clara, California (Tellus); and

Whereas, the Committee determined that the three highest-ranked firms possess the requisite experience and qualifications required to successfully perform the Services; and

Whereas, staff successfully negotiated contract terms, including prices, with each of these three highest-ranked firms; and

Whereas, staff performed a price analysis and determined the prices to be fair, reasonable, and consistent with those charged for similar work in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award contracts to a bench of firms that consists of AppleOne, SearchPros, and Tellus to provide the Services for an aggregate not-to-exceed amount of \$2.5 million for a five-year base term, and up to two one-year option terms for an aggregate not-to-exceed amount of \$1 million.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards contracts to:

- AppleOne, Inc. of Glendale, California,
- SearchPros Staffing, LLC of Sacramento, California, and
- Tellus Solutions, Inc. of Santa Clara, California

to provide On-Call Temporary Staffing Services for an aggregate not-to-exceed amount of \$2.5 million for a five-year base term, and up to two additional one-year option terms for an aggregate not-to-exceed amount of \$1 million; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute contracts on behalf of the District with AppleOne, SearchPros, and Tellus in full conformity with the terms and conditions of the RFP and negotiated agreements, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute up to two additional one-year option terms, if in the best interest of the District.

Regularly passed and adopted this 7th day of May, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner Nate Kramer
Chief Financial Officer Chief People Officer

Subject: **Awarding Contracts to Cooperative Personnel Services, gothamCulture LLC, and The Consulting Team LLC for On-Call Coaching and Leadership Development Services for an Aggregate Not-to-Exceed Amount of \$700,000 for a Five-Year Base Term, with up to Two Additional One-year Option Terms for an Aggregate Not-to-Exceed Amount of \$280,000**

Action

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

1. Award contracts to Cooperative Personnel Services of Sacramento, California (CPS), gothamCulture LLC of New York, New York (gotham), and The Consulting Team LLC of Mountain View, California (Consulting Team) to provide On-Call Coaching and Leadership Development Services (Services) on an as-needed basis for an aggregate not-to-exceed amount of \$700,000 for a five-year base term, with up to two additional one-year option terms for an aggregate not-to-exceed amount of \$280,000.
2. Authorize the General Manager/CEO or designee to execute professional services contracts on behalf of the District with CPS, gotham, and Consulting Team in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise up to two additional one-year option terms, if in the best interest of the District.

Significance

The award of these proposed contracts will provide the District with a bench of qualified and experienced firms to support the District's ongoing need for highly skilled and experienced coaching and leadership development services to meet a variety of professional development, executive mentoring, team building, and organizational effectiveness needs on an as-needed basis.

Budget Impact

Funds to support these contracts are included in the District's current operating budget and will be included in the future operating budgets.

Background

On July 17, 2024, the District, the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (collectively referred to as the “Agencies”) issued a joint Request for Proposals (RFP) 25-S-J-T-P-015 for the Services. The RFP was advertised on the Agencies’ eProcurement website and 47 potential proposers downloaded the RFP. In response to the RFP, the Agencies received nine proposals; all nine were found to be responsive to the requirements of the solicitation documents.

A Selection Committee (Committee), composed of staff from the Agencies, reviewed and evaluated the proposals in accordance with the evaluation criteria set forth in the RFP.

Evaluation Criteria	Maximum Points
Qualifications and Experience of Firm	20
Qualifications and Experience of Management Team Key Personnel	35
Approach to Scope of Services	20
Cost Proposal	25
Small Business Enterprise (SBE) Preference	5
Total	105 Points

The Committee then scored and ranked these proposals. The highest-ranked firms were CPS, gotham, and Consulting Team. Staff determined all three firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. Of these three firms, gotham claimed the points for SBE Preference, but did not receive them, as the referenced certified subconsultants could not be verified. CPS and Consulting Team did not claim the points for SBE Preference.

Staff successfully negotiated contract terms, including prices, with each of the three highest-ranked firms. Staff conducted a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those paid by other public agencies in the Bay Area for similar services.

Staff will issue Work Directives for specific needs during the contract term on an as-needed basis and pursuant to a competitive selection process as further described in the RFP. There is no guarantee of any amount of work or level of effort that will be ordered from or allocated to, nor total compensation to be paid to, any of the firms under the awarded contracts.

Prepared By:	Maria Flores	Procurement Administrator	650 - 622-7892
	Juliet Nogales-DeGuzman	Director, Human Resources	650 - 508-6236

Resolution No. 2025-

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

* * *

**Awarding Contracts to Cooperative Personnel Services, gothamCulture LLC, and
The Consulting Team LLC for On-Call Coaching and Leadership Development Services for an
Aggregate Not-to-Exceed Amount of \$700,000 for a Five-Year Base Term, with Two
Additional One-Year Option Terms for an Aggregate Not-to-Exceed Amount of \$280,000**

Whereas, on July 17, 2024, the San Mateo County Transit District (District), the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (collectively referred to as the “Agencies”) issued joint Request for Proposals (RFP) 25-S-J-T-P-015 for On-Call Coaching and Leadership Development Services (Services) to establish a bench of firms to provide the Services on an as-needed basis; and

Whereas, in response to the RFP, the Agencies received nine proposals, of which staff found all nine proposals to be responsive to the requirements of the RFP; and

Whereas, a Selection Committee (Committee), composed of staff from the Agencies reviewed, evaluated, scored, and ranked the proposals in accordance with the evaluation criteria set forth in the RFP, and ranked the following three firms highest:

- Cooperative Personnel Services of Sacramento, California (CPS),
- gothamCulture LLC of New York, New York (gotham), and
- The Consulting Team LLC of Mountain View, California (Consulting Team); and

Whereas, the Committee determined that the three highest-ranked firms possess the requisite experience and qualifications required to successfully perform the Services; and

Whereas, staff successfully negotiated contract terms, including prices, with each of the three highest-ranked firms; and

Whereas, staff performed a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those paid by other public agencies in the Bay Area for similar services; and

Whereas, staff recommends that the Board of Directors (Board) award a bench of contracts to CPS, gotham, and Consulting Team to provide the Services for an aggregate not-to-exceed amount of \$700,000 for a five-year base term, and up to two one-year option terms for an aggregate not-to-exceed amount of \$280,000.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards contracts to:

- Cooperative Personnel Services of Sacramento, California (CPS),
- gothamCulture LLC of New York, New York (gotham), and
- The Consulting Team LLC of Mountain View, California (Consulting Team)

to provide On-Call Coaching and Leadership Development Services for an aggregate not-to-exceed amount of \$700,000 for a five-year base term, with two additional one-year option terms for an aggregate not-to-exceed amount of \$280,000; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute contracts on behalf of the District with CPS, gotham, and Consulting Team in full conformity with the terms and conditions of the RFP and negotiated agreements, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute up to two one-year option terms, if in the best interest of the District.

Regularly passed and adopted this 7th day of May, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Background

In light of developing concerns with the manner in which the Cities Group has provided workers compensation claims administration services, staff and legal counsel have determined that it is in the best interest of the District to terminate its contract and transition to a new service provider.

On February 25, 2025, the District issued a Request for Proposals (RFP) 25-S-P-096 for the Services. The RFP was advertised on the District's eProcurement website. In response to the RFP, the District received two proposals, which were found to be responsive to the requirements of the solicitation documents.

A Selection Committee (Committee), composed of District staff, reviewed, evaluated, and scored the proposals in accordance with the evaluation criteria set forth in the RFP.

Evaluation Criteria	Maximum Points
Company Qualifications, Experience and References	25
Qualifications and Experience of Key Personnel	25
Understanding of and Response to Proposal Requirements	30
Reasonableness of Cost	20
Small Business Enterprise (SBE) Preference	5

The Committee conducted interviews with both firms on April 9, 2025. Following the interviews, the Committee ranked TRISTAR the highest. Staff determined the firm possesses the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. Neither proposer claimed the points for SBE Preference.

Staff successfully negotiated contract terms with TRISTAR, including prices, and determined the negotiated prices are fair, reasonable, and consistent with those charged for similar work in the Bay Area.

Staff conducted reference checks and confirmed that TRISTAR has the qualifications, experience, technology, and personnel necessary to meet the District's needs for the Services. In addition, TRISTAR is known for providing high-quality customer service and being responsive to client needs. The firm currently represents several transit agencies in the Bay Area and nationwide.

Prepared By:	Angelina Taylor	Manager, Human Resources	650-508-6424
	Danielle Sanderson	Contract Administrator	650-551-6130

Resolution No. 2025-

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

* * *

**Awarding a Contract to TRISTAR Claims Management Services, Inc. to Provide
Workers' Compensation Third-Party Administrator Services for a Total Not-to-
Exceed Amount of \$1,653,453 for a Five-Year Base Term, with up to Two
Additional One-Year Option Terms for a Total Not-to-Exceed Amount of \$547,688**

Whereas, the San Mateo County Transit District (District) requires third-party claims administration services for its workers' compensation program, which historically have been provided by the Cities Group joint powers authority; and

Whereas, in light of developing concerns with the manner in which the Cities Group has provided these services, staff and legal counsel have determined it is in the best interest of the District to terminate the existing contract and transition to a new service provider; and

Whereas, on February 25, 2025, the District issued a Request for Proposals (RFP) 25-S-P-096 to provide Workers' Compensation Third-Party Administrator Services (Services); and

Whereas, in response to the RFP, the District received two proposals, which staff found to be responsive to the solicitation documents; and

Whereas, a Selection Committee (Committee), composed of qualified District staff, reviewed, evaluated, and scored the responsive proposals in accordance with the evaluation criteria set forth in the RFP; and

Whereas, the Committee then interviewed both proposers and ranked TRISTAR Claims Management Services, Inc. of Long Beach, California (TRISTAR) the highest; and

Whereas, staff determined that TRISTAR possesses the necessary experience and qualifications to successfully perform the Services; and

Whereas, staff successfully negotiated contract terms, including prices, and determined the negotiated prices are fair, reasonable, and consistent with those charged for similar work in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to TRISTAR to provide the Services for a total not-to-exceed amount of \$1,653,453 for a five-year base term, with up to two additional one-year option terms for a total not-to-exceed amount of \$547,688.

Now, Therefore, Be It Resolved; that the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO or designee to terminate the District's contract with its current third-party workers' compensation program claims administrator, the Cities Group; and

Be It Further Resolved that the Board awards a contract to TRISTAR Claims Management Services, Inc. to provide Workers' Compensation Third-Party Administrator Services for a total not-to-exceed amount of \$1,653,453 for a five-year base term, with up to two additional one-year option terms for a total not-to-exceed amount of \$547,688; 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 TRISTAR in full conformity with the terms and conditions of the RFP and negotiated agreement, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute up to two additional one-year option terms, if in the best interest of the District.

Regularly passed and adopted this 7th day of May, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**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: **Authorizing the Application for and Receipt of Annual Low Carbon Transit Operations Program Funds for the Construction of the Hydrogen Fuel Cell Electric Bus Infrastructure and Fueling Station at North Base**

Action

Staff recommends the Board of Directors (Board) of San Mateo County Transit District (District) authorize the General Manager/CEO, or designee, to:

1. Apply for and receive \$2,576,225 in Fiscal Year (FY) 2025 California Low Carbon Transit Operations Program (LCTOP) funds from the California Department of Transportation (Caltrans) to help fund the construction of the Hydrogen Fuel Cell Electric Bus (FCEB) Infrastructure and Fueling Station at North Base; and
2. Take such actions as may be necessary to give effect to this resolution, including filing and executing required annual cap-and-trade funding applications, certifications and assurances, authorized agent forms, related amendments, and any other documentation required for the District to apply for and receive LCTOP funds.

Significance

LCTOP funding provides capital funding as well as operational assistance for expanding transit service to reduce greenhouse gas emissions and improve mobility. Through the established LCTOP formula, the District is eligible to receive \$2,576,225 in FY 2025, which can be used to fund the construction of the FCEB Infrastructure and Fueling Station at North Base.

Budget Impact

The FY 2025 LCTOP funding of \$2,576,225 will be included in the FY 2026 Capital Budget.

Background

LCTOP is one of several funding programs that are part of a broad-based state effort to invest cap-and-trade auction proceeds to reduce greenhouse gas. These funds are distributed annually on a formula basis to transit agencies and Regional Transportation Planning Agencies, including the Metropolitan Transportation Commission. Transit agencies receive a portion of the LCTOP funds via a formula based on operating revenues. Caltrans is the administering agency for the funds, and it requires eligible funding recipients to submit annual resolutions authorizing agency officer(s) to execute and process the LCTOP application materials. Caltrans also requires applicants to specify the projects to receive the funds within the resolution.

LCTOP is funded annually with 5 percent of the auction proceeds from the State's cap-and-trade program, as required under California's climate action law, Assembly Bill 32 (Division 25.5 of the California Health and Safety Code, sections 38500 et seq.). LCTOP provides operational assistance as well as capital funding for expanded transit service to reduce greenhouse gas emissions and improve mobility.

Prepared By: Heather Salem Manager, Grants & Fund Programming 650-730-8099

Resolution No. 2025-

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

* * *

**Authorizing the Application for and Receipt of Annual Low Carbon Transit Operations Program
Funds for the Construction of the Hydrogen Fuel Cell Electric Bus Infrastructure and Fueling
Station at North Base**

Whereas, the San Mateo County Transit District (District) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

Whereas, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

Whereas, Senate Bill 862 (2014) named the California Department of Transportation as the administrative agency for the LCTOP; and

Whereas, the California Department of Transportation has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including the District; and

Whereas, the District wishes to use Fiscal Year (FY) 2025 LCTOP funds allocated to the District for the construction of the Hydrogen Fuel Cell Electric Bus (FCEB) Infrastructure and Fueling Station at North Base Maintenance and Operations Yard; and

Whereas, the construction of the FCEB Infrastructure and Fueling Station at North Base will support the operation of SamTrans's new fleet of FCEBs; and

Whereas, the District wishes to delegate authority to the General Manager/CEO, or designee, to:

1. Apply for and receive \$2,576,225 in FY 2025 LCTOP funds for capital expenses related to the construction of the new FCEB Infrastructure and Fueling Station at North Base; and
2. Take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap-and-trade funding applications, Certifications and Assurances, authorized agent forms, agreements, related amendments, and any other documents required for the District to apply for and receive LCTOP funding.

Now, Therefore, Be It Resolved by the Board of Directors of the San Mateo County Transit District that the General Manager/CEO, or designee, is authorized to:

1. Apply for and receive from the California Department of Transportation \$2,576,225 in Fiscal Year 2025 Low-Carbon Transit Operations Program funds for the construction of the Hydrogen Fuel Cell Electric Bus Infrastructure and Fueling Station at North Base, which will support the operation of SamTrans's new fleet of FCEBs; and
2. Take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap-and-trade funding applications, Certifications and Assurances, authorized agent forms, agreements, related amendments, and any other documentation that may be required for the District to apply for and receive LCTOP funds; and
3. Agrees to comply with all conditions and requirements set forth in the annual Certifications and Assurances, authorized agent forms and any applicable statutes, regulations and guidelines for all Low Carbon Transit Operations Program-funded transit projects.

Regularly passed and adopted this 7th day of May, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors

From: Emily Beach, Chief Communications Officer

Subject: **Authorizing Execution of an Intergovernmental Agreement to Fund
Regional Sales Tax Measure Polling Activities**

Action

Staff recommends the Board of Directors (Board) authorize the Deputy General Manager of the San Mateo County Transit District (District) or his designee to:

1. Execute an agreement with the San Mateo County Transportation Authority (TA) for the TA to pay up to \$200,000 for polling and consulting services (Services) needed to inform San Mateo County transportation agencies' decision whether to participate in a new potential regional funding measure, and to inform initial work on the Measure A reauthorization process; and
2. Take any additional actions necessary to give effect to the proposed action.

Significance

Staff and leaders of the District and TA Boards of Directors are working together, along with staff and Board leaders of the City/County Association of Governments of San Mateo County (C/CAG), to determine the best path forward for San Mateo County in terms of whether to join a regional funding measure related to transit. Senate Bill (SB) 63, pending in the state legislature, would authorize voters to adopt a new regional transit funding measure for the Bay Area, particularly for agencies facing "fiscal cliffs." As currently drafted, SB 63 would provide the ability for San Mateo County to "opt in" to such a tax measure. Results from the proposed polling will inform the TA, District and C/CAG on San Mateo County voters' appetite to increase local sales taxes to support regional transit.

The proposed polling also will inform decisions related to reauthorization of the TA's Measure A, including a potential change to the Measure A tax rate instead of participating in a SB 63 - enabled regional measure.

As the TA does not have an on-call survey or polling contract at this time, staff proposes that the TA and District work with a firm under contract with the District to conduct the Services.

Budget Impact

There is no net budget impact associated with this action. The TA's contribution will cover the full cost of the Services.

Background

The District and the TA each administer transportation sales taxes in San Mateo County: the District's 1981 half-cent sales tax, the TA's 2004 Measure A and the District's 2018 Measure W. Measure A will expire at the end of 2033 absent voter approval of an extension/renewal. The proposed poll will be used to determine San Mateo County voters' appetite for new and/or renewed taxes for public transit operations, and at what levels.

Prepared By: Jessica Epstein Director of Government and Community 650-622-7863

Resolution No. 2025

Board of Directors, San Mateo County Transit District

* * *

Authorizing Execution of an Intergovernmental Agreement to Fund Regional Sales Tax Measure Polling Activities

Whereas, Senate Bill (SB) 63, currently pending in the state legislature, would enable voters in a portion of the San Francisco Bay Area to consider approving a new sales tax to fund regional transit needs, particularly for agencies facing “fiscal cliffs”; and

Whereas, the San Mateo County Transit District (District) and the San Mateo County Transportation Authority (TA), as well as the City/County Association of Governments of San Mateo County, are working together to decide whether San Mateo County should be included in a potential regional measure that may be authorized by SB 63; and

Whereas, polling of San Mateo County residents is needed to better understand voters’ attitudes toward additional potential taxes for regional transit needs, as well as how a regional transit measure could influence the success of a county measure to renew the TA’s current Measure A, which will expire at the end of 2033; and

Whereas, the TA has agreed to provide up to \$200,000 to fund the polling and related consulting services, which are being secured through an on-call professional services contract held by the District; and

Whereas, staff recommends that the Board of Directors authorize the District’s Deputy General Manager or his designee to execute a funding agreement with the Executive Officer of the Transportation Authority, or his designee, to fund the polling and related consulting

services described above, and take any additional actions necessary to give effect to this resolution.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District's Deputy General Manager, or his designee, is authorized to execute an agreement with the San Mateo County Transportation Authority and accept up to \$200,000 for polling and related consulting services related to regional and county-wide funding measures, and to take any additional actions necessary to give effect to the proposed action.

Regularly passed and adopted this 7th day of May, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Proclamation

Honoring Asian-American Pacific Islander Heritage Month

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

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

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

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

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

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

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

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

Regularly passed and adopted this 7th day of May, 2025.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2025



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

APRIL CHAN
GENERAL MANAGER/CEO

Memorandum

Date: April 30, 2025
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: Report of the General Manager/CEO

SamTrans fixed-route bus ridership achieved a 96.0 percent recovery rate for the eight months ending February 2025 compared to the eight months ending February 2020. This is above the national bus recovery rate of 82.6 percent comparing pre- and post-COVID ridership figures. The local rail ridership recovery continues to be slow. Caltrain has shown improvement in ridership gains since electrification: ridership for the last five months is at 58.1 percent of pre-COVID levels.

	8 Months Ended February 2020	8 Months Ended February 2025	Ridership Recovery Rate
SamTrans	7,412,890	7,114,972	96.0%
AC Transit	36,733,170	27,161,287	73.9%
SFMTA	139,207,651	108,307,037	77.8%
VTA	18,334,323	16,242,857	88.6%
Dallas	25,153,297	19,465,988	77.4%
Seattle - King	80,769,127	56,413,039	69.8%
Chicago	151,913,171	120,410,229	79.3%
Atlanta	34,477,078	22,858,423	66.3%
New York MTA	475,583,216	453,534,314	95.3%
National Bus	3,029,911,473	2,530,395,544	82.6%
Caltrain	12,534,952	6,737,899	53.8%
BART Extension	8,846,296	3,981,069	45.0%
BART System	83,945,611	37,709,694	44.9%
National Rail	3,280,721,136	2,318,011,243	70.7%
Total NTD Trips	6,636,343,227	5,099,108,330	76.8%

Bus Operator Staffing

	Approved FTEs	Trainees	No. Bus Operators*
Bus Operators	348	16	341

* This number excludes the 16 Bus Operator Trainees.

Miles Between Preventable Accidents

Below is a table illustrating the miles between accidents performance by mode and location during March 2025.

	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	371,521	10	37,152
South Base	253,888	5	50,778
Trainee	*	2	*
CUB	227,672	8	28,459
Fixed Route Total	853,081	25	34,123
ADA	164,454	0	n/a
Micro Transit	15,363	0	n/a

*Trainee miles included in North Base and South Base miles.

Safety Updates

Safety standdowns were conducted at the San Bruno Bart Station and at the Palo Alto Train Station to address a rise in preventable accidents at these locations. The primary focus was to "Reduce Preventable Accidents" and to enhance operator safety awareness while reinforce safe driving practices.

During the standdowns, staff engaged directly with operators in the field, discussing the recent increase in preventable accidents, focusing on driving defensively and avoiding aggressive driving. Operators are encouraged to share their feedback during these interactive sessions.

A new training video highlighting curb strikes at bus stops was created and shared with the operators (at the bases) on a continuous basis. The video illustrated the proper technique to approach a bus stops with high curbs and avoid striking them. Advisory signs were also installed at bus stops where most curb strikes took place, reminding operators to use caution in those areas.

Regional/MTC Matters

Senate Bill (SB) 63 was heard in the Senate Transportation Committee on April 22 and the Senate Revenue and Taxation Committee on April 23. After passing both committees it is now headed to the Appropriations Committee because it is a bill with fiscal impacts. SamTrans, San Mateo County Transportation Authority (TA), and City/County Association of Governments of San Mateo County (C/CAG) submitted a joint letter to the committees' chair and legislative delegation thanking the authors for incorporating many of San Mateo County requests into SB 63. The letter also detailed proposed amendments to the bill focusing on accountability and how the tax should be administered. SB 63 now provides for San Mateo County to opt-in. SamTrans and its relevant county transportation partners and stakeholders are meeting to confer whether to opt-in; no decision on that has been made. Staff are also meeting regularly with the SamTrans and TA Chairs and Vice Chairs to discuss.

Clipper START Quarterly Ridership Update (January – March 2025)

Clipper START is a fare-discount pilot program for eligible low-income residents in the Bay Area, offering discounts on single-ride fares and transfers. The program launched in July of 2020 and SamTrans joined in January 2021, providing a 50 percent discount for Clipper START customers. In the third quarter of the fiscal year (January through March 2025), Clipper START ridership on SamTrans increased by 6.41 percent compared to the previous quarter, with a total of 42,485 trips. March 2025 saw the highest total ridership for the quarter with 15,255 trips. January and February 2025 recorded ridership levels of 14,154 and 13,076 trips, respectively. Data continues to indicate that Clipper START contributes positive ridership gains for SamTrans. Staff will continue monitoring the program and providing quarterly ridership updates to the Board of Directors.

SamTrans Mobile App Update for Quarter 3 Fiscal Year 2025

The SamTrans mobile app was launched in September 2018 and sells paratransit and most fixed-route bus service products except monthly passes. In the third quarter of Fiscal Year 2025, the app was downloaded 3,383 times, a 36 percent increase over the same quarter of the previous year. A total of 3,051 new accounts were created, making a 24 percent year-over-year growth.

Ticket sales through the app reached 46,331 during this quarter, up 13 percent from the previous year. This generated \$98,166 in revenue, a 15 percent increase compared to the same period last year. These gains reflect the broader trend of rising ridership in Fiscal Year 2025. Over the past few quarters, mobile app sales have reliably contributed around 3 percent to SamTrans' overall revenue.

Employee of the Month (EOM) Recognitions, March 2025

Bus Operator EOM for North Base is **Michael Capistrano**. This is Michael's first EOM Award during his two years of service with the District.

Bus Operator EOM for South Base is **Anthony Esparza**. This is Anthony's first EOM Award during his nearly four years of service with the District.

Bus Maintenance EOM for North Base is **Raaj Kishan** (Mechanic C). This is Raaj's fifth EOM Award during his nearly 11 years of service with the District.

Bus Maintenance EOM for South Base is **David "Billy" Balderas** (Mechanic A). This is Billy's first EOM Award during his first year of service with the District.

"I Make a Difference" (IMAD) Award:

Bus Operator Jose Sanchez was presented with the IMAD Award for helping a cyclist on Hwy 92 on his way to Half Moon Bay. Operator Sanchez followed behind the cyclist at night helping to keep the cyclist visible with his headlights. When the cyclist fell from his bike, Operator Sanchez safely pulled over to assist the cyclist, loaded his bike onto the bike rack, and drove him safely to Half Moon Bay. Operator Sanchez received this award for his thoughtfulness and kind act of humanity.

SamTrans Millbrae Headquarters Project



EXECUTIVE MONTHLY PROGRESS REPORT April 2025

TABLE OF CONTENTS

Project Introduction	3
Section 1: Cost and Budget	3
Section 2: Progress and Schedule	4
Section 3: Accomplishments and Upcoming Work	5
Section 4: Risk Register / Critical Issues	6

Project Introduction

On December 18, 2023, the Board approved the acquisition of a 180,000-square-foot headquarters (HQ), consisting of approximately 157,000 square feet of office space and 23,000 square feet of retail space, through a lease-to-purchase agreement. (The original developer has since sold its interest in the HQ building to a new owner/landlord.) The new HQ building is located at the Gateway at Millbrae Station, right next to the Millbrae BART and Caltrain Station, with SamTrans Routes ECR and 292 conveniently close-by. The first three floors of the building include a lobby, retail space, loading facilities, and parking, while the 4th, 5th, and 6th floors consist of office space. As part of this agreement, the District agreed to lease the entirety of the office space, after the landlord completes all necessary tenant improvements, for at least 8 months, with an option to purchase the entire building after 8 months, and before 30 months, for \$126M. The building is located on a 99-year ground lease from the Bay Area Rapid Transit District (BART) which requires that prevailing wages be paid for all construction work on site, including tenant improvements.

Section 1: Cost and Budget

Tenant Improvement

Total budget for the tenant improvement is \$48,320,294. This is comprised of the Lease's Tenant Improvement Allowance of \$36,850,820 (inclusive within the \$126M purchase price) and \$11,469,474 approved by the Board on December 4, 2024. The total tenant improvement budget includes contingency, which amount will be determined after the Guaranteed Maximum Price (GMP) is executed in April 2025.

Non-Tenant Improvement

Total budget for the non – tenant improvement is \$26,116,619 inclusive of \$4,113,696 / 15.75% Contingency. This contingency will be reported monthly when used.

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	374	3.98%
Non-TI, Information, Communications, & Technology (ICT), Data Servers, and Building Management System	6,794	374	5.5%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth & Fare Storage, and Owner Paid Permit Fees	1,735	0	0.00%
Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	500	27.89%
Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	1662	43.85%

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
HQ Tenant Improvement (TI)	11,469	0	0.00%
Owner Allowance for TI	36,851	0	0.00%
Total	74,437	3,496	7.29%

Section 2: Progress and Schedule

Summary Activities	Baseline Start	Est/ Act. Start	Baseline Finish	Est/Act. Finish	Start Var. (Days)	Finish Var. (Days)
	(A)	(B)	(C)	(D)	A-B	C-D
TI, 100%CDs + Value Engineering Drawings			01/23/25	01/23/25	0	0
TI, Subcontractor Bidding and Pricing Schedule Review	01/24/25	01/24/25	04/02/25	04/02/25	0	0
TI, Execute GMP			04/02/25	04/02/25	0	0
TI, Submit for Permit / Permit Approval (2 rounds)	01/24/25	01/24/25	04/28/25	04/28/25	0	0
TI, Construction Mobilization and Buildout: Level 1, 5, 4, 6	04/18/25	04/18/25	01/02/26	01/02/26	0	0
TI, Final Inspections	10/07/25	10/07/25	01/05/26	01/05/26	0	0
TI, Substantial Completion / Lease Commencement			01/05/26	01/05/26	0	0
TI, Closeout	01/05/26	01/05/26	01/28/26	01/28/26	0	0
Non - TI FF&E, Design Approval			01/21/25	01/21/25	0	0
Non - TI FF&E, Contract Procurement	01/21/25	01/21/25	05/06/25	05/06/25	0	0
Non - TI FF&E, Contract for Board Approval			05/07/25	05/07/25	0	0
Non - TI FF&E, Procurement	05/08/25	05/08/25	01/02/26	01/02/26	0	0
Non - TI FF&E, Installation	01/05/26	01/05/26	04/24/26	04/24/26	0	0
Non - TI GC, Design	01/24/25	01/24/25	03/31/25	03/31/25	0	0
Non - TI GC, Contract Procurement	04/01/25	04/01/25	10/01/25	10/01/25	0	0
Non - TI GC, General Contract for Board Approval			10/01/25	10/01/25	0	0
Non - TI GC, Permit Approval	10/02/25	10/02/25	01/05/26	01/05/26	0	0

Summary Activities	Baseline Start	Est/ Act. Start	Baseline Finish	Est/Act. Finish	Start Var. (Days)	Finish Var. (Days)
	(A)	(B)	(C)	(D)	A-B	C-D
Non - TI GC, GC Mobilization / Buildout	01/06/26	01/06/26	05/05/26	05/05/26	0	0
Non - TI Move, Complete Questionnaires and Name Ambassadors	03/03/25	03/03/25	04/07/25	04/07/25	0	0
Non - TI Move, Finalize RFP and Contract Procurement	04/08/25	04/08/25	10/31/25	10/31/25	0	0
Non - TI Move, Move Services Contract for Board Approval			11/05/25	11/05/25	0	0
Non - TI Move, Move Services Contract Award	11/17/25	11/17/25	11/21/25	11/21/25	0	0
Non - TI Move, Moving Process	12/01/25	12/01/25	05/30/26	05/30/26	0	0

Section 3: Accomplishments and Upcoming Work

KEY ACTIVITIES - Current Reporting Month (top 5)	
Tenant Improvement	Move management
Continued compiling procurement documents for SamTrans Non-TI Work	Distributed Cal-Train Questionnaire
Reviewed Landlord's Pricing Schedule and provided comments. Pricing Schedule was mutually agreed upon.	Continued Discussions with People and Culture and IT
Architect (Stantec) generated drawings for Non-TI GC scope of work	Continued Discussions with Procurement
FF&E scope was bid and proposals received. Recommended Vendor will be presented to the Board in May.	Continued Discussions with Facilities
Project granted early release of volatile trades to mitigate cost/tariff risks and addressed long lead items	Continued Move RFP Edits

KEY ACTIVITIES - Next Reporting Month (top 5)	
Tenant Improvement	Move management
Warm Shell improvements will begin.	Incorporate Stakeholder Surveys

The drawings will be resubmitted to City for permit.	Develop Move Management Schedule
Continue to compile procurement documents for SamTrans Non-TI Project	Finalize Colored Floor Plans by Department
Processing project submittals and RFIs will begin.	Finalize Move SOW based on coordination
Landlord will finalize GMP with GC based on the approved Pricing Schedule	Develop Seating Assignment Launch Docs

Section 4: Risk Register / Critical Issues

Risk	Mitigation
Budget: Tariffs are imposed by the federal government.	SamTrans leadership has proactively secured volatile market pricing items and long-lead materials through early release. This approach includes potential storage solutions to expedite overseas procurement and mitigate cost risks. While tariffs remain a pricing threat, these measures help minimize exposure.
Schedule: City of Millbrae requires more rounds of drawing review than schedule anticipates obtaining permit.	The Architect is coordinating another meeting with the City to review the drawings before resubmitting for permit approval. The project schedule allows for one more resubmission.
Budget and Schedule: Landlord issues a Pricing Schedule that SamTrans finds unacceptable, leading to multiple review cycles and potentially delaying the Contractor's release. Contributing factors may include tariffs on goods.	Resolved. Pricing Schedule has been mutually agreed upon and within Board-Approved budget.

Issue	Status
-------	--------

samTrans

Budget: Skyline's pricing to 90%CDs came in higher than originally budgeted	Resolved. The Project's Pricing Schedule is within the Board-Approved budget.
Budget and Schedule: Landlord will not carry non-TI contractors on behalf of SamTrans (ie. Communications/Cabling, Signage & Branding)	SamTrans is going through C&P to procure trades needed to complete work outside Landlord's responsibilities.

SamTrans' HQ May Update



May Agenda

Project Scope

Project Budget

Project Schedule & Milestones

Project Updates through April 2025

Upcoming Activities through May 2025

Risk Register

Anticipated Board Approvals

Furniture Vendor Recommendation

Project Scope

SamTrans is transforming approximately **157,000 square feet** across three floors at the **Gateway at Millbrae Station** into a modern headquarters.

The buildout includes **office space, Public Hearing Room**, conference and training rooms, specialized areas for **Redi-Wheels** and **Transit Police**, and upgraded amenities such as break rooms, wellness spaces, and market ready suites. With integrated **security, audio-visual** and **branding** elements, the new facility will support a dynamic work environment while enhancing operational capabilities.

Project Budget

Tenant Improvements Budget: \$48,320,294

1. \$36.8M allowance provided by Owner/Landlord as part of the \$126 M building purchase price
2. \$11.5M by SamTrans approved by the Board in December 2024

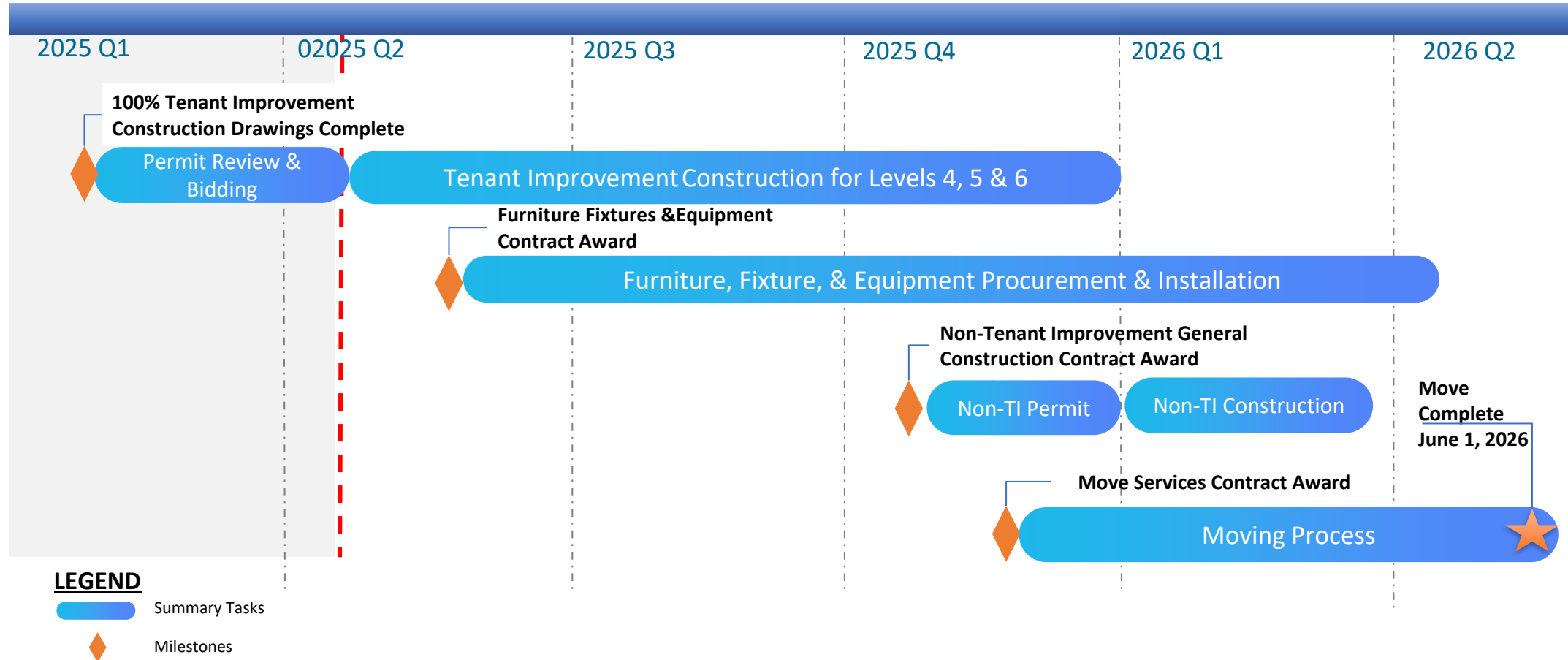
Non-Tenant Improvement Budget: \$26.1M

Total Budget Approved: \$74.4M

Committed / Percent Complete

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Tenant Improvement (TI)	48,320	0	0.00%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	374	3.98%
Non-TI, Information, Communications, & Technology (ICT), Data Servers, and Building Management System	6,794	374	5.50%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth & Fare Storage, and Owner Paid Permit Fees	1,735	0	0.00%
Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	500	27.89%
Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	1,662	43.85%
Non-TI, Architectural & Engineering Design	2,625	2516	95.84%
Total	74,437	5,427	7.29%

Project Schedule



ThePhoto by PhotoAuthor is licensed under CCYYSA.

Project Updates through April 2025

- Owner/Landlord and SamTrans approved the Pricing Schedule
- GC and Subcontractors contracts have been executed
- Owner/Landlord and SamTrans completed early release on long-lead and market-volatile pricing items to mitigate budget risks
- Through the COOP Agreement, selected the recommended Vendor for Furniture, Fixtures, and Equipment procurement and installation
- SamTrans Architect completed design for Non-Tenant Improvement Work
- City of Millbrae Building Permit obtained

Upcoming Activities in May 2025

Start active construction on the Tenant Improvement project

Process construction submittals for product release

Award Furniture, Fixture, Equipment and Services contract with Board Approval

Continue procurement activities for the Non-Tenant Improvement Work

Risk Register: Key Items

Risk	Mitigation
Budget: Tariffs are imposed by the federal government.	SamTrans leadership has proactively secured volatile market pricing items and long-lead materials through early release. This approach includes potential storage solutions to expedite overseas procurement and mitigate cost risks. While tariffs remain a pricing threat, these measures help minimize exposure.
Schedule: City of Millbrae requires more than two additional rounds of drawing review to obtain permit.	The Architect is coordinating another meeting with the City to review the drawings before resubmitting for permit approval. The project schedule allows for one more resubmission.
Budget and Schedule: Landlord issues a Pricing Schedule that SamTrans finds unacceptable, leading to multiple review cycles and potentially delaying the Contractor's release. Contributing factors may include tariffs on goods.	Resolved. Pricing Schedule has been mutually agreed upon and within Board-Approved budget.

Anticipated Board Approvals

May 2025: Furniture, Fixtures, & Equipment Contract

Summer 2025: Caltrain Lease

October 2025: Non-Tenant Improvement General Construction

November 2025: Move Service Contract

~~— Early Fall 2025: Lease Addendum for Rooftop Antenna~~

TBD: Off-Site Agency Vehicle Parking

TBD: Leasing of Market Ready Suites

TBD: Leasing of Retail Spaces

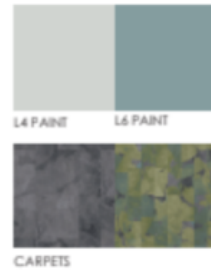
For Board Consideration and Approval (Finance Committee): **Furniture, Fixture, and Equipment Vendor Award**

- Furniture, fixtures, and equipment design followed a **best value** selection framework
- Conducted a **competitive bid process** through OMNIA
- **Caltrain endorsed** SamTrans' systematic, best-value process
- **Significant cost savings** achieved through competitive pricing
- Recommended vendor will **absorb tariff risk** and **hold pricing through December 2026**
- **Selection Committee** recommends **KBM-Hogue (KBM)**

Furniture Renderings - Workstations

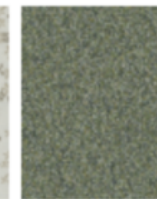
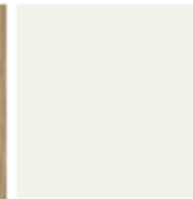
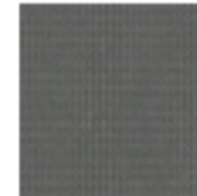
WORKSTATION

ARCHITECTURAL FINISHES



75% LAYOUT

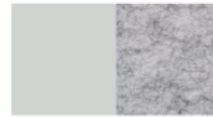
FURNITURE SELECTIONS / FINISHES



Furniture Renderings - Offices

OFFICE / CONSULT

ARCHITECTURAL FINISHES



PAINT

ACOUSTIC
WALL

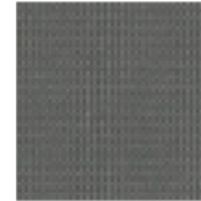


CARPET

FURNITURE SELECTIONS / FINISHES



TASK CHAIR



MESH BACK



BASE / FRAME



SEAT UPHOLSTERY



WOOD GRAIN LAMINATE



3D VIEW



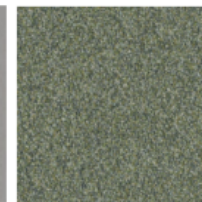
SIDE CHAIR



MESH BACK



BASE / FRAME



UPHOLSTERY

Extra: Peek Inside

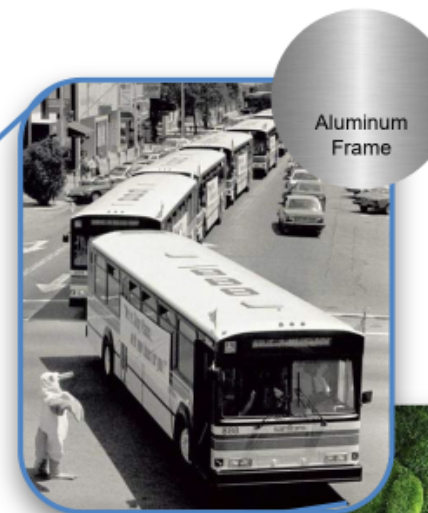
Thoughtful Design for the People Who Use It

Headquarters that feels like home

- **Wellness Rooms** support rest and recovery for bus operators and office staff alike.
- **Break Rooms** at building ends offer natural light, views, and space to connect.
- **Interior Offices** allow all workstations access to daylight – promoting equity and comfort.
- **Fitness Area** encourages wellness and boosts the appeal for the leasable market-ready suites.
- **Smart Design** equips staff and leadership with the tools to work effectively.

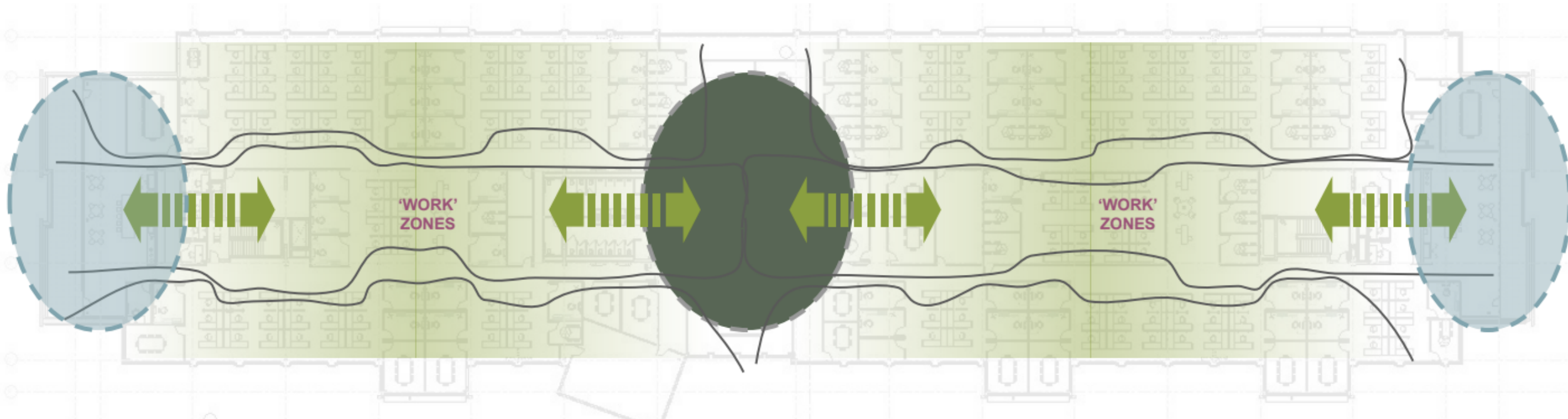
Embracing SamTrans' Core Identity

Integrating "bus stops" into the design was a creative solution to embrace SamTrans' brand throughout the office.



Each "stop" is a different experience along route: e.g. photographic journey, art, graphics, natural materials, etc.

Floor Plan / Block Planning



Linear building required thoughtful spatial planning - louder collaboration zones balanced with quiet work neighborhoods, with Break Rooms at each end for gathering and respite.

Public Reception

- Elevating the arrival experience
- Opportunity for muralist



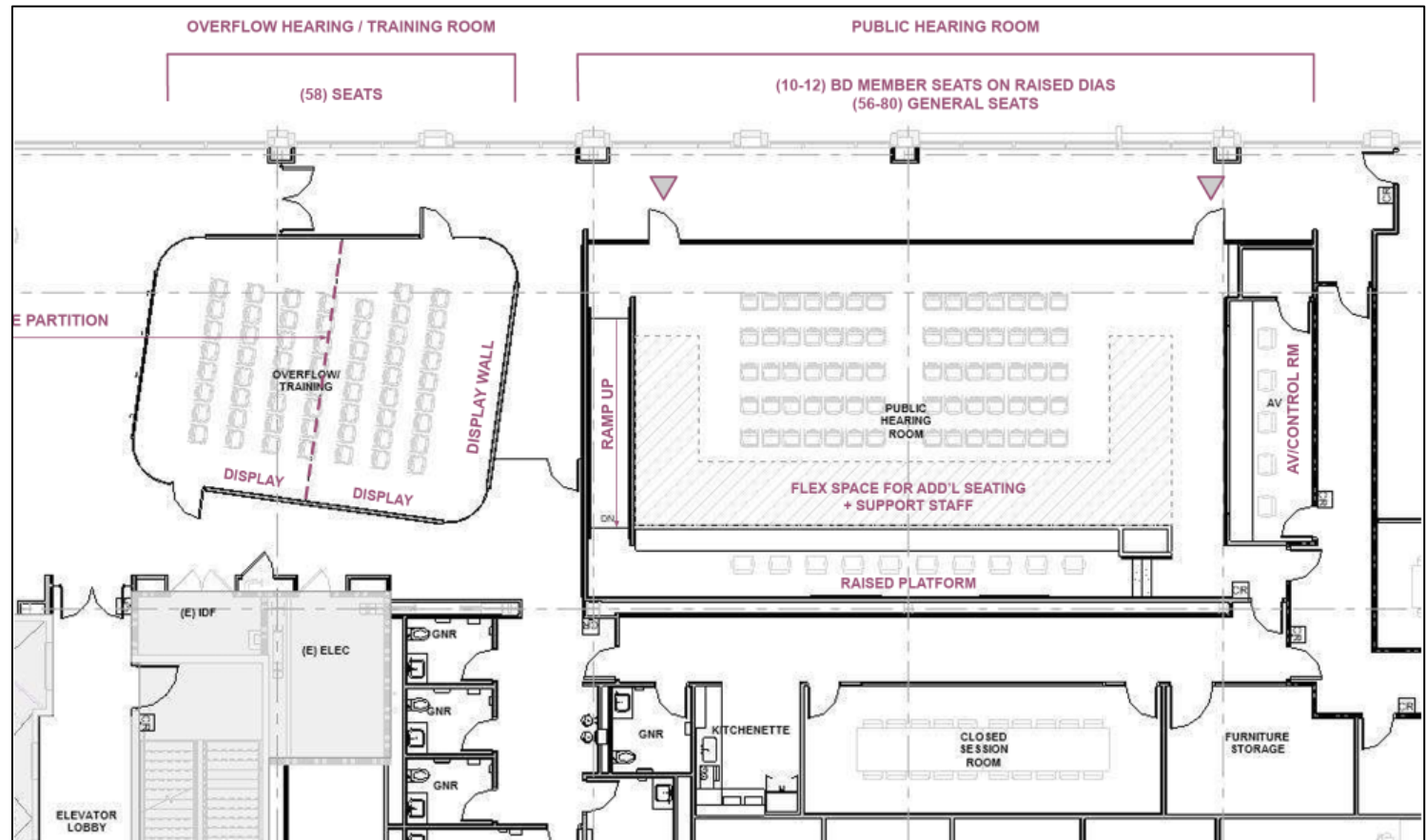
Break Rooms

- Highly durable products
- Flexible furniture to create a place for group gatherings
- Accent introduced through paint, allowing for easy and cost-effective updates in the future



Public Hearing Room / Support Spaces

- Movable furniture solutions allowing for maximum flexibility to accommodate different event types
- Updated technology to simplify end-user experience
- Ability to lease out Public Hearing Room to other agencies





Questions

2025 ART TAKES A BUS RIDE WINNERS

Connecting Our Community with SamTrans



2025 Art Takes A Bus Ride Winners



A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

Christopher S., 1st Grade
Arundel Elementary School

CONNECTING
OUR
COMMUNITY
WITH SAMTRANS



2025 Art Takes A Bus Ride Winners



A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

Bowen H., 2nd Grade
College Park Elementary School

CONNECTING
OUR
COMMUNITY
WITH SAMTRANS



2025 Art Takes A Bus Ride Winners



A competition to encourage art in the classroom. Sponsored by
SamTrans and the San Mateo County Office of Education.

Mabel N., 3rd Grade
Vallemar Elementary School

CONNECTING
OUR
COMMUNITY
WITH SAMTRANS



2025 Art Takes A Bus Ride Winners

CONNECTING
OUR
COMMUNITY
WITH SAMTRANS

samTrans



A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

College Park Elementary School

Minh N., 4th Grade

Item #7.c.
5/7/2025

2025 Art Takes A Bus Ride Winners

Connecting
OUR
COMMUNITY
WITH SAMTRANS

Melody L., 5th Grade
Vallemar Elementary School

A competition to encourage art in the classroom. Sponsored by
SamTrans and the San Mateo County Office of Education.

247



Item #7.c.
5/7/2025

2025 Art Takes A Bus Ride Winners

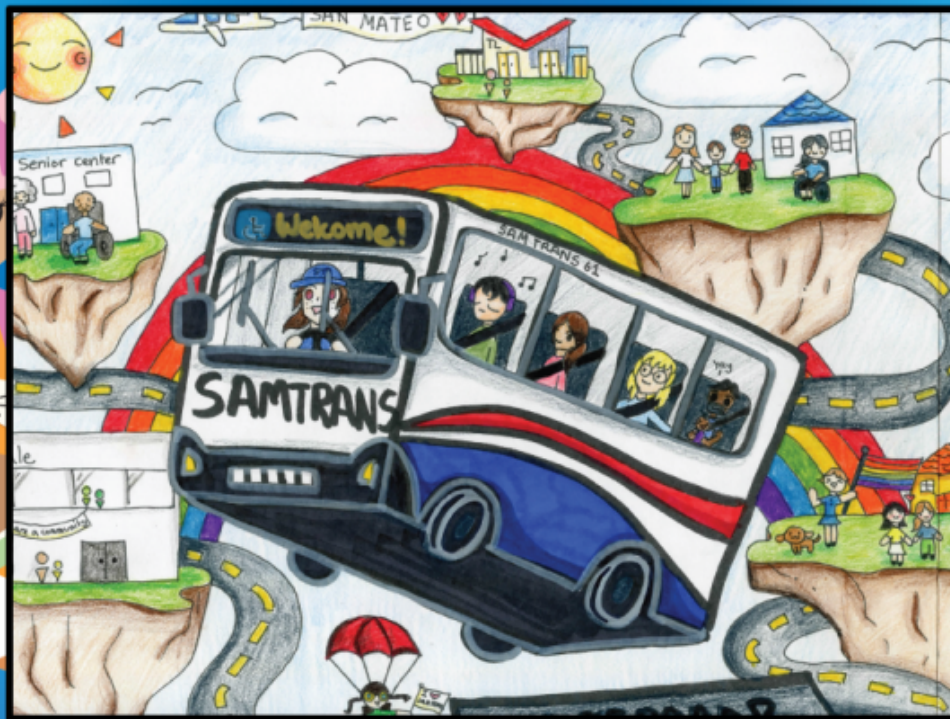
CONNECTING OUR COMMUNITY WITH SAMTRANS

Vallemar Elementary School
Melody L., 5th Grade

A competition to encourage art in the classroom. Sponsored by
SamTrans and the San Mateo County Office of Education.

247

2025 Art Takes A Bus Ride Winners



A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

Audrey C., 6th Grade
Tierra Linda Middle School

Item #7.c.
5/7/2025

CONNECTING
OUR
COMMUNITY
WITH SAMTRANS



2025 Art Takes A Bus Ride Winners



A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

Bowen w., 6th Grade
Central Middle School

Item #7.c.
5/7/2025

CONNECTING
OUR
COMMUNITY
WITH SAMTRANS

samTrans

2025 Art Takes A Bus Ride Winners

CONNECTING
OUR
COMMUNITY
WITH SAMTRANS



A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

Sarah W., 7th Grade
Nesbit School



2025 Art Takes A Bus Ride Winners

CONNECTING
OUR
COMMUNITY
WITH SAMTRANS

samTrans



A competition to encourage art in the classroom. Sponsored by
SamTrans and the San Mateo County Office of Education.

Mi N., 8th Grade
Bowditch Middle School

2025 Art Takes A Bus Ride Winners



A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

Maeline D., 9th Grade
Design Tech High School

Item #7.c.
5/7/2025



2025 Art Takes A Bus Ride Winners



A competition to encourage art in the classroom. Sponsored by
SanTrans and the San Mateo County Office of Education.

Courtney Y., 10th Grade
Summit Shasta High School

CONNECTING
OUR
COMMUNITY
WITH SAMTRANS

samTrans

2025 Art Takes A Bus Ride Winners



A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

Charmaine M., 11th Grade
Jefferson High School

CONNECTING
OUR
COMMUNITY
WITH SAMTRANS





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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

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

May 7, 2025 – 2:30 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: David J. Canepa (Chair), Marina Fraser, Jackie Speier

- | | | |
|--------|--|---------------|
| 8.a.1. | Call to Order | |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of April 2, 2025 | Motion |
| 8.a.3. | Approve Appointment of Allison Chang, Representing the Community, and Reappointments of Mary Adler, Representing Bus Riders, and Dylan Finch, Representing Multimodal Riders, to the Citizens Advisory Committee | Motion |
| 8.a.4. | Accessible Services Update and Proclamation Declaring May as Older Americans Month | Motion |
| 8.a.5. | Citizens Advisory Committee Update | Informational |
| 8.a.6. | Paratransit Advisory Council Update | Informational |
| 8.a.7. | Monthly State of the Service Report March 2025 | Informational |

Note:

- This Committee meeting may be attended by Board Members who do not serve 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.

- 8.a.8. Receive Update Regarding 2024 SamTrans Triennial Customer Survey and Key Findings Informational
- 8.a.9. Adjourn

Note:

- This Committee meeting may be attended by Board Members who do not serve 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
1250 San Carlos Avenue, San Carlos, California
Community Relations Committee Meeting / Committee of the Whole
DRAFT Minutes of April 2, 2025**

Members Present (In Person): D. Canepa (Chair)

Members Present (Via Teleconference): M. Fraser

Members Absent: J. Speier

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

Other Board Members Absent: P. Ratto

Staff Present: J. Cassman, A. Chan, T. Dubost, L. Lumina-Hsu, A. Rivas, J. Steketee, M. Tseng, S. van Hoften

7.a.1. Call to Order

Committee Chair Canepa called the meeting to order at 2:39 pm.

7.a.2. Approval of Minutes of the Community Relations Committee Meeting of March 6, 2025

Motion/Second: Esser/Medina

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

Noes: None

Absent: Ratto, Speier

7.a.3. Accessible Services Update

Tina Dubost, Manager, Accessible Services, stated the San Mateo County Senior Mobility Guide was updated, published, and distributed.

7.a.4. Citizens Advisory Committee Update

Max Mautner, CAC member, stated updates for the Dumbarton Corridor electrification, FCX bus stops, and extension of services to other counties.

7.a.5. Paratransit Advisory Council Update – Deferred.

7.a.6. Monthly State of Service Report | February 2025

Ana Rivas, Director, Bus Transportation, provided the presentation, which included the following:

- Increase in weekday across all modes of 6 percent
- Reached 89.9 percent of pre-pandemic ridership
- Ridership recovery rate year-to-date of 96.2 percent
- Increase in youth ridership of 14.3 percent

7.a.7. Adjourn – The meeting adjourned at 2:47 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 650-551-6108 or by email to board@samtrans.com.

DRAFT

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

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

The minutes from the PAC and PAL meeting in March 2025 are attached.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of March 11, 2025, Meeting

ATTENDANCE:

Members in person:

Benjamin McMullan, Chair, CID; Tina Dubost, SamTrans; Michele Epstein, OSS; Sandra Lang, Community Member; Kathy Uhl, CoA; Marie Violet, Dignity Health; Larisa Vaserman, Consumer; Susan Capeloto, Dept. of Rehabilitation; Dao Do, Roesner House (Zoom)
(Member in-person attendance = 8/10, Quorum = Yes)

Guests:

Marvin Ranaldson, Nelson\Nygaard (Zoom); Jane Stahl, PAC Staff; Lynn Spicer, SamTrans; Nicole Arshad, SamTrans Gov. Affairs; Kenneth Richardson, TransDev/Redi-Wheels.

Absent: Carmen Santiago, Catholic Charities

WELCOME/INTRODUCTIONS:

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

APPROVAL OF DECEMBER MINUTES:

Tina Dubost moved to approve the February meeting minutes; Sandra Lang seconded the motion. The minutes were approved.

PUBLIC COMMENTS:

None.

PRESENTATION: Legislative Update, Nicole Arshad, SamTrans Gov't Affairs

See Attachment A.

COMMITTEE REPORTS:

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

See page 9.

Education - Tina Dubost

SamTrans will have a table at the Belmont Senior Showcase on 3/21/25 and will display PAC information. Marie handed out a flyer for an event sponsored by Sequoia Hospital on Transportation Resources, on 4/14/25 at the Twin Pines Senior Center. Information on the PAC was included in two senior center newsletters. The committee compiled packets of PAC materials to send to 20 senior centers.

The next meeting is on May 6th at 3pm.

Executive – Ben McMullan

The committee discussed:

- New member orientation was completed for Larisa and Carmen.
- The ad hoc committee review of the bylaws was held on March 3; it will be continued.
- Upcoming presentations:
 - April, PAC Bylaws
 - May, Mobility Management
- Options were discussed for the 2025 PAC Retreat on October 14, in place of the regular meeting, and will include a guest presenter; suggestions were Kelly Buckland, former disability policy adviser at USDOT, someone from Age-Friendly Cities, AARP, local hospitals.

An ad hoc committee will plan the retreat and open it up to the public. Ben, Tina, Michele, Sandra, Larisa volunteered to be on the committee.

- Jane announced that she will not be renewing her contract with Nelson\Nygaard for 2025/26.

The next Executive Committee meeting will be on April 1, at 2pm.

OPERATIONAL REPORTS

None.

PERFORMANCE REPORT

Total ridership increased 2.7%; average weekday ridership increased 4%. Ridership has stabilized. Subscription rides remained at 23%; agency trips were 7%; trips on taxis were 7.4%.

Kathy wondered if the various community transportation services have effected Redi-Wheels ridership? Tina didn't know but, as the mobility manager for San Mateo County, SamTrans wants people to know all their transportation options or combination of options. Kathy wondered if the PAC should put together an advocacy group of riders who don't feel comfortable coming to meetings.

COMMENT STATISTICS REPORT

Data is similar to previous years. All the compliments came in as consumer comments rather than consumer reports. There was a slight drop in the number of compliments. All complaints are promptly responded to.

SAFETY REPORT

Kenneth reported that there was a total of three preventable safety events, and 8 non-preventable safety events in February.

COVID made changes in the applicants they get. They are seeing applicants expecting set shifts, but our location has shift bids and does not guarantee that they will get the same schedule they had prior. They have had employees that start, after a shift bid, realize their new shift does not work for them and leave.

They tried the sign-on bonus and found that most candidates left after receiving the bonus.

UPDATES AND ITEMS OF INTEREST

Agencies – Dao Do & Marie Violet

Dao thanked Kenneth for his work on a new schedule.

Michele shared the poster for a dementia-friendly movie on March 18th. Also, the Ombudsman organization is rebranding as “Age Up” and will have many new programs and community events.

Commission on Aging – Kathy Uhl

The commission held a retreat and will be re-focusing committee responsibilities, looking at priorities and on how to help people live better as they age. The Help at Home guide will continue.

Ben reported that the County Aging and Adult Services has been renamed Aging and Disability Services.

Commission on Disabilities (CoD) – Ben McMullan

Six new commissioners were sworn in by the Board of Supervisors.

Center for Independence (CID) – Ben McMullan

CID will be having a panel discussion addressing accessibility issues in the County and how to work proactively to encourage accessibility in the workplace. This will take place on April 25th. Jane will circulate the event information.

Coastside Transportation Committee (CTC) – Tina Dubost

No update.

Department of Rehabilitation – Susan Capeloto

There is new Regional Director, Denise Dorcey. Their district will now include Santa Clara, San Mateo and San Francisco counties to make the districts more equitable in meeting the needs of the community and maximizing resources for clients. There is no change in the Department’s mission or staffing.

The Governor announced an executive order for all state workers to return to the office four days a week effective July 1.

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

The committee met on March 4. The meeting covered:

- Acceptance of the statement of revenue.
- Acceptance of the quarterly capital projects status report.

- An update on grade separation programs, part of Measure W. Rob Bernardo explained the difficulties involved in the Broadway grade separation in Burlingame, including the escalating costs and funding.
- An update on 101 Express Lanes performance. The portion north of SFO is yet to be completed.
- A legislative update.

The next meeting is on April 1, 2025, at 4:30pm.

Other Business

None.

The meeting ended at 3:11pm.

The next PAC meeting is on Tuesday, April 8th, 2025, at 1:30pm, in person and remotely via Zoom.

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

The minutes of the February PAL meeting were included in the meeting packet. Tina moved to approved; Sandra seconded. The minutes were approved by roll call.

Policy Issues

Kenneth Richardson reported that Vicky Churchill had retired.

Tina reported that Santa Clara VTA bus operators are on strike. Access paratransit services are operating as normal.

Advocacy

Sandra encouraged Council members to think about areas of advocacy and to let the PAL committee know about concerns, particularly related to disability claims, etc. Ben commented that the effects of the proposed cuts are unknown, but everyone stay informed. Larisa commented that, in her experience, it's always been difficult to get disability benefits, and this is still the same situation.

Kathy commented that there are many transportation resources in the county, and the Council needs to advocate and encourage others to advocate for themselves. The PAC is fortunate to have access to unbiased information. Tina commented that the time to process Redi-Wheels applications has not changed.

Legislative

Ben brought SB239 regarding the Brown Act to the Council's attention. Sandra thought that SB71, California Environmental Quality Act exemption for transit projects, might result in more construction, and, although important, CEQA can hold up projects.

The next PAL meeting will be on April 8, 2025.

Attachment A

Legislative Update, 3/11/25

Nicole Arshad, SamTrans Gov't and Community Affairs Specialist

Federal:

Transportation secretary, Sean Duffy, rescinded two Biden-era policy memoranda, both titled "Policy on Using Bi-Partisan Infrastructure Law Resources to Build a Better America." These set administration policy that guided the award of federal infrastructure dollars by encouraging the inclusion of equity in greenhouse gas emissions provisions in grant applications.

Congress has continued to work through the budget resolution and reconciliation process that will be the vehicle to implement all the President's legislative priorities.

In February, the House passed a \$4.5T budget resolution covering tax, defense and immigration policy. This conflicted with the Senate that had previously passed a smaller budget of \$340B focusing on immigration, border enforcement, and defense spending. The primary difference was the treatment of extending the 2017 tax cut and jobs act legislation. The House proposal would extend those cuts for eight more years, the Senate would not. The process is expected to take several more months to be resolved.

Congress has until Friday to pass government funding legislation to keep the Federal government open. President Trump and republican leadership have endorsed a continuing resolution which keeps the government funded past the deadline through September 30, providing additional funding for immigration enforcement. House Democrats have announced they would vote against the resolution as it lacks protections that would prevent the Executive Branch from withholding or delaying the release of some appropriated funds.

State:

Legislators had until February 21st to introduce bills for consideration during this session. The deadline for policy committees to meet and hear bills with fiscal impact is May 2nd, and those without fiscal impact is May 9th.

The budget committee have started to hold hearings on the Governor's January budget. SB239 relates to the Brown Act and would allow remote meetings of advisory committees without requiring members to post their home address and make the location open to the public.

SB272, the Job Order Contracting, a pilot program that would give SamTrans the authority to use the job order method of procurement. This is a competitively solicited, fixed price contracting method used for small maintenance and repair work. (Recommended to the SamTrans Board for support.)

SB71, California Environmental Quality Act exemption for transit projects. This removes the sunset date and slightly expands prior legislation providing a statutory CEQA exemption. The bill is also sponsored by the California Transit Association, SPUR, the Bay Area Council, and LA

Metro. Projects that would benefit include transit, pedestrian, and bicycle facilities.
(Recommended to the SamTrans Board for support.)

AB394, a transit safety bill co-sponsored by the California Transit Association, the Amalgamated Transit Union, and the Teamsters. The bill would enhance the safety and security of California's transportation systems by strengthening protection for transit operators, employees, and passengers. The bill applies enhanced penalties for assault to all transit employees as well as updated provisions for trespass violations on transit systems. (Recommended to the SamTrans Board for support.)

Questions:

Larisa noted that there are many alternative types of transportation on the roads now that are causing problems, especially for bus drivers, on the roads. Are these included in SB71? How can the roads be safe? Nicole thought SB71 would address all modes of transportation in sidewalks and bike lanes.

Sandra commented it was important to differentiate between a budget access procedure and a continuing resolution. She asked Nicole's opinion on Sean Duffy's memorandum on infrastructure monies. Nicole will have to follow up on this.

Sandra also commented

The Council thanked Nicole for her presentation.

Proclamation

Honoring Older Americans Month

Whereas, transportation enables individuals to access social and recreational resources, as well as medical and social services; and

Whereas, SamTrans supports the need for and provision of transportation to older adults through its fixed-route system and paratransit services (Redi-Wheels and RediCoast) for disabled individuals; and

Whereas, it is recognized that access to services and activities enables individuals to preserve their dignity and maximize their mobility, independence and overall wellbeing; and

Whereas, SamTrans is committed to providing comprehensive and quality transportation and paratransit services; and

Whereas, May has been officially designated as Older Americans Month throughout the United States of America; and

Now, Therefore, Be It Resolved, the San Mateo County Transit District Board of Directors and staff of the San Mateo County Transit District salute the older adults in San Mateo County, support their independence and dignity in the provision of service, and do hereby proclaim the month of May as Older Americans Month.

Regularly passed and adopted this 7th day of May, 2025.



Chair, San Mateo County Transit District

**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 State of Service Report | March 2025**

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 4.9 percent in March 2025 compared to March 2024. The total monthly ridership increased by 5.5 percent in March 2025 compared to March 2024. (The March 2025 data does not include coastside service that is operated by contractor. Due to contractor staffing issue, the receipt of that data has been delayed. Regardless, ridership totals on the coast represent only a small percentage of the total. Affected data points are shaded in gray in the tables below, where appropriate.)

Post-pandemic SamTrans total fixed-route bus ridership recovery in March 2025 reached 99.6 percent of pre-pandemic total bus ridership in March 2019. The ridership recovery rate for FY25 to date is 96.6 percent of pre-pandemic total bus ridership between July 2019 and March 2020.

Ride Plus: Average weekday ridership was 138 trips, and total ridership was 3,721 trips. The average weekday ridership increased 41.5 percent compared to March 2024, and the total ridership increased 38.0 percent compared to March 2024. Staff attributes growth in Ride Plus usage to recent expanded marketing efforts and the introduction of a new and improved app for booking the service.

Of the total ridership, 74.1 percent of trips were taken in East Palo Alto/Belle Haven and 25.9 percent were taken in Half Moon Bay/El Granada.

Youth Unlimited Pass: For January 2025, Youth Unlimited Pass usage increased 12.7 percent compared to March 2024.

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

- **Preventable Accidents** – There were 25 preventable accidents in March 2025 (17 from District and 8 from contracted services). The goal is to have one or fewer preventable

accidents per 100,000 miles; SamTrans did not meet its goal with 3.0 accidents per 100,000 miles.

- **Miles Between Service Calls (MBSC)** – There were 30 service calls in March 2025 (22 from District and 8 from contracted services). The goal is to have one or fewer service calls per every 25,000 miles. Fixed-route service met its goal with 0.9 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** – March 2025 systemwide OTP was 82.2 percent, which is below the goal of 85.0 percent.
- **Did Not Operate (DNOs)** – In March 2025, there were 30 DNOs.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Bus	27,392	33,672	35,494	5.4%	26,498	31,359	34,192	9.0%
Paratransit	667	766	681	-11.1%	645	720	743	3.1%
Shuttles	1,877	1,837	1,845	0.4%	1,741	1,694	1,814	7.1%
Ride Plus		98	138	41.5%		110	112	1.6%
Total	29,936	36,373	38,158	4.9%	28,884	33,884	36,861	8.8%

SAMTRANS Total Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Bus	747,908	884,107	936,007	5.9%	6,210,561	7,392,565	8,050,979	8.9%
Paratransit	17,795	19,612	17,619	-10.2%	148,684	165,990	170,736	2.9%
Shuttles	42,717	38,049	38,701	1.7%	326,786	314,591	337,436	7.3%
Ride Plus		2,697	3,721	38.0%		27,922	27,200	-2.6%
Total	808,420	944,465	996,048	5.5%	6,686,031	7,901,068	8,586,351	8.7%

CALTRAIN Average Weekday Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Caltrain	16,632	21,773	32,418	48.9%	16,664	20,329	27,012	32.9%

CALTRAIN Total Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Caltrain	418,926	529,753	831,814	57.0%	3,728,862	4,403,942	6,160,812	39.9%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Dumbarton	89	97	94	-3.1%	79	97	92	-5.0%
BART (San Mateo County)	16,146	17,123	20,298	18.5%	16,419	17,655	18,827	6.6%

OTHER MODES in San Mateo County Total Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Dumbarton	2,038	2,047	1,965	-4.0%	15,229	18,416	17,540	-4.8%
BART (San Mateo County)	449,192	461,104	509,822	10.6%	4,007,984	4,280,397	4,490,891	4.9%

IMPORTANT NOTES:

Total row may not add up due to rounding.

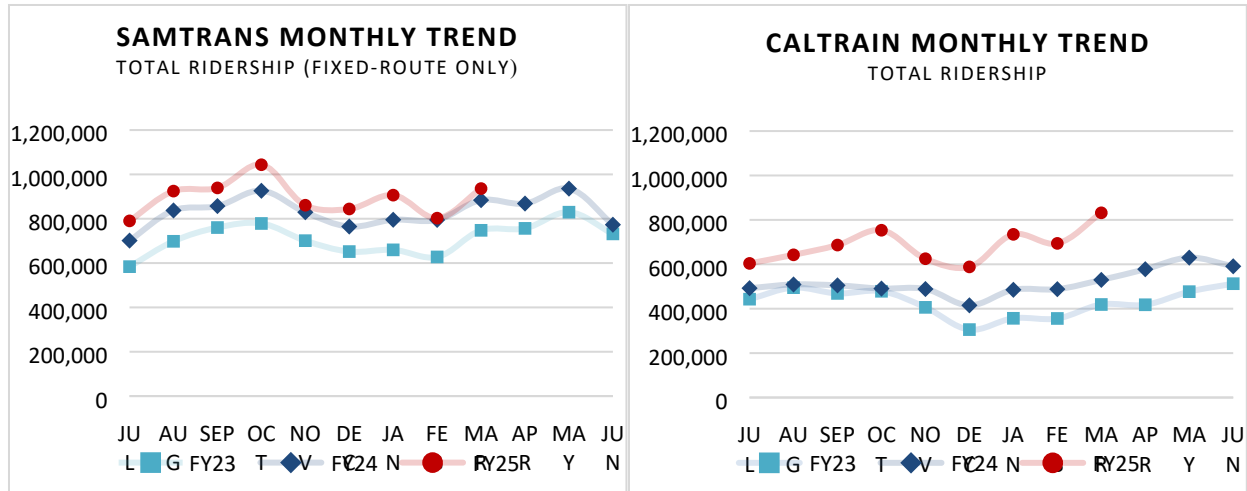
SamTrans (Bus) ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.

BART ridership in San Mateo County does not include Daly City BART Station.

%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	Mar-23	Mar-24	Mar-25	
Adult	447,848	537,860	579,525	
Eligible Discount	159,859	182,763	186,771	
Youth	140,016	163,212	167,746	
--- Youth Unlimited Pass	66,329	86,917	97,968	
Total	747,723	883,835	934,042	

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Mar-23	Mar-24	Mar-25
On-Time Performance	78.0%	82.6%	82.2%
Preventable Accidents	26	19	25
--- District	13	12	17
--- Contracted Services	13	7	8
Service Calls	27	25	30
--- District	17	18	22
--- Contracted Services	10	7	8
Trips Scheduled	38,876	41,528	49,509
Did Not Operate DNOs	1	7	30

SAMTRANS (BUS) Ride Plus Key Performance Indicators			
KPI	Mar-23	Mar-24	Mar-25
Total Ridership	--	2,697	3,721
--- East Palo Alto Trips	--	1,898	2,754
--- Half Moon Bay Trips	--	799	967
Active Users	--	313	316
New Registrations	--	130	80
Total Downloads	--	292	227
--- iOS Downloads	--	263	165
--- Android Downloads	--	29	62
Load Factor	--	1.2	1.2

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Mar-23	Mar-24	Mar-25
Revenue Hours (Sched.)	47,495	54,477	61,913
Revenue Miles (Sched.)	504,641	533,153	598,666
Total Fleet Miles (Actual)	737,210	793,641	834,517

PARATRANSIT Operations Key Performance Indicators			
KPI	Mar-23	Mar-24	Mar-25
On-Time Performance (RW)	90.3%	88.4%	87.2%
On-Time Performance (RC)	93.9%	93.1%	0.0%
Preventable Accidents (RW)	3	6	0
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	1	5
Service Calls (RC)	0	3	0

PARATRANSIT Fleet Key Performance Indicators			
KPI	Mar-23	Mar-24	Mar-25
Revenue Miles (RW)	150,221	162,727	166,988
Revenue Miles (RC)	18,106	21,768	0
Fleet Miles (RW)	167,505	179,672	186,565
Fleet Miles (RC)	22,888	27,666	0

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

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 33,381 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 27,817 miles between Service Calls this month.

Ride Plus started in June 2023.

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

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.

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

RW = Redi-Wheels
RC = RediCoast

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Bus	35,805	27,392	33,672	35,494	99.1%
Paratransit	1,144	667	766	681	59.5%
Shuttles	12,366	1,877	1,837	1,845	14.9%
Ride Plus	-	-	98	138	-
Total	49,315	29,936	36,373	38,158	77.4%

SAMTRANS Total Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Bus	939,858	747,908	884,107	936,007	99.6%
Paratransit	28,356	17,795	19,612	17,619	62.1%
Shuttles	259,411	42,717	38,049	38,701	14.9%
Ride Plus	-	0	2,697	3,721	-
Total	1,227,625	808,420	944,465	996,048	81.1%

CALTRAIN Average Weekday Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Caltrain	65,057	16,632	21,773	32,418	49.8%
CALTRAIN Total Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Caltrain	1,487,889	418,926	529,753	831,814	55.9%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Dumbarton	125	89	97	94	75.2%
BART (San Mateo County)	45,014	16,146	17,123	20,298	45.1%
OTHER MODES in San Mateo County Total Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Dumbarton	2,615	2,038	2,047	1,965	75.1%
BART (San Mateo County)	1,113,346	449,192	461,104	509,822	45.8%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Adult	453,135	447,848	537,860	579,525	127.9%
Youth	219,391	140,016	163,212	167,746	76.5%
Eligible Discount	236,786	159,859	182,763	186,771	78.9%
Total	909,312	747,723	883,835	934,042	102.7%

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

%³ indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership reached 99.1 percent of pre-pandemic levels (2019) for this month of March 2025.

%³ indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.

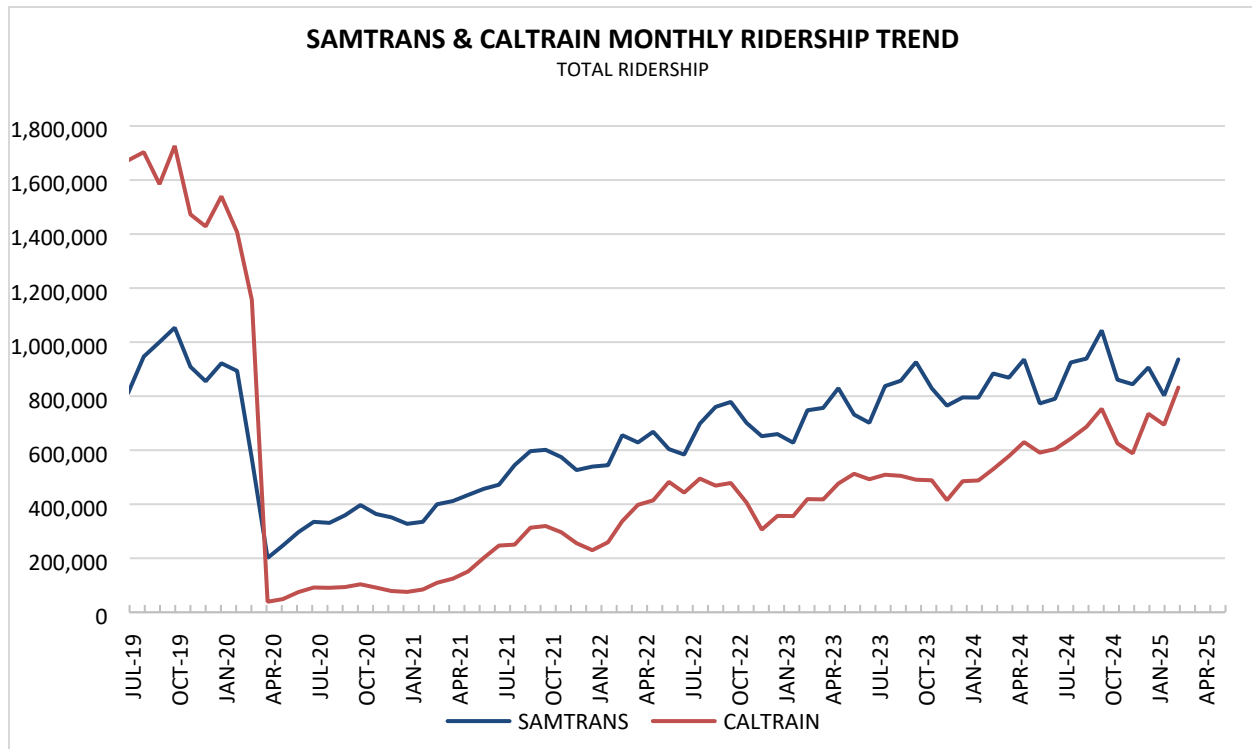
IMPORTANT NOTES:

Total row may not add up due to rounding.

SamTrans (Bus) ridership includes Fixed-Route service, Coastsides 5311, and SamCoast.

Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.

BART ridership in San Mateo County does not include Daly City BART Station.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience				
KPI	Mar-23	Mar-24	Mar-25	
Complaints	96	93	95	
Accessibility	9	3	13	
Compliments	29	11	9	
Service Requests	51	38	61	
Reports Total	185	145	178	

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

The total number of reports for SamTrans increased 22.8% from 145 reports in March 2024 to 178 reports in March 2025.

COMMUNICATIONS & MARKETING

The following is a list of the Communications Division's marketing and promotional efforts in March 2025.

SamTrans Monthly Press Releases & Earned Media

Press Releases and Blogs:

- The winning formula at SamTrans: How a bold refresh is driving growth

Article Mentions:

- Bay Area Rapid Transit (BART) fare gate funding
 - KRON
 - KCBS
 - Hoodline

- San Mateo Daily Journal
 - Coastside News
- Millbrae Headquarters
 - The Business Journals - “Real Estate Deal of the Year”
- Santa Clara Valley Transportation Authority (VTA) Strike
 - San Jose Mercury News
- Positive spotlight
 - California Public Employees’ Retirement System (CalPERS) - former employee Julie Taylor
- Regional transit measure
 - San Mateo Daily Journal
- Giants season begins
 - Mighty Travels - How to navigate Oracle Park

Digital Communications Activities

Digital Marketing Report

- In honor of Women’s History Month in March, SamTrans recognized the occasion by sharing content that highlighted our operators and staff through photos and video interviews.
- The post-Reimagine Effortless Travel, Endless Possibilities campaign continued with posts showcasing various aspects of our improved service, with a call to action directing traffic to samtrans.com/effortless.
 - Focused on promotion of college routes, Coastside services, and express routes
 - As part of this campaign, a new bus shelter ad was created and redesigned for use on our social platforms to summarize the changes
- Transit Employee Appreciation Day featured live coverage on our social channels, along with a public call to submit compliments for their favorite operators via our website. A follow-up gallery post was shared afterward.
- VTA experienced service disruptions due to labor negotiations—SamTrans shared messaging to notify riders if any of our services were affected.

Other Digital Marketing Highlights

- Drive With Us Bus Operator Recruitment Campaign
- Gear Up Mechanic Utility Worker Recruitment Campaign
- Ride Plus Microtransit Campaign

Social Metrics: (Year to Year)

An impression is anytime our content (post, webpage, Instagram (IG) photo) is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.

MARCH 2024	MARCH 2025	% Change
Impressions: 558,360	Impressions: 182,827	-67.3%
Engagements: 5,502	Engagements: 11,621	111.2%
Post Link Clicks: 1,937	Post Link Clicks: 2,644	36.5%

**Please note this does not include any web metrics*

Marketing Activity Highlights

- We are finalizing both printed and digital assets for the new Effortless Travel, Endless Possibilities campaign highlighting post-Reimagine improvements; once complete we will begin the media flights.
- Filming multilingual stories is wrapping up. We are currently in the process of editing multilingual micro-stories to prepare for social media push.
- We will have all bus shelter ads fully installed with new route ads by the end of April with the majority already installed.

Prepared By:	Emily Chen	Senior Planner, Operations Planning	650-551-6127
	Tasha Bartholomew	Manager, Media Relations	650-508-7927

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Emily Beach, Chief Communications Officer

Subject: **Receive Update Regarding 2024 Triennial Customer Survey and Key Findings**

Action

The Triennial Customer Survey provides SamTrans with data to understand current rider demographics, trip characteristics and customer satisfaction ratings. Staff will use the results to guide planning decisions and continue improving the customer experience.

This presentation is for informational purposes only and no Board recommendation/action is required.

Significance

This update provides the Board with valuable insights into customer usage patterns, service satisfaction and rider demographics for SamTrans. The presentation will also highlight opportunities to better align services with the needs of our customers.

- SamTrans primarily serves low-income individuals, with 94 percent of riders falling into this category.
- A significant majority of riders, 79 percent, do not drive or have access to a car and rely heavily on SamTrans for mobility needs.
- Customer satisfaction remains high; 81 percent of riders express positive feedback and appreciate the service improvements introduced through the Reimagine SamTrans initiative.
- Average ridership frequency has rebounded to pre-pandemic levels; 75 percent ride at least four days per week.

Budget Impact

No impact on the budget.

Prepared By: Julian Jest

Manager, Market Research

650-464-4017



2024 SamTrans Triennial Survey

Item #8.a.8.
5/7/2025



Key Findings | Julian Jest, Manager, Market Research
May 2025

Executive Summary

- SamTrans serves mostly low-income riders (94% of riders)
- High dependency on SamTrans for mobility: 79% of riders don't drive/have access to a car
- 81% of riders are satisfied with SamTrans, including with improvements from the Reimagine SamTrans project
- The average rider frequency (4 days/week) has returned to pre-pandemic levels

Methodology

- Field dates: Sept. 17, 2024 through Nov. 21, 2024
- Survey offered in English, Spanish and Chinese
- 55% of customers approached completed a survey
- Sample size: $N = 3,248$
- Surveys weighted by route according to SamTrans ridership
- Margin of Error (MOE): Overall MOE= +/- 1.63%

How Riders Use SamTrans

- Nearly one-third of riders (32%) are relatively new to riding SamTrans, having used the service for one year or less
- 74% of riders rely on SamTrans as their primary mode of transportation
- 75% ride at least four days per week
- Nearly two-thirds (63%) of riders use single ride tickets, Clipper cash or day passes
- Riders use SamTrans most often for work trips; this is true across all time periods

Ticket Type x Frequency

Riders using cash tickets average more than four rides per week – many would save money by switching to a Monthly Pass

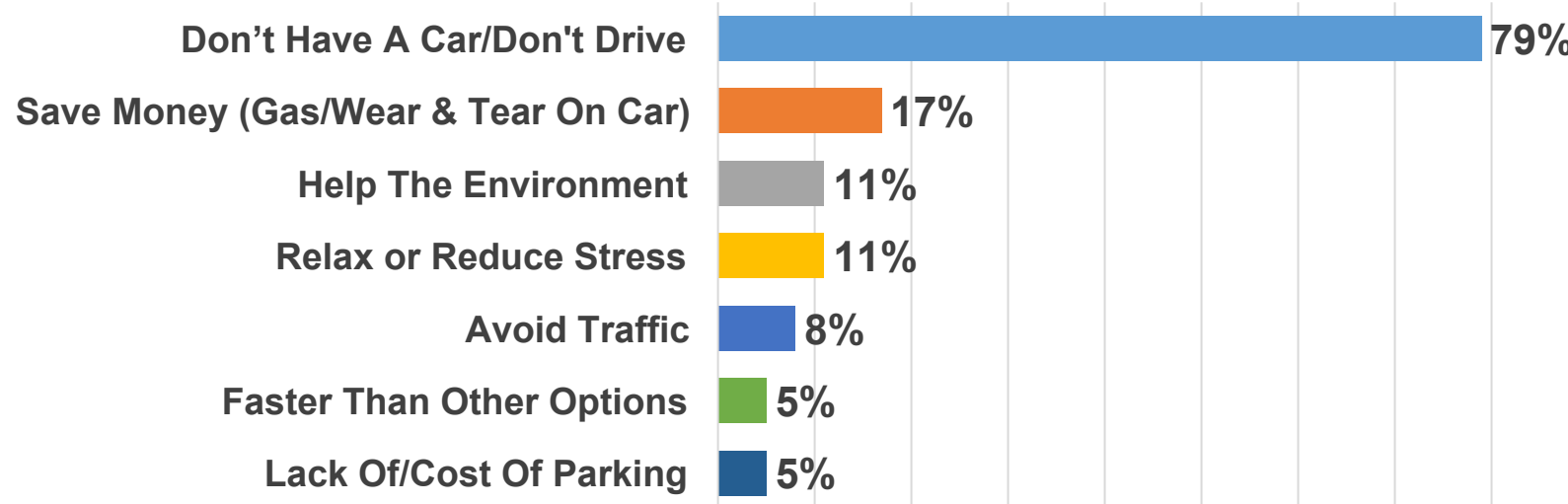
2024		What type of ticket/card did you use (today)?						
	Total	One way ticket/ cash	Day Pass/ cash	Clipper: Cash	Clipper: Monthly Pass	Clipper: Way2Go Pass	Youth Unlimited	Other
6-7 days/week	36%	35%	42%	26%	47%	35%	37%	34%
5 days/week	29%	23%	23%	31%	31%	26%	46%	27%
4 days/week	10%	12%	10%	11%	8%	11%	5%	9%
3 days/week or less	25%	31%	25%	32%	13%	28%	11%	30%
TOTAL	100	100	100	100	100	100	100	100
Mean Days/Week	4.58	4.35	4.66	4.24	5.19	4.49	5.13	4.37

Opportunity:

Promote cost-effective tickets/monthly passes for frequent cash ticket riders.

Reasons for Riding SamTrans

Lack of access to a car/not driving is the primary reason people choose to ride SamTrans

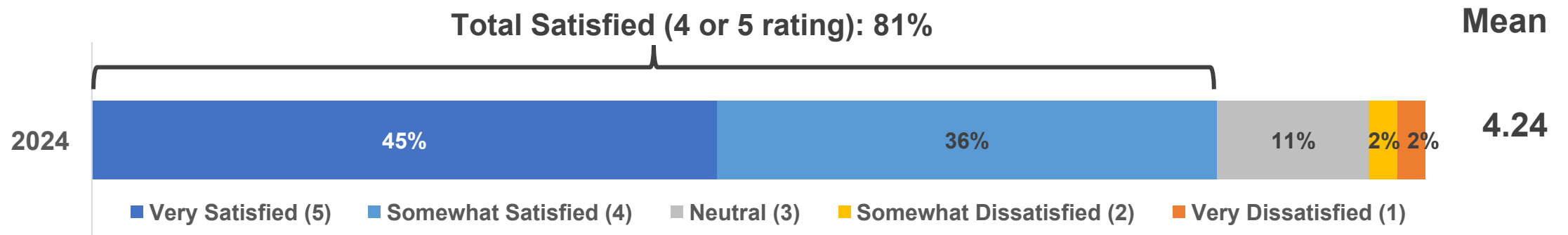


Key Insight:

SamTrans is an essential service for thousands of people throughout the County.

Overall Satisfaction Rating

- Most SamTrans riders (81%) are satisfied with their overall experience
- Satisfaction levels are consistent for short-term and long-term riders



Opportunity:

Leverage satisfied riders as ambassadors who can help promote service and improve perceptions amongst non-riders and new users.

Customer Satisfaction by Service Attribute

Rider satisfaction with all service attributes is improved or unchanged from 2021 ratings except for Communication of Route Changes

Attribute	2024	2021	Change	Statistically Significant
Overall experience with SamTrans	4.24	4.20	+0.04	No
Routes Go Where I Want to Go	4.24	4.16	+0.08	Yes
Helpfulness/Courtesy of Customer Service	4.09	4.09	0.00	n/a
On-Time Performance	4.04	3.85	+0.19	Yes
Communication Of Route Changes	3.85	3.93	-0.08	Yes
Frequency Of Buses	3.83	3.76	+0.07	Yes

Key Insight:

Customers like the Reimagine SamTrans service changes and improvements. We must continue to improve ways to communicate service changes with our customers.

Access to SamTrans Information and Spoken Languages

- Riders are most likely to get trip planning information from digital sources
 - Google Maps (56%), mobile apps (26%), SamTrans website (12%)
- Two in five riders speak a language other than English at home
 - Most common languages: English (59%), Spanish (41%) and Filipino/Tagalog (12%)

Key Insight:

Access to SamTrans content across digital platforms in multiple languages is critical for engagement and effective communication with riders.

Low-Income Ridership Overview

- In the 2024 SamTrans Triennial Survey, the average rider reported a household size of 3.6 and an annual household income of \$48,701
- 94% of riders meet the county definition of “low-income,” and 68% are considered “extremely low-income” – both up from 2021
- The percentage of SamTrans riders fitting the “low-income” and “extremely low-income” definition increased since the 2021 Triennial Survey

Key Insight:

SamTrans provides mobility services to some of the most economically-disadvantaged communities in the Bay Area.

Income Demographics

94% of riders meet the county definition of “low-income,” and 68% are considered “extremely low-income” – both up from 2021

Category	2024	2021
Extremely Low Income (30% AMI)	68%	67%
Very Low Income (50% AMI)	15%	16%
Low Income (80% AMI)	11%	8%
Median Income (100% AMI)	3%	5%
Moderate Income (120% AMI)	3%	4%
Total	100%	100%
SamTrans Total Low-Income Ridership	94%	91%

California State Income Limits for SMC

Effective 5/9/2024 - Area median Income **\$186,600** (based on household of 4)

Income Category	Income Limits by Family Size (\$)							
	1	2	3	4	5	6	7	8
Extremely Low (30% AMI) *	41,150	47,000	52,900	58,750	63,450	68,150	72,850	77,550
Very Low (50% AMI) *	68,550	78,350	88,150	97,900	105,750	113,600	121,400	129,250
Low (80% AMI) *	109,700	125,350	141,000	156,650	169,200	181,750	194,250	206,800
Median (100% AMI)	130,600	149,300	167,950	186,600	201,550	216,450	231,400	246,300
Moderate (120% AMI)	156,750	179,100	201,500	223,900	241,800	259,700	277,650	295,550

[Calculated by cross-referencing HH size and HHI and comparing categories to the CA State definitions of “low-income” for San Mateo County for 2021 and 2024. 2024 shown.]

Verbatim Comments Overview

- 738 respondents (23%) provided a comment at the end of the survey
- Riders who provided a verbatim comment were more likely to be dissatisfied with SamTrans (an expected pattern)
- The most common topics raised:
 - General Compliment (29%); Schedules and Frequency (20%); On-Time Performance/Reliability (14%); Personnel (11%); and Routes/Additional Stops (7%)

Key Insight:

Customer comments provide awareness of potential areas for improvement.



Sample Verbatim Compliments:

"THANKS
FOR
ALWAYS
BEING
THERE FOR
ME."

"I LIKE TO TRAVEL
BECAUSE I LIKE
THE COMFORT
OF SAMTRANS."

"THIS PROGRAM
IS BENEFITING
MY LIFE IN A
VERY POSITIVE
WAY."

"I AM GRATEFUL.
THANK YOU,
YOU'RE
APPRECIATED."

"IT HELPS ME
A LOT
BECAUSE I
DON'T HAVE A
CAR."

"SAMTRANS IS
SUPER GOOD, WIFI,
HEATER AND AIR-
CON ALL THERE.
THANK YOU."

"YOUR SERVICE ON THE
COASTSIDE HAS
CHANGED MY LIFE FOR
THE BETTER."

"SAMTRANS IS
MY FAVORITE
MODE OF PUBLIC
TRANSPORTATIO
N."

Item #8.a.8
5/7/2025
"I LOVE THE MYRIAD
OF PLACES I CAN GET
TO ON SAMTRANS AND
THE ACCURACY OF
THE CLIPPER APP."

"FEELS
GREATLY
IMPROVED
FROM A FEW
YEARS AGO."

"THANK YOU FOR THE
BUS SERVICE SO THAT I
AM ABLE TO GO TO
SCHOOL DAY BY DAY."

Sample Verbatims: Schedules, Frequency, and On-Time Service

"THE ECR IS NEVER ON TIME AND CAUSES ME TO BE LATE TO WORK."

"WISH I COULD GET MORE FREQUENT BUSES ESPECIALLY AT NIGHT."

"MORE ROUTES TO EAST BAY AND BART!"

"LATER TIMES, I WORK LATE."

"KINDLY PROVIDE MORE BUSES FOR 112"

"SOMETIMES BUS LEAVES EARLIER THAN SCHEDULED."

"I AM VERY HAPPY THAT ECRS ARE ARRIVING MORE FREQUENTLY!"

"MORE BUSES AT NIGHT. BUT THEY DO A GREAT JOB... THANKS!"

"VERY USEFUL AND I ENJOY USING IT, JUST ANNOYING ABOUT THE CONSTANT DELAYS AND LONG WAIT."

"I'D LIKE BUSSES TO COME MORE FREQUENTLY THAN ONCE AN HOUR."

Opportunities and Analysis

Support Low-Income Riders

Expand promotional efforts and access to monthly or discounted fare options for high frequency, single-ride users.

Communicate Route Changes

Assess current communication systems, identify gaps, and implement Customer Relationship Management (CRM) tools to improve communications and engagement.

Route Coverage is a Strength for SamTrans

Leverage the broad coverage of the SamTrans network to attract new riders.

Opportunities and Analysis

Title VI Analysis

Data and analysis conducted for the Triennial Title VI Report.

Effortless Travel, Endless Possibilities Marketing Campaign

Inform current riders, introduce SamTrans to new populations and strengthen brand identity.

Reimagine SamTrans Delivery Evaluation

Support the evaluation of the Reimagine SamTrans project and continue monitoring customer feedback to understand its impact on the rider experience.



Item #8.a.8.
5/7/2025
Thank You



Please email jestj@samtrans.com with any questions.



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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Finance Committee Meeting Committee of the Whole

May 7, 2025 – 2:45 pm

or immediately following the Community Relations Committee meeting

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Brooks Esser (Chair), David J. Canepa, Rico E. Medina

- | | | |
|--------|---|--------|
| 8.b.1. | Call to Order | |
| 8.b.2. | Approval of Minutes of the Finance Committee Meeting of April 2, 2025 | Motion |
| 8.b.3. | Awarding a Contract to K B M Office Equipment, Inc. DBA KBM-Hogue to Provide Furniture, Fixtures, Equipment, and Services for a Two-Year Base Term, with up to Two Additional One-Year Option Terms, for a Total Not-to-Exceed Amount of \$5,107,189.62 | Motion |
| 8.b.4. | Awarding a Contract to Kimley-Horn and Associates, Inc. for Dumbarton Busway Feasibility Study Services for a Total Not-to-Exceed Amount of \$1,970,858 for an 18-Month Base Term, with One Additional Option Term of up to 12 Months | Motion |

Note:

- This Committee meeting may be attended by Board Members who do not serve 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.

- | | | |
|--------|---|---------------|
| 8.b.5. | Authorizing Execution of a Project Labor Agreement for Phase 1 of South Base Battery Electric Bus Charging Infrastructure Project | Motion |
| 8.b.6. | Receive Quarterly Financial Report Fiscal Year 2025 Quarter 3 Results and Annual Outlook | Informational |
| 8.b.7. | Receive Preliminary Fiscal Year 2026 and Fiscal Year 2027 Operating and Capital Budgets | Informational |
| 8.b.8. | Adjourn | |

Note:

- This Committee meeting may be attended by Board Members who do not serve 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
1250 San Carlos Avenue, San Carlos, California
Finance Committee Meeting / Committee of the Whole
DRAFT Minutes of April 2, 2025**

Members Present (In Person): D. Canepa, R. Medina, B. Esser (Chair)

Members Absent: None

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

Other Board Members Present Constituting Committee of the Whole (Via Teleconference): M. Fraser

Other Board Members Absent: P. Ratto, J. Speier

Staff Present: J. Cassman, A. Chan, H. Chan, L. Lumina-Hsu, M. Tseng, S. van Hoften, K. Yin

7.b.1. Call to Order

Committee Chair Esser called the meeting to order at 2:47 pm.

7.b.2. Approval of Minutes of the Finance Committee Meeting of March 5, 2025

Motion/Second: Powell/Fraser

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

Noes: None

Absent: Ratto, Speier

7.b.3. Authorizing an Amendment to On-Call General Engineering Consultant Design Services Contract to Increase the Amount by \$4.7 Million

Kevin Yin, Director, Contracts and Procurement, and Hubert Chan, Director, Facilities Maintenance, provided the presentation regarding consultant services amendment to increase by \$4.7 million to complete time sensitive projects, including design and design services during construction (DSDC) for Building 200.

The Committee Members had a robust discussion and staff provided further clarification in response to the committee comments and questions on North Base Building 200 design and construction phase services include design services and support during construction.

Motion/Second: Canepa/Medina

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

Noes: None

Absent: Ratto, Speier

7.b.4. Implementation of Caltrain Governance MOU: Authorizing the General Manager/CEO to Execute a Quitclaim Deed in Favor of the Peninsula Corridor Joint Powers Board to Release Interests in Real Property Acquired as Part of the SFO BART Extension Project

Joan Cassman, General Counsel, provided the presentation, which included the following:

- Release parcels along right-of-way from Southern San Bruno through Millbrae to Caltrain as per the Caltrain Governance MOU
- Property not part of original 1991 purchase and SamTrans became co-owner with JPB using property that was part of original 1991 purchase

The Committee Members had a robust discussion and staff provided further clarification in response to the committee's comments and questions on ownership interest transfer to JPB following repayment to SamTrans.

Motion/Second: Canepa/Medina

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

Noes: None

Absent: Ratto, Speier

7.b.5. Adjourn – The meeting adjourned at 3:04 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 650-551-6108 or by email to board@samtrans.com.

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

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

Subject: **Awarding a Contract to K B M Office Equipment, Inc. DBA KBM-Hogue to Provide Furniture, Fixtures, Equipment, and Services for a Two-Year Base Term, with up to Two Additional One-Year Option Terms, for a Total Not-to-Exceed Amount of \$5,107,189.62**

Action

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

1. Award a contract to K B M Office Equipment, Inc. of San Jose, California DBA KBM-Hogue (KBM) to provide furniture, fixtures, and equipment (FF&E), and associated services (together, the “Services”) for the new District Headquarters building in Millbrae, California (Millbrae HQ), for a two-year base term and up to two additional one-year option terms, for a total not-to-exceed amount of \$5,107,189.62.
2. Authorize the General Manager/CEO or designee to execute a contract with KBM in conformity with the solicitation documents and negotiated agreement, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise up to two additional one-year option terms, at no additional cost, if in the best interest of the District.

Significance

The award of this contract will provide the District with a qualified and experienced FF&E dealer to provide the Services upon substantial completion of the construction of the Millbrae HQ. The Services consist of, but are not limited to: designing, procuring, and installing FF&E for offices, conference rooms and shared spaces, and other ancillary needs.

Budget Impact

On December 18, 2023, pursuant to Resolution No. 2023-59, the Board approved the acquisition of the Millbrae HQ through a lease-to-purchase agreement, including all necessary tenant improvements, for a price not to exceed \$126 million. On December 4, 2024, pursuant to Resolution No. 2024-58, the Board added the “New SamTrans Headquarters” project to the Fiscal Year 2025 Capital Budget for additional tenant improvement costs and other costs not covered by the landlord, and established an associated project budget of \$39.2 million. Funds to support the proposed contract are available in the current adopted project budget.

Background

The District utilizes cooperative purchasing contracts to save time and resources, and to leverage collective buying power and ensure favorable pricing based on economies of scale. OMNIA Partners (OMNIA) administers cooperative contracts which were competitively solicited by lead public agencies across the country. The District utilized two OMNIA cooperative contracts to solicit proposals specific to the required FF&E and Services at the Millbrae HQ: Region 4 ESC Contract #R240104 and City of Charlotte Contract #2020000622 (Contracts). The solicitations for these OMNIA Contracts met the District's competitive procurement requirements.

While the District had the option to engage one or more firms directly via the Contracts, staff elected to issue its own solicitation, Request for Proposals (RFP) 25-S-CO-078, on February 14, 2025 to three OMNIA-contracted vendors of the Services (Dealers) to ensure the District obtained optimal value, quality, flexibility and transparency in the procurement process. The District also engaged Stantec (Consultant), a firm on the District's on-call engineering services bench that is experienced in office space development and furnishing, to aid in preparing the RFP and reviewing the proposals.

After the RFP was issued, staff toured the three Dealers' showrooms to view product offerings. The District held a pre-proposal conference and an on-site job walk on March 3, 2025, which all three Dealers attended. The District received proposals from all three Dealers, two of which were found to be responsive. One proposal was found to be non-responsive to the requirements of the solicitation documents.

A Selection Committee (Committee) composed of District staff and the Consultant reviewed, evaluated, and scored the two responsive proposals in accordance with the evaluation criteria set forth in the RFP.

Evaluation Criteria	Weighted Score
Proposer's relevant experience and reliability	5%
Proposer references	5%
Product quality is equal or better than product specified	10%
Demonstration of a thorough understanding of requirements and specification	10%
Solution meets Agency's needs and adheres to the Scope Requirements	15%
Dealer Services – evidence of project management capabilities, deliver/install capabilities, project schedule and project oversight.	15%
Cost, including furniture, design services and installation	40%
Total	100%

The Committee ranked KBM highest. The Committee also found KBM to possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. KBM has extensive experience working with both public and private clients, such as the County of Santa Clara, Bay Area Headquarters Authority (which owns and operates the Metropolitan Transportation Commission’s headquarters building), and Stanford University.

Staff successfully negotiated contract terms, including prices, with KBM. Notably, based on the RFP using OMNIA-secured pricing, KBM proposed an approach that was \$1 million less than staff originally budgeted for the Services. In addition, staff was able to negotiate over the effects of potential tariffs, resulting in KBM agreeing to hold pricing terms on proprietary products through December 2026.

Staff performed a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those charged for similar work and products in the Bay Area. FF&E orders will be placed on an as-needed basis to leverage volume-based discounts to optimize pricing, discounts, and lead times. The proposed contract does not guarantee the purchase of any particular amount FF&E or associated services, or a minimum level of compensation.

The District currently is negotiating a reimbursement agreement with the Peninsula Corridor Joint Powers Board (“JPB” or “Caltrain”) for JPB’s expenses related to FF&E for the future Caltrain office space on the fourth floor of the Millbrae HQ. District staff currently estimates 20-25 percent of the proposed FF&E contract amount will be for Caltrain office space, and is confirming FF&E quantities through discussions with JPB representative. Should the JPB need less FF&E for the Caltrain offices, the District can issue a deductive change order of up to 20 percent to the KBM contract without losing the benefit of its negotiated high-quantity contract pricing. Staff will return to the Board for approval for a cost-sharing agreement with the JPB this summer.

Prepared By:	Deborah Cordova	Procurement Administrator	650-678-8152
	Zhiming Fan	Director of Infrastructure	650-730-4696

Resolution No. 2025-

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

* * *

Awarding a Contract to K B M Office Equipment, Inc. DBA KBM-Hogue to Provide Furniture, Fixtures, Equipment, and Services for a Two-Year Base Term, with up to Two Additional One-Year Option Terms, for a Total Not-to-Exceed Amount of \$5,107,189.62

Whereas, the San Mateo County Transit District (District) requires furniture, fixtures, and equipment (FF&E), and associated services (together, the “Services”) for offices, conference rooms, and shared spaces at the new District Headquarters building in Millbrae, California (Millbrae HQ); and

Whereas, the District utilizes cooperative purchasing contracts to save time and resources, and to leverage collective buying power and ensure favorable pricing based on economies of scale; and

Whereas, OMNIA Partners (OMNIA) administers cooperative contracts which were competitively solicited by lead public agencies across the country using processes that meet the District’s competitive procurement requirements; and

Whereas, the District identified multiple OMNIA cooperative contracts (Contracts) that could be used to access the required Services for the Millbrae HQ; and

Whereas, to ensure quality, obtain the best value, and maximize transparency in the procurement process, the District issued Request for Proposals (RFP) 25-S-CO-078 to three OMNIA-contracted vendors of the Services (Dealers); and

Whereas, the District also engaged Stantec (Consultant), a firm on the District’s on-call engineering services bench that is experienced in office space development and furnishing, to aid in preparing the RFP and reviewing the proposals; and

Whereas, in response to the RFP, the District received proposals from all three Dealers, and staff found two of the three proposals to be responsive to the requirements of the RFP; and

Whereas, a Selection Committee (Committee), composed of District staff and the Consultant, reviewed, evaluated, and scored the two responsive proposals in accordance with the evaluation criteria set forth in the RFP; and

Whereas, the Committee ranked K B M Office Equipment, Inc. of San Jose, California DBA KBM-Hogue (KBM) highest; and

Whereas, the Committee also found KBM to possess the experience and qualifications required for successful performance of the Services as defined in the solicitation documents; and

Whereas, staff successfully negotiated contract terms with KBM, including competitive pricing for the Services and an agreement for KBM to hold pricing on proprietary products through December 2026, regardless of the imposition of any tariffs; and

Whereas, staff conducted a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those charged for similar work and products in the Bay Area; and

Whereas, staff recommends that the Board of Directors award a contract to KBM to provide the Services at Millbrae HQ for a total not-to-exceed amount of \$5,107,189.62 for a two-year base term, with up to two one-year option terms.

Now, Therefore, Be It Resolved that the Board of Directors (Board) of the San Mateo County Transit District hereby awards a contract for K B M Office Equipment, Inc. DBA KBM-Hogue to provide furniture, fixtures, equipment, and associated services for the District Headquarters building in Millbrae, California for a total not-to-exceed amount of \$5,107,189.62 for a two-year base term, with up to two one-year option terms.

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with KBM to provide the Services in conformity with the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute up to two one-year option terms, if in the best interest of the District.

Regularly passed and adopted this 7th day of May, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Award of Contract for HQ Furniture, Fixture, Equipment, and Services

Item #8.b.3.
5/7/2025



Contract Goal

To provide the District with a qualified and experienced Furniture, Fixture, and Equipment dealer to provide the FF&E and associated services upon substantial completion of the construction of the Millbrae HQ.

Cooperative Purchasing Process

- The District may utilize cooperative purchasing contracts for procurement of goods and services.
- OMNIA Partners administers cooperative contracts which were competitively solicited by lead public agencies across the country.
- Staff and Legal Counsel determined that the lead agencies' solicitations for FF&E and related services met the District's competitive requirements

Mini-Competitive Process

- The District utilized two OMNIA cooperative contracts to solicit proposals specific to the required FF&E and Services at the Millbrae HQ.
- On February 14, 2025, the District issued an RFP to three OMNIA-contracted vendors (Dealers) to ensure the District obtained optimal value, quality, flexibility and transparency.
- The District received three proposals from these Dealers.
- Staff determined two of the three submittals were responsive to the RFP documents.

Mini-Competitive Process (cont.)

- A Selection Committee, composed of District staff, reviewed, scored, and ranked these proposals and determined K B M Office Equipment, Inc. of San Jose, California DBA KBM-Hogue (KBM) to be the highest ranked proposer.
- The Committee also found KBM to possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents.

Price Analysis

- Staff successfully negotiated contract terms, including favorable prices, with KBM.
- Staff conducted a price analysis and determined the negotiated KBM's prices are fair and reasonable.

Caltrain's Share of FF&E Cost

- The District is currently negotiating a reimbursement agreement with the JPB regarding its expenses related to FF&E for the future Caltrain office space on the fourth floor of the Millbrae HQ.
- District staff estimates Caltrain's needs to be 20-25% of the proposed contract amount.
- The District will have the ability to issue a deductive change order up to 20% of the contract without impacting the negotiated contract pricing.

Budget Impact

Funds to support this contract are included in the current adopted Project budget (\$39.2 million).

Proposed Motion

- 1. Award a cooperative purchasing contract to K B M Office Equipment, Inc. to provide furniture, fixtures, equipment, and associated services for the new District Headquarters building in Millbrae for a total not-to-exceed amount of \$5,107,189.62.**
- 2. Authorize the General Manager/CEO or designee to execute a contract with KBM to provide the Services in conformity with the solicitation documents and negotiated agreement, and in a form approved by legal counsel.**
- 3. Authorize the General Manager/CEO or designee to exercise up to two additional one-year option terms, if in the best interest of the District.**

Questions



**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner
Chief Financial Officer

Joshuah Mello
Executive Officer, Planning and
Development

Subject: **Awarding a Contract to Kimley-Horn and Associates, Inc. for Dumbarton Busway Feasibility Study Services for a Total Not-to-Exceed Amount of \$1,970,858 for an 18-Month Base Term, with One Additional Option Term of up to 12 Months**

Action

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

1. Award a contract to Kimley-Horn and Associates, Inc. of Oakland, California (KH) to provide Dumbarton Busway Feasibility Study Services (Services) on an as-needed basis for a total not-to-exceed amount of \$1,970,858 for an 18-month base term, with one additional option term of up to 12 months.
2. Authorize the General Manager/CEO or designee to execute a contract on behalf of the District with KH consistent with the requirements of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise one additional option term of up to 12 months, if in the best interest of the District.

Significance

The award of this proposed contract will provide the District with a qualified and experienced firm to conduct planning, outreach, and conceptual design services in support of the Dumbarton West Connector Project (Project). The Services will assess the feasibility of constructing a dedicated busway along five miles of the Dumbarton Rail Corridor on the Peninsula, as well as opportunities to enhance bicycle and pedestrian connections and improve safety along or across the corridor. The study area will include the Dumbarton Rail Corridor between the Caltrain Redwood City Station to the west and University Avenue in East Palo Alto to the east, as well as the half-mile area around the corridor.

KH will analyze travel demand, explore various busway operating scenarios, develop conceptual designs for various multimodal use opportunities, and conduct three rounds of public outreach to receive public input on the concepts. The Services are intended to assess the feasibility of near- or mid-term improvements while not precluding future rail service by preserving the existing tracks and a portion of the right-of-way. The Project aims to enhance connectivity and

mobility in the near- to medium-term for residents and commuters, including multiple SamTrans Equity Priority Areas, near the Dumbarton Rail Corridor within San Mateo County.

Budget Impact

The Dumbarton Busway Feasibility Study Project was approved in the Fiscal Year 2025 Amended Capital Budget for a total of \$4,674,000, including \$4.1 million in Regional Measure 3 funding from the Metropolitan Transportation Commission and \$574,000 from District Sales Tax. Funds to support this contract are included in the \$4.1 million Regional Measure 3 funding allocation.

Background

On October 9, 2024, the District issued Request for Proposals (RFP) 25-S-P-019 for the Services. The RFP was advertised on the District's eProcurement website. In response to the RFP, the District received two proposals from Dromos GmbH and KH.

After a thorough review of the proposals, the materials submitted by Dromos GmbH were deemed non-responsive to the requirements of the RFP. A Selection Committee (Committee), composed of qualified District staff, reviewed and evaluated the remaining responsive proposal in accordance with the evaluation criteria set forth in the RFP.

Evaluation Criteria	Maximum Points
Project Understanding and Approach to Scope	35
Relevant Experience	35
Qualifications and Experience of Key Personnel	20
Proposed Project Schedule	10
Small Business Enterprise (SBE) Preference	5
TOTAL	105

KH claimed and received the five points allocated for the SBE Preference. The Committee scored its proposal and determined that KH possesses the necessary experience and qualifications to successfully perform the scope of services as defined in the solicitation documents.

Staff successfully negotiated contract terms, including pricing, and determined KH's negotiated pricing to be fair, reasonable, and consistent with those charged for similar work in the Bay Area.

Prepared By:	Manny Caluya	Procurement Administrator III	650-508-7788
	Millie Tolleson	Director, Planning	650-622-7815

Resolution No. 2025-

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

* * *

Awarding a Contract to Kimley-Horn and Associates, Inc. for Dumbarton Busway Feasibility Study Services for a Total Not-to-Exceed Amount of \$1,970,858 for an 18-Month Base Term, with One Additional Option Term of up to 12 Months

Whereas, on October 9, 2024, the San Mateo County Transit District (District) issued Request for Proposals (RFP) 25-S-P-019 for Dumbarton Busway Feasibility Study Services (Services); and

Whereas, in response to the RFP, the District received two proposals, one of which staff found to be responsive to the requirements of the RFP; and

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

Whereas, the Committee then scored the proposal and determined that Kimley-Horn and Associates, Inc. of Oakland, California (KH) possesses the necessary experience and qualifications to successfully perform the scope of services as defined in the solicitation documents; and

Whereas, staff successfully negotiated contract terms, including pricing, and determined the negotiated pricing is fair, reasonable, and consistent with those charged for similar work in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to KH for the Services for a total not-to-exceed amount of \$1,970,858 for an 18-month base term, with one additional option term of up to 12 months.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Kimley-Horn and Associates, Inc. for Dumbarton Busway Feasibility Study Services for a total not-to-exceed amount of \$1,970,858 for an 18-month base term, with one additional option term of up to 12 months; 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 KH in full conformity with the terms and conditions of the RFP and negotiated agreement, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise one additional option term of up to 12 months, if in the best interest of the District.

Regularly passed and adopted this 7th day of May, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Awarding a Contract for the Dumbarton Busway Feasibility Study Services

Item #8.b.4.
5/7/2025



SamTrans Board of Directors | May 7, 2025

Agenda

- Dumbarton Rail Corridor Background
 - Near-Term Outlook for Regional Rail
- Activating the Corridor: Proposed Busway
 - What is a busway?
 - Why a busway?
 - Post-pandemic travel patterns
 - Study objectives and desired outcomes
- Requested Board Action



Busway examples: Top – G Line (LA Metro); J Line (LA Metro), Yonge Rapidway (York Region)

Background

- Options to revive the Dumbarton Rail Corridor (DRC or Corridor) have been studied extensively for decades
- Most recent partnership between the District and Cross Bay Transit Partners, LLC (Facebook/Meta and Plenary Americas) to assess the feasibility of various transportation options on the Corridor **terminated mid-2021**
- Today, the Corridor is largely unused and remains a **barrier** limiting mobility between communities and **Equity Priority Areas (EPAs)**
- Community support to improve access** along and across the corridor in the near- to medium-term

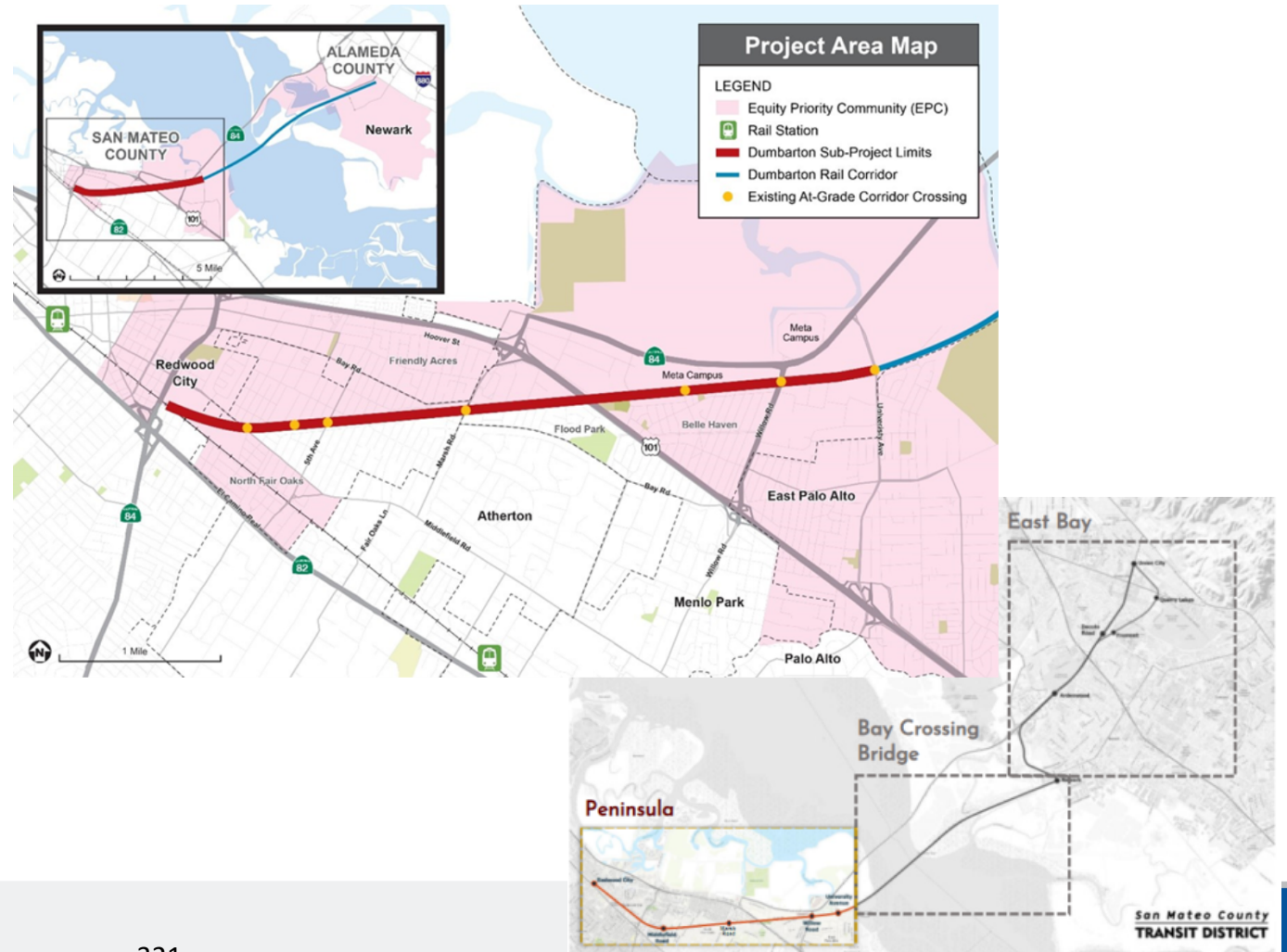


Outlook for Regional Rail

- **Market viability assessment in 2023 found there is insufficient market to support the cost of a regional, transbay rail project.**
 - Travel demand market for regional rail only meets the minimum threshold for market viability by a narrow margin.
 - The majority of that travel demand occurs on the Peninsula between Redwood City and East Palo Alto.
 - Rail project was estimated at \$3.6B in 2024 dollars.
- 2017 Dumbarton Corridor Transportation Study (DCTS) evaluated bus and rail-based projects.
 - Multiple rail and busway alternatives were studied; rail alternative was recommended at the time.
 - In total, the bus alternatives projected about 25 percent more ridership than the rail alternatives.

Activating the Dumbarton Corridor: Proposed Busway

- Busway concept presents exciting opportunity to directly benefit local communities in the nearer-term
- Busway would connect Dumbarton highway bridge to Redwood City Transit Center
 - East Palo Alto – Menlo Park – North Fair Oaks – Redwood City
 - Open to regional public bus service
 - Will not preclude future rail project



What is a Busway?

G Line (Los Angeles)



- 18 miles with 17 stations
- **Uses part of Southern Pacific Railroad's former Burbank Branch Line**
- Connects to other rail services and includes parallel **bike path**
- Annual ridership 4.5M in 2023

U of M Transitway (Minneapolis)



- 2.6-mile busway between University of Minnesota's Minneapolis and St Paul campuses
- **Limited to buses, bicycles, and emergency vehicles**

SURF! (Monterey)



- Planned **6-mile, bus only roadway along Monterey Branch Line right-of-way**
- **Preserving tracks for future rail use**
- Expected to be complete in 2027
- Ridership estimated to be >1.2 million annually by 2040

Why a Busway?

- **Cost-Effectiveness:** Lower construction and operating costs compared to rail alternative
- **High Ridership Potential:** Proven in industry to generate strong ridership
- **Enhanced Transit Quality:** Increased speed, reliability, and amenities attract riders
- **Faster Implementation:** Shorter implementation timeframe with benefits realized in the near-term
- **Flexibility:** Ability to adapt to changing demands and future needs (e.g., future regional rail)
- **Environmental Sustainability:** Will utilize zero emission bus fleet, opportunities for multimodal connections

Prioritizing benefits to **local equity priority communities**, which include:

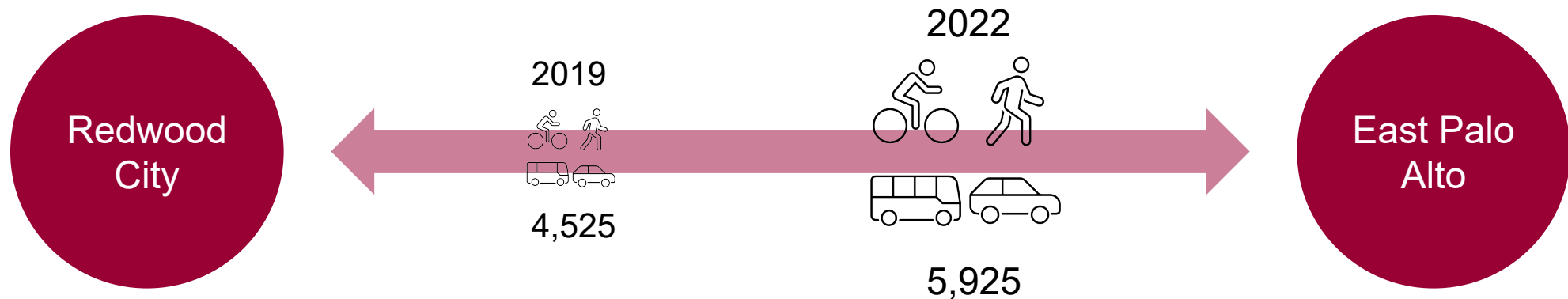
86% People of Color

40% Low-Income

15% Limited English Proficiency

Busway Project responds to post-pandemic travel patterns

- Average daily travel trips between Redwood City and East Palo Alto has increased by ~30% since 2019
- Proposed busway meets increasing demand for shorter, local trips



Source: Replica

Scope of Dumbarton Busway Feasibility Study Services

- **Feasibility Study is an 18-month project to:**
 - Develop a community-supported vision for mobility on the Peninsula Dumbarton Corridor
 - Conduct extensive multilingual community outreach and engagement
 - Develop conceptual alternative designs that enhance connectivity and address existing mobility barriers
 - Identify preferred concept for busway that can immediately be advanced to environmental clearance and full design
 - Identify “quick-strike” improvements that can be delivered ahead of full project
 - Further develop design options, service plan, multimodal connections, costs, timeline, risks and mitigations

Solicitation Process

- On October 9, 2024, the District issued a Request for Proposals (RFP) 25-S-P-019 for the Services
- RFP was advertised on the District's eProcurement website
- In response to the RFP, the District received 2 proposals
- Staff determined one of the two proposals were non-responsive to the RFP requirements

Solicitation Process (cont.)

- A Selection Committee, composed of District staff, reviewed, evaluated, and scored the single responsive proposal in accordance with the evaluation criteria set forth in the RFP.
- The Committee determined that Kimley-Horn possesses the necessary experience and qualifications to successfully perform the scope of services as defined in the RFP.

Price Analysis

Staff conducted a price analysis and determined the negotiated prices from Kimley-Horn to be fair, reasonable, and consistent with those charged for similar work in the Bay Area.

Budget Impact

Funds to support this contract are included in the \$4.1M Regional Measure 3 funding allocation.

Proposed Motion

1. **Award contract to Kimley-Horn and Associates, Inc.** to provide the **Dumbarton Busway Feasibility Study Services** on an as-needed basis for a total not-to-exceed amount of **\$1,970,858** for an 18-month base term, with an option term of up to 12 months.
2. **Authorize the General Manager/CEO** or designee to **execute professional services contracts** on behalf of the District **with Kimley-Horn** consistent with the requirements of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.
3. **Authorize the General Manager/CEO** or designee to exercise one additional option term of up to 12 months, if in the best interest of the District.



Item #8.b.4.
5/7/2025

Thank You



**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Olmeda, Chief Operating Officer, Bus Joan Cassman, Legal Counsel

Subject: **Authorizing Execution of a Project Labor Agreement for Phase 1 of South Base Battery Electric Bus Charging Infrastructure Project**

Action

Staff recommends the Board of Directors (Board) of the San Mateo County Transit District (District) authorize the General Manager/CEO, or her designee, to execute a Project Labor Agreement (PLA) with the San Mateo County Building and Construction Trades Council (Council) and relevant trade unions to govern the building and construction work for Phase 1 of the South Base Battery Electric Bus (BEB) Charging Infrastructure Project (Project).

Significance

The District is negotiating a contract for Project construction, which will be presented for Board approval in the coming months. The proposed PLA will ensure that (1) there will be sufficient skilled labor to implement the Project under the construction contract, (2) there will be no work stoppages during Project construction, (3) there will be increased safety and quality of work, and (4) there will be labor peace, stability and a mechanism for resolving disputes between the contractor and the skilled crafts unions whose members will implement the Project.

The proposed PLA also provides a mechanism for all union signatories to resolve disputes between themselves over work assignments and work jurisdiction, including binding dispute resolution processes that prohibit work stoppages or other types of job actions. Finally, the proposed PLA requires the signatory unions to cooperate and work with the Project contractor to use a Pre-Apprenticeship Program, and to pursue employment of veterans on the Project.

Budget Impact

There is no budget impact associated with this action.

Background

The District's Project manager and legal counsel negotiated the PLA with the Council and signatory building trade unions in anticipation of Project contract award. The Construction Manager General Contractor (CMGC) that is expected to implement the Project, assuming successful completion of contract negotiations and Board award of the CMGC contract, also was involved in the negotiations.

The proposed PLA provides comprehensive contractual coverage to assure the skilled labor necessary to implement the Project, and to establish the terms of the craft unions' working conditions, wages and dispute resolution mechanisms for the Project. The unions will provide skilled craft labor to perform all covered work, as defined in the PLA. The CMGC will include a copy of the executed PLA with all invitations to bid or solicitations for proposals from subcontractors for work on the Project. All bidders will be required to acknowledge that they are willing, ready and able to execute and comply with the terms of the PLA.

Prepared By:	Zhiming Fan	Director of Infrastructure	650-508-7771
	Shayna van Hoften	Legal Counsel	415-995-5880

Resolution No. 2025-

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

**Authorizing Execution of a Project Labor Agreement for Phase 1 of South Base Battery Electric
Bus Charging Infrastructure Project**

Whereas, the San Mateo County Transit District (District) is preparing to award a contract for construction of Phase 1 of the South Base Battery Electric Bus Charging Infrastructure Project (Project); and

Whereas, the District desires to enter into a Project Labor Agreement (PLA) with the San Mateo County Building and Construction Trades Council (Council) and relevant trade unions to govern the building and construction work to be performed for the Project, and to ensure that (1) there will be sufficient skilled labor to implement the Project under the construction contract, (2) there will be no work stoppages during Project construction, (3) there will be increased safety and quality of work, and (4) there will be labor peace, stability and a mechanism for resolving disputes between the contractor and the skilled crafts unions whose members will implement the Project; and

Whereas, the District successfully engaged in negotiations with the Council, relevant trade unions, and the Construction Manager General Contractor (CMGC) that is expected to implement the Project (assuming successful completion of contract negotiations and subsequent award of the CMGC contract), regarding the craft unions' working conditions, wages, and dispute resolution mechanisms for the Project; and

Whereas, the PLA provides that the relevant trade unions will provide skilled craft labor to perform all subject work, the CMGC will include a copy of the executed PLA with all invitations to bid or solicitations for proposals from subcontractors for work on the Project, and all bidders will be required to acknowledge that they are willing, ready and able to execute and comply with the terms of the PLA; and

Whereas, Legal Counsel and the General Manager/CEO recommend that the Board of Directors authorize the General Manager/CEO, or her designee, to execute the PLA, as described above.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District authorizes the General Manager/CEO, or her designee, to execute a Project Labor Agreement with the San Mateo County Building and Construction Trades Council and relevant trade unions to govern the building and construction work for Phase 1 of the South Base Battery Electric Bus Charging Infrastructure Project.

Regularly passed and adopted this 7th day of May, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, Board of Directors

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Receive Quarterly Financial Report Fiscal Year 2025 Quarter 3 Results and Annual Outlook**

Action

This is an informational item.

Significance

The Board will receive an update on the financial result for Fiscal Year 2025 (FY25) Quarter 3 (Q3) and a forecast for FY25 year-end.

Background

FY25 Third Quarter (FY25 Q3)

As of March 31, 2025, SamTrans reports a year-to-date deficit of \$15.6 million, \$2.2 million favorable to the budgeted deficit of \$17.7 million. This favorable position is driven by timing-related savings in expenses and strong investment returns.

Sources:

At the close of FY25 Q3, sources through Q3 were \$10.9 million (4.0 percent) unfavorable, driven by:

- Sales Tax: (\$5.3 million unfavorable) – District and Measure W receipts are trending below budget due to slower economic activity and revised outlooks.
- Operating Grants: (\$0.7 million unfavorable) – Timing delays in City/county Association of Government of San Mateo County (C/CAG) and other transit performance-related grants.
- Due to Peninsula Corridor Joint Powers Board (PCJPB), San Mateo County Transportation Authority (SMCTA), and San Mateo County Transit District (SAMTR) Capital Wages and Benefits (W&B) (\$15.1 million unfavorable) - Due to vacancy savings across agencies. This line is offset by the due from source above and has no net fiscal impact.

These were offset by:

- Investment Income: \$9.0 million favorable – Driven by higher-than-expected rates and longer durations.

- Other Income: \$1.4 million favorable – Includes CBRE referral fees and Dumbarton lease reserve contributions.

Uses:

At the close of FY25Q3, uses were \$13.0 million (4.5percent) below budget, primarily due to:

- Motor Bus (including Contracted Urban Bus (CUB)): \$5.7 million favorable due to:
 - Timing of \$2.1 million in professional services, \$1.5 million in technical services, and \$0.7 million in property maintenance expenses. These were partially offset by unfavorable results of \$0.5 million in Motor Bus Claims, Reserves, and Payments and \$2.2 million in Contracted Urban Bus insurance Claims, Reserves, and Payments.
- ADA Programs: \$1.4 million favorable – Lower service demand in Redi-Wheels and cost savings from newer fleet and reduced vendor support needs.
- Multi-Modal Programs: \$1.0 million favorable – Underspending in shuttle services due to missed service, lower incentive payouts, and reduced fuel surcharges.
- Due to PCJPB, SMCTA & SAMTR Capital W&B: \$15.1 million favorable - Due to vacancy savings across agencies. This line is offset by the due from source above and has no net fiscal impact.

The savings were partially offset by increased allocation to reserves:

- Reserves for Future Measure W Capital Allocation: Exceeded plan by \$9.5 million due to delays in Measure W operating project expenses, the favorable Measure W balance has been shifted to future Measure W Allocations to retain funds to apply toward future eligible Measure W expenses.

Fiscal Year 2025 Year End Outlook

Annual Forecast: The spring forecast projects SamTrans will end FY25 with a \$28.8 million deficit, \$14.1 million favorable compared to the budgeted deficit of \$42.9 million. The favorability is driven by a combination of one-time revenue gains, timing-related underspending, and operational cost controls, partially offset by pressures in insurance reserves and demand-driven programs. Despite a projected \$28.8 million deficit in FY25 balanced by prior years' surplus, the favorable \$14.1 million net position change significantly improves District's long-term fiscal sustainability and may slow the onset of the projected structural deficit discussed at the Board Workshop.

Forecasted Sources:

Sources are forecasted to be \$4.3 million (1.4 percent) unfavorable to budget, driven by:

- District Sales Tax and Measure W: (\$6.2 million) unfavorable – Revised sales tax revenue outlook reflects slower sales tax revenue growth than assumed in the budget, due to market uncertainty

- Transportation Development Act (TDA) / State Transit Assistance (STA) Funds: (\$3.6 million) unfavorable – TDA is a quarter cent county sales tax and STA comes from county sales tax on diesel fuel, both are allocated by Metropolitan Transportation Commission (MTC) to support public transportation. The unfavorable forecast for both TDA and STA is driven by lower consumer spending than the original estimate by county auditors and MTC, consistent with the slower sales tax revenue growth projection.

Unfavorable sources are partially offset by:

- Investment Income: \$5.6 million favorable due to interest rates and principal, including a Governmental Accounting Standards Board (GASB) 87 adjustment.
- Other Revenues (Interest, Rents, and Other): \$0.4 million favorable due to Caltrain first floor lease and headquarters (HQ) broker refunds.

Forecasted Uses:

Uses are forecasted to be \$4.9 million (2.0 percent) favorable to budget due to:

- Wages and Benefits: \$2.0 million favorable due to salary savings resulting from vacant positions
- Motor Bus (including Contracted Bus Services): \$1.6 million (1.6 percent) favorable – Includes \$2.0 million CUB service savings due to lower incentive payouts; \$3.6 million savings in services including technical services, professional services, and contracted vehicle maintenance; \$0.8 million saving in promotional advertising and training and business travel. These were partially offset by \$4.7 million in claims and workers' compensation expense, with increasing expected losses to ongoing claims, increasing cost of Workers' Compensation expenses, and potential settlements with MV for ongoing cases in litigation.
- ADA Programs: \$0.1 million (0.5 percent) unfavorable – reflects increase in demand for Elderly and Disabled / Redi-Wheels; mostly offset by savings in Coastside ADA due to less service than anticipated and savings in ADA related support due to lower than expected number of paratransit applicants and new fleets driving less maintenance and better fuel efficiencies.
- Multi-Modal Programs: \$1.4 million (16.7 percent) favorable – savings driven by lower than anticipated incentive expenses and fuel surcharge relief.

Other Use of Funds:

- Capital Allocation Adjustments: \$10.7 million (29.3 percent) lower than plan – a portion of District Sales Tax funding was replaced with Future Capital Allocation reserves from the prior years to fund the HQ capital project.
- Reserves for Future Measure W Allocation: \$4.7 million lower than plan – additional Measure W eligible expenses identified for FY25 compared to the budget assumptions.

- Debt Service: \$1.5 million unfavorable – related to interest on new FY25 bond issuance not included in budget.
- Reserves & Stabilization Funds: \$0.5 million less than plan - Adjusted in alignment with updated projected OPEX and policy compliance.

Forecasted Net Result:

\$14.1 million better-than-budget net position (\$28.8 million deficit) projected in FY25, mainly driven by above budget interest income, labor vacancy savings, below budget CUB incentives, shuttle service, capital allocations and reserve contributions; partially offset by below budget sales tax revenue, TDA/STA, above budget claims/workers' comp. The \$14.1 million favorable net position variance is largely driven by one-time or volatile favorable sources/ uses. As discussed in the Board workshop, sources are not keeping up with uses and the District is expected to enter a structural deficit in FY27.

Budget Impact

This is an informational item. There is no budget impact.

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



Quarterly Financial Report

Fiscal Year 2025 Quarter 3 Results & Year-end Forecast

Item #8.b.6.
5/7/2025



Board of Directors – May 7, 2025

Agenda

- 1. FY25 Quarter 3 Year to Date Performance**
- 2. FY25 Forecast**
- 3. Next Steps**

FY25 Quarter 3 YTD Performance

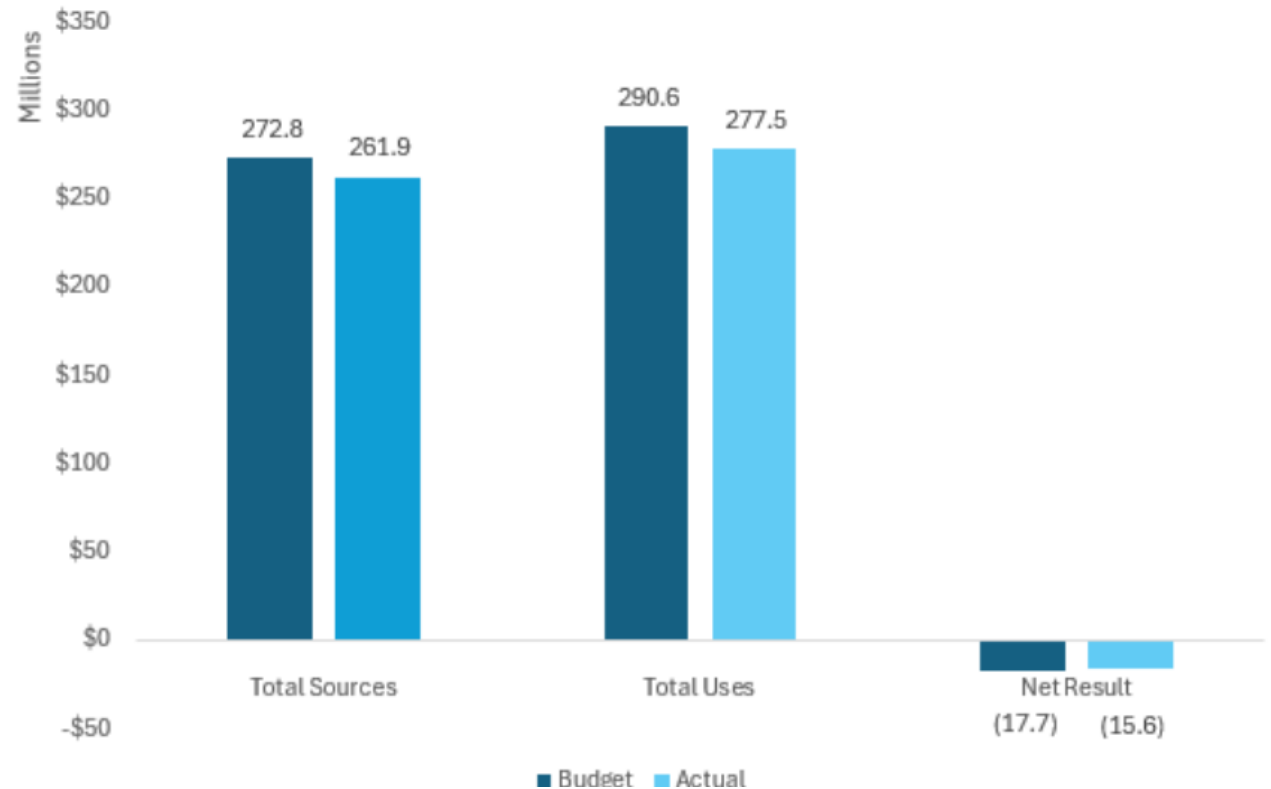
YTD Deficit: \$15.6M deficit, \$2.2 million (M) (12.2%) favorable to budget

Sources: \$261.9M sources, unfavorable \$10.9M (4.0%)

Uses: \$277.5M uses, favorable \$13.0M (4.5%)

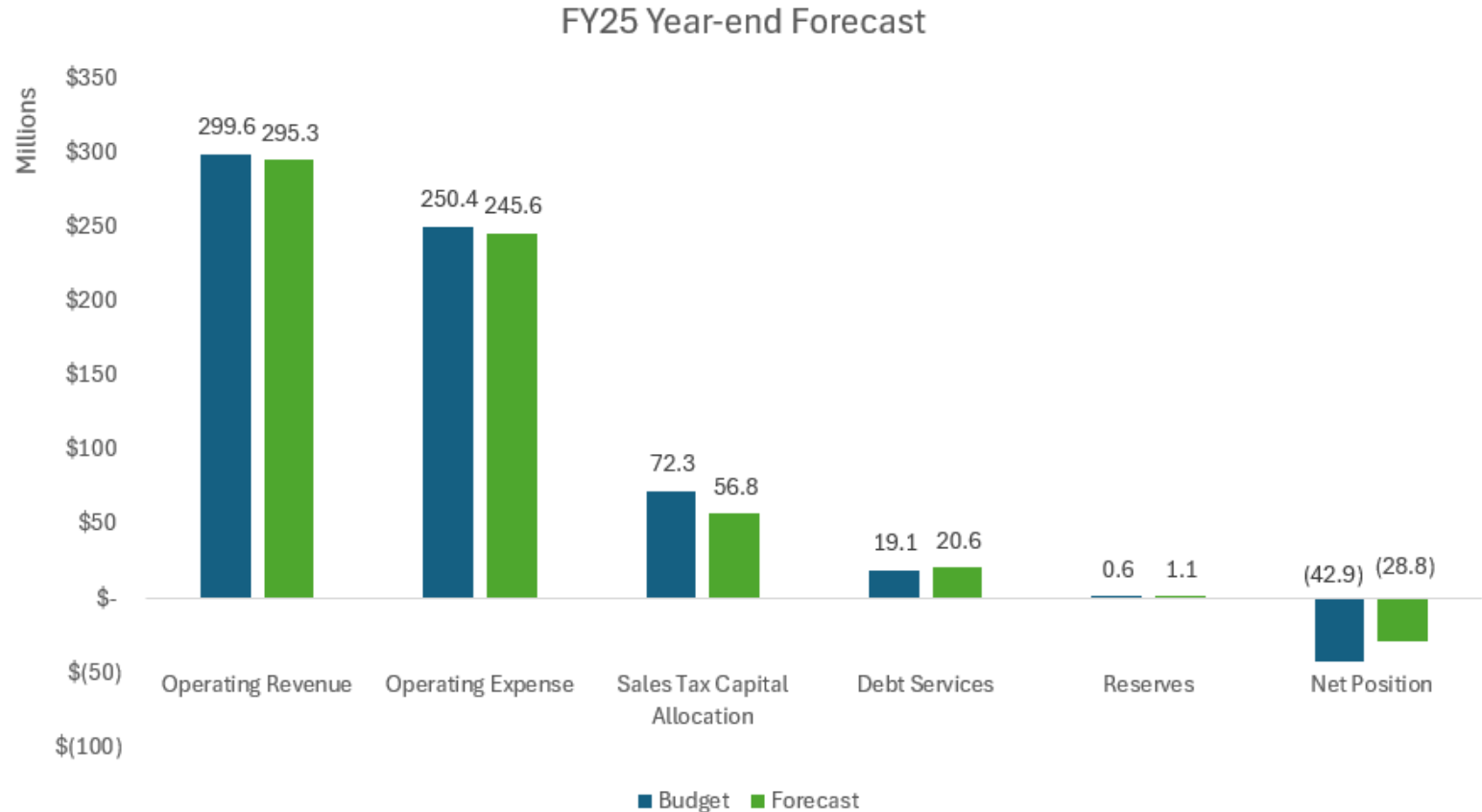
Risks: Sales tax and economic policy uncertainty combined with external price pressures increase fiscal risk heading into FY25Q4, FY26, and out years

FY25 Q3 YTD - Budget vs. Actuals



FY25 Year End Forecast

- **Net Position:** FY25 deficit now projected at \$28.8M, a \$14.1M (32.8%) improvement over budget, although still in deficit
- **Sources:** Revenue softness in Sales Tax and TDA/STA funds offset by strong investment income
- **Uses:** Operating expenses tracking \$4.9M under budget, driven by labor and services savings
 - **Operating Expenses** are projected to end the year 2% favorable to budget
- One-time factors contributed to forecast improvement



Key Takeaways

- Short-term financial outlook has improved, but this is driven by one-time savings and timing, not structural changes.
- Sales tax volatility and declining / uncertain state & federal funds highlight the need for fiscal discipline in future budgets.
- Cost containment remains a priority, especially with increasing pressure from insurance, fuel, and labor.
 - Sustained focus on operational efficiencies will be essential heading into FY26.
- We will explore new and sustainable revenue opportunities, including fare policy adjustments, advertising expansion, and service partnerships.



**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Receive Preliminary Fiscal Year 2026 and Fiscal Year 2027 Operating and Capital Budgets**

Action

This report is for informational purposes only. Staff will present a final Fiscal Year 2026 (FY26) and Fiscal Year 2027 (FY27) budget proposal for review and adoption at the June 4, 2025, San Mateo County Transit District (District) Board of Directors (Board) meeting.

In this report, staff will present the preliminary budgets listed below:

- Attachment A: Preliminary FY26 and FY27 Operating Budget
- Attachment B: Preliminary FY26 and FY27 Capital Budget
- Appendix: Operating Budget Line-Item and Capital Project Descriptions

Significance

During the Board Workshop on April 9, 2025, staff presented the District 10-Year Operating Financial Outlook along with the Capital Improvement Plan (CIP) for 2026-2035. The workshop served as an opportunity to provide the Board with an overview of the District's long-range financial planning challenges, capital investment priorities, and potential tradeoffs.

Staff discussed several key topics with the Board:

- Operating financial outlook and long-term budget pressures
- Operating and Capital funding sources at risk, including potential impacts from external and federal funding challenges and economic conditions
 - Sales tax revenue scenarios
 - At-Risk grant funding

In addition, staff reviewed potential budget balancing solutions for the upcoming fiscal years. Board members provided preliminary feedback on these strategies, which will help shape the development of the FY26 and FY27 Operating Budgets and future financial planning efforts.

FY26/FY27 Key Points:

1. Sales tax revenue (Proposition A and Measure W)
 - Sales tax is softening. Assume modest year over year growth, driven by economic recovery, easing inflation, and improving consumer sentiment
2. Federal Funding
 - Budget includes receipt of federal funds supporting Redi-Wheels operations and various planning initiatives.
3. Labor Agreements:

Budget incorporates newly negotiated collective bargaining agreements (CBAs):

 - Teamsters Local 856 (IBT) ratified October 2024; expires September 2027
 - Amalgamated Transit Union (ATU) Local 1574 ratified in November 2024; expires June 2028
 - Both agreements with IBT and ATU include equity adjustments for select classifications and annual across-the-board wage increases of 4 percent in the first year, 3.5 percent in the second and third years, for both unions, and another 4 percent in the fourth year for ATU.
4. New Gateway Headquarters
 - Includes rent and debt service related to the Gateway Millbrae headquarters
 - Facilities maintenance, safety and security, utilities and insurance costs are included
 - Newly added Capital Maintenance Reserve of \$1 million in FY27
5. New Financial Statement Format – effective FY26 (July 1, 2025)
 - Staff recommends modernizing the budget statement sharing financial information more accessibility and with more transparency

FY26/FY27 Risk Areas:

1. Financial sustainability:
 - Slower sales tax revenue growth amid economic uncertainties surrounding tariffs, inflations, changes in policies.
 - Uncertain outlook for federal grants due to political shifts impacting grant availability and priorities, potentially delaying projects and straining budgets.
 - Expenditure growth outpaces revenue growth and the need to strategically align revenue with operating cost, such as exploring revenue opportunities such as fare adjustments and other grant pursuits, as well as changes in operations/services by labor and non-labor to achieve cost efficiencies.

2. Rising energy costs for Zero Emission Buses (ZEBs):
 - Strategically plan energy procurement for electricity and hydrogen.
 - Exploring long-term contracts, leveraging off-peak charging, and potentially investing in on-site renewable energy generation and storage.
 - Collaborating with utilities and other agencies for favorable rates and exploring innovative procurement models.
 - Recognizing volatility of potential private green technology investments, such as hydrogen production and hubs, may increase hydrogen costs, adding further uncertainty.
3. Significant capital needs include the following projects. However, the current budgets do not yet include these until staff presents the final draft CIP to the Board in June:
 - Maintaining State of Good Repair (SOGR)
 - ZEB vehicles and infrastructures
 - North Base building 200 replacement and sea-level rise mitigation
 - Information and Technology (IT) infrastructure modernization and cybersecurity
4. Transition to ZEB:
 - The state mandates to transition to a 100% zero-emission bus fleet by 2040 presents operational and financial risks including infrastructure development, fleet management, workforce training, and grant funding.
5. Climate change impacts:
 - Sea level rise and flooding may impact infrastructure, bases, and routes.
 - Increasing average temperatures and the number of high heat days can impact passengers and operations, and may require additional capital investments for customer amenities
 - Increased risk of wildfires and poor air quality can impact the health of passengers and employees.

Due to economic uncertainty and potential impacts from federal funding and policy changes, revenue projections for FY26 and FY27 were developed conservatively. Like our peer agencies, including other transit agencies, operating expenses continue to outpace operating sources. Staff have initiated cost control measures for FY26, including:

- No new full-time equivalent (FTE) positions
- Reduce certain discretionary expenses
- Conduct fare analysis

- Assess a variety of revenue generation options
- Assess how to best operate existing service more cost effectively and efficiently (this will be done as part of *Reimagine SamTrans* first-year evaluation)

The FY27 Preliminary Operating Budget projects a deficit as operating expenses continue to outpace projected sources and prior years' surpluses are exhausted. Staff will continue evaluating and planning cost-saving strategies, including:

- Evaluate staff levels to determine potential labor efficiencies
- Non-labor cost reductions
- Implement fare adjustments options based on the FY26 fare analysis
- Consider service refinements, including purchased transportation, based on the *Reimagine SamTrans* evaluation conducted in FY26
- Staff may return with a budget amendment in FY27, depending on the outcomes of the various analysis.

FY26 and FY27 Preliminary Operating Budget

Total sources for the FY26 Preliminary Budget are \$330.6 million (M), and total uses are \$330.1M, resulting in a nominal surplus of \$0.5M.

Total sources for the FY27 Preliminary Budget are \$334.6M, and total uses are \$344.0M, resulting in a deficit of \$9.4M. Staff proposes to draw from prior years' Measure W allocation and surpluses to balance the FY27 Preliminary Budget.

	FY26 Preliminary Budget	FY27 Preliminary Budget
Total Sources	\$330.6	\$334.6
Total Uses	330.1	344.0
Projected Surplus / (Deficit)	0.5	(9.4)
Draw from Prior Years' Measure W	-	2.0
Draw from Prior Years' Surpluses	-	7.4
Adjusted Surplus / (Deficit)	\$0.5	\$0.0

Following the proposed draw noted above, Prior Years' Surpluses account will be \$2.9M in FY27.

Detailed descriptions of the operating line items are available for reference in the Appendix.

FY26 and FY27 Capital Preliminary Budget

The Preliminary Budget for Capital Projects is \$4.7M in FY26 and \$5.7M in FY27, developed from the prioritized list of projects identified in the draft CIP.

The two-year capital budget is structured in two phases. Phase 1 represents a conservative baseline focused on core District needs in state of good repair, safety and security, and critical facility improvements. Phase 2, which will be introduced through a budget amendment following the anticipated CIP adoption in the summer, will incorporate additional projects aligned with the District's long-term strategic goals. These include continued investment in zero emission transition, climate resilience projects such as sea level rise and shoreline erosion mitigation, and other major capital needs such as replacement of Building 200, modernization of IT infrastructure and cybersecurity, and improvements to bus stop and operator restrooms.

Capital Categories	FY26 Preliminary Budget	FY27 Preliminary Budget
Revenue Vehicle Support	\$0.6	\$0.9
Non-Revenue Vehicle Support	1.2	0.7
Facilities / Construction	1.5	3.3
Safety and Security	0.6	-
Planning / Development	0.8	0.8
Total	\$4.7	\$5.7

Notably, FY26 and FY27 represent the first years in which the capital budgets do not include any allocation from FY26 or FY27 operating funds. Instead, capital investments will rely solely on external funding sources and the use of existing unallocated and prior surplus fund balances. However, certain key external sources are at risk. Federal grants may be impacted by potential changes in federal policy, while state and regional funding sources remain vulnerable to broader economic uncertainty. These factors may affect both the availability and timing of future capital funding.

Capital Sources of Funds	FY26 Preliminary Budget	FY27 Preliminary Budget
STA – State of Good Repair	\$1.5	\$1.1
District Sales Tax (Prior Years' Surpluses)	1.3	1.6
Measure W Sales Tax (Prior Years' Unallocated)	1.5	0.6
Other State / Regional	0.4	2.4
Total	\$4.7	\$5.7

Detailed descriptions of the capital projects are available for reference in Attachment B and Appendix.

Prepared By:	Cleo Liao	Manager, Budgets	650-508-7756
	Emily Wei	Budget Analyst III	650-508-6230
	Melanie Hartanto	Budget Analyst III	650-508-6478

Appendix

The following section provides detailed descriptions of Sources of Funds broken down by line items as referenced in Attachment A.

Operating Revenue

Passenger Fares (line 2)

Passenger Fares include farebox receipts for both Motor Bus fixed route and Paratransit programs (also referred to as "Americans with Disabilities Act (ADA) Programs"). The preliminary budgets for FY26 and FY 27 do not include any fare changes, as a fare analysis is scheduled for FY27. While recent years have shown higher percentage increases in fare revenue, this growth has largely been driven by ridership recovery following the COVID-19 pandemic and the implementation of Reimagine SamTrans. As the ridership approaches pre-pandemic levels, future growth is expected to normalize. The FY26 Preliminary Budget assumed a 2% increase from the FY25 Forecast, and the same 2% growth projected for FY27. Passenger Fares for the FY26 Preliminary Budget are estimated at \$13.3 million (M) and the FY27 Preliminary Budget is \$13.6M.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
2 Passenger Fares	\$ 12.7	\$ 13.0	\$ 13.3	\$ 0.3	2.0%	\$ 13.6	\$ 0.3	2.0%

Rental Income (line 3)

The District owns its headquarters building (also known as "Central") and parcels on the El Camino Real Corridor. Rental income reflects rents from tenants using available property space. The FY26 projection assumes a 3% Consumer Price Index (CPI) increase on existing contracts and 11 months of rent from Peninsula Corridor Joint Powers Board (JPB or Caltrain) for its use of space at Central. For FY27, rental income includes nine months of rent from Caltrain, following the District's planned relocation to the new headquarters at Millbrae Gateway by the end of FY26. A formal lease agreement with Caltrain is expected to begin generating revenue in FY27. The FY26 Preliminary Budget is \$2.3M, an increase of \$0.6M or 33.8% compared to the FY25 Forecast. The FY27 Preliminary Budget is \$3.0M, which is higher by \$0.7M or 27.7% than FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
3 Rental Income	\$ 2.5	\$ 1.8	\$ 2.3	\$ 0.6	33.8%	\$ 3.0	\$ 0.7	27.7%

Appendix

Dumbarton Rental Income (line 4)

This revenue reflects the rental income from retailers and office tenants located along the Dumbarton Right-of-Way, which is owned by the District. The FY26 Preliminary Budget is \$1.0M, which is not significantly different than the FY25 Forecast. The FY27 Preliminary Budget is \$1.1M, an increase of \$31,000 or 3.0% compared to the FY26 Preliminary Budget, reflecting stable lease activity and modest growth assumptions.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
4 Dumbarton Rental Income	\$ 1.0	\$ 1.0	\$ 1.0	\$ 0.0	2.8%	\$ 1.1	\$ 0.0	3.0%

Investment Interest Income (line 5)

The District's investable funds are managed per its approved government investment policy, under the Chief Financial Officer's oversight. Investment interest income for the FY26 Preliminary Budget is \$18.0M, which is projected at \$2.0M or 10.1% lower than the FY25 Forecast. The FY27 Preliminary Budget is \$17.2M, which is \$0.7M or 4.2% lower than FY26. These reductions reflect a conservative outlook on interest rates as well as an anticipated decline in available fund balances, as the District draws down reserves to support key capital project delivery in the coming years.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
5 Investment Interest Income	\$ 20.4	\$ 20.0	\$ 18.0	\$ (2.0)	-10.1%	\$ 17.2	\$ (0.7)	-4.2%

Advertising Income (line 6)

Advertising income is derived from advertisements placed on bus exteriors. The current advertising contract is set to expire in December 2026. The FY26 Preliminary Budget is \$0.8M with assumptions based on the terms of the existing agreement. The FY27 Preliminary Budget is \$0.7M, reflecting a conservative estimate under the assumptions on a new contract with potential different terms and market conditions.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
6 Advertising Income	\$ 1.0	\$ 0.8	\$ 0.8	\$ 0.0	0.7%	\$ 0.7	\$ (0.1)	-11.0%

Other Income (line 7)

Other Income includes a variety of revenue sources that support District operations that consists of the following:

1. Financial support from the San Francisco Airport for Owl late-night airport bus service;
2. Reimbursement from MV Transportation for the use of the Brewster Building located in Redwood City;
3. Parking Revenues – Bay Area Rapid Transit (BART) Stations;
4. Proceeds from the sale of District assets such as revenue vehicles, non-revenue vehicles, and paratransit vans;

Appendix

5. Online store; and
6. Amalgamated Transit Union (ATU) reimbursement for the mentorship program

Other Income for the FY26 and FY27 Preliminary Budgets is projected at \$0.4M which is \$0.4M or 49.8% lower than the FY25 Forecast. The FY25 Forecast includes a one-time refund from broker service related to the Millbrae Gateway headquarters. The FY24 Actual included a one-time \$22.4M Caltrain Right-of-Way repayment from City and County of San Francisco (CCSF), Santa Clara Valley Transportation Authority (VTA), and Metropolitan Transportation Commission (MTC), pursuant to the 2008 Real Property Ownership Agreement (RPOA) and a Memorandum of Understanding (MOU) assigning certain rights from the District, as managing agency, to Caltrain.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
7 Other Income	\$ 23.8	\$ 0.9	\$ 0.4	\$ (0.4)	-49.8%	\$ 0.4	\$ -	0.0%

Agency Indirect Administration Recovery (line 8)

Agency Indirect Administration (AIA) recovery for shared services provided by the District. In addition to providing policy direction and administration of SamTrans, the District is also the managing agency for Caltrain, San Mateo County Transportation Authority (TA), and San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA or JPA).

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
8 Agency Indirect Administration Recovery	\$ 39.7	\$ 38.7	\$ 39.0	\$ 0.3	0.9%	\$ 39.0	\$ -	0.0%

Operating Assistance

Proposition A Sales Tax (line 11)

The District's original ½ cent sales tax was authorized by San Mateo County voters at the November 1974 election when the Measure to form the San Mateo County Transit District was approved. Pursuant to this authority, the District's Board of Directors acted to impose the sales tax in 1981. These funds have been collected since July 1, 1982, and provide operating revenues to cover the annual shortfall in operating revenues, local match for federal operating grants, capital programs and debt service.

The FY26 Preliminary Budget is \$114.9M, an increase of \$1.2M or 1% over the FY25 Forecast. This reflects a slower economic environment with lower inflation expectations and improving consumer confidence. The FY27 Preliminary Budget is \$118.9M, an increase of \$4.0M or 3.5% compared to FY26, anticipating continued recovery and moderate growth. Projections are developed conservatively in light of ongoing economic uncertainty.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
11 Prop A Sales Tax	\$ 115.6	\$ 113.7	\$ 114.9	\$ 1.2	1.0%	\$ 118.9	\$ 4.0	3.5%

Appendix

Measure W Sales Tax (line 12)

The District's Measure W, approved by county voters in November 2018, authorized a ½ cent sales tax for a 30-year term, to be collected starting July 1, 2019 through June 30, 2049. Though the District Proposition A and Measure W each are ½-cent sales taxes, one-half of the Measure W revenues flow directly to the TA for administration in accordance with the Measure W Congestion Relief Plan, without appearing in District revenues or expenses. The District's share of Measure W funding is designated for eligible operating expenses in accordance with the Measure W Congestion Relief Plan. These include school-related services, Reimagine SamTrans initiatives, paratransit services, and other eligible operating projects that support mobility, equity and service enhancement across the county.

The FY26 Preliminary Budget is \$57.4M, an increase of \$0.6M or 1% over the FY25 Forecast. The FY27 Preliminary Budget is \$59.4M, an increase of \$2.0M or 3.5% compared to FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
12 Measure W Sales Tax	\$ 57.7	\$ 56.8	\$ 57.4	\$ 0.6	1.0%	\$ 59.4	\$ 2.0	3.5%

Transportation Development Act (TDA) (line 13)

Transportation Development Act (TDA) funds are derived from a ¼ cent general sales tax collected statewide for the improvement of public transportation services. Allocations are made by the Metropolitan Transportation Commission (MTC) based on a population-based formula.

The FY26 and FY27 Preliminary Budgets are based on MTC's February 2025 estimates. The FY26 Preliminary Budget is \$51.8M, a decrease of \$4M or 7.2% from the FY25 Forecast, reflecting a 5% reduction in MTC's estimated allocation relative to FY25 levels and exclusion of the one-time prior year carryforward included in the FY25 Forecast. The FY27 Preliminary Budget remains flat at the FY26 level. Any material changes will be incorporated into the budget amendment dependent on further MTC estimates.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
13 Transportation Development Act (TDA) Transit Fund	\$ 53.6	\$ 55.8	\$ 51.8	\$ (4.0)	-7.2%	\$ 51.8	\$ -	0.0%

State Transit Assistance (STA) (line 14)

State Transit Assistance (STA) funds are derived from a tax on diesel fuel and are allocated based on the availability of funds for eligible transit operators. The MTC apportions these funds based on two formulas: a Revenue Based Formula and a Population Based Formula.

The FY26 and FY27 Preliminary Budgets are based on MTC's February 2025 estimates. The FY26 Preliminary Budget is \$9.3M, a decrease of \$3.4M or 26.8% from the FY25 Forecast, reflecting a 13% reduction in MTC's estimated allocation relative to FY25 levels and exclusion of the one-

Appendix

time prior year carryforward included in the FY25 Forecast. The FY27 Preliminary Budget remains flat at the FY26 level. Any material changes will be incorporated into the budget amendment dependent on further MTC estimates.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
14 State Transit Assistance (STA)	\$ 11.4	\$ 12.7	\$ 9.3	\$ (3.4)	-26.8%	\$ 9.3	\$ -	0.0%

Operating Grants (line 15)

Operating grants include federal, state and regional/local funding sources that support the District's operating activities. These revenues vary from year-to-year based on funding availability, project eligibility and policy priorities. Typical sources include Regional Measure 2 bridge toll revenue, STA lifeline funds and other discretionary grants. The FY26 Preliminary Budget includes Federal Transit Administration (FTA) funding for two key planning initiatives: the Grand Boulevard Initiative Action Plan and the El Camino Real Mid-County Transit and Multimodal Plan. It is important to note that certain federal funding sources may be at risk due to potential changes in federal policies and appropriations.

The FY26 Preliminary Budget is \$3.0M, an increase of \$1.9M or 182.1% from the FY25 Forecast. The FY27 Preliminary Budget is \$2.0M, a decrease of \$1.0M or 33.9% compared to FY26.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
15 Operating Grants	\$ 0.8	\$ 1.1	\$ 3.0	\$ 1.9	182.1%	\$ 2.0	\$ (1.0)	-33.9%

American Disabilities Act Operating Assistance

Transportation Development Act (TDA) 4.5 Redi-Wheels (line 18)

TDA revenues have traditionally funded a substantial portion of the motor bus operations, and a portion is allocated to community and paratransit agencies.

The FY26 and FY27 Preliminary Budgets are based on MTC's February 2025 estimates. The FY26 Preliminary Budget is \$2.7M, a decrease of \$0.2M or 8% from the FY25 Forecast, reflecting a 5% reduction in MTC's estimated allocation relative to FY25 levels and exclusion of the one-time prior year carryforward included in the FY25 Forecast. The FY27 Preliminary Budget remains flat at the FY26 level. Any material changes will be incorporated into the budget amendment dependent on further MTC estimates.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
18 Transportation Development Act (TDA) 4.5 Redi-Wheels	\$ 2.8	\$ 3.0	\$ 2.7	\$ (0.2)	-8.0%	\$ 2.7	\$ -	0.0%

Appendix

STA - Paratransit (line 19)

The FY26 and FY27 Preliminary Budgets are based on MTC's February 2025 estimates. The FY26 Preliminary Budget is \$1.0M, a decrease of \$0.2M or 13.7% from the FY25 Forecast, reflecting a 13% reduction in MTC's estimated allocation relative to FY25 levels and exclusion of the one-time prior year carryforward included in the FY25 Forecast. The FY27 Preliminary Budget remains flat at the FY26 level. Any material changes will be incorporated into the budget amendment dependent on further MTC estimates.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
19 State Transit Assistance (STA) - Paratransit	\$ 1.1	\$ 1.2	\$ 1.0	\$ (0.2)	-13.7%	\$ 1.0	\$ -	0.0%

SMCTA Measure A – Redi-Wheels (line 20)

The voters of San Mateo County approved a ballot measure known as Measure A and approved a ½ cent sales tax to fund local transportation projects. In accordance with the voters approved Measure A Transportation Expenditure Plan, the TA contributes 4% of its Measure A sales tax revenues to projects assisting people with special mobility needs. The FY26 Preliminary Budget is \$4.6M and the FY27 Preliminary Budget is \$4.8M.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
20 SMCTA Measure A Redi-Wheels	\$ 4.7	\$ 4.5	\$ 4.6	\$ 0.0	1.0%	\$ 4.8	\$ 0.2	3.5%

Measure M-Paratransit (line 21)

Measure M funding is from a San Mateo County \$10 motor vehicle registration fee for congestion and pollution mitigation. These funds are used for expenditures relating to paratransit operations, services for seniors and veteran mobility programs. The District is expected to receive an annual amount of \$1.2M in FY26, consistent with the current five-year agreement with the City/County Association of Governments of San Mateo County (C/CAG). The FY27 Preliminary Budget assumes continued funding at the same level, pending a new five-year agreement with C/CAG.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
21 Measure M Paratransit	\$ 1.2	\$ 1.2	\$ 1.2	\$ -	0.0%	\$ 1.2	\$ -	0.0%

Appendix

Operating Grants – American Disabilities Act (line 22)

This line includes the operating grant for the FTA ADA Operating Subsidy, which supports the Redi-Wheels services. The subsidy is requested annually through the MTC Transit Capital Priorities (TCP) process. However, funding may be at risk due to current federal administration priorities. The FY26 Preliminary Budget projected to be \$3.8M and the FY27 Preliminary Budget is \$3.9M.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
22 Operating Grants - American Disabilities Act	\$ 2.7	\$ 3.7	\$ 3.8	\$ 0.1	2.0%	\$ 3.9	\$ 0.1	2.5%

Multi-Modal Transit Program Operating Assistance

Employer SamTrans Shuttle Funds (line 25)

The shuttle program provides free commute-hour rides to employees traveling from BART and Caltrain stations to local employer facilities. Employers share the cost of operating these shuttles. For both FY26 and FY27, employer contributions are projected at \$4.6M, consistent with the FY25 Forecast. These projections assume a continuation of the current service level and cost-sharing arrangements, pending contract extension.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
25 Employer SamTrans Shuttle Funds	\$ 4.5	\$ 4.6	\$ 4.6	\$ 0.0	0.3%	\$ 4.6	\$ -	0.0%

Pass-Through to Other Agencies (line 28)

Pass-Through funding reflects funding for local jurisdictions in support of city-operated shuttle and transportation programs. The FY25 Forecast represents the first year of a two-year agreement under Lifeline Transportation Programs Cycle 7, administered in partnership with C/CAG. Funded projects include:

- City of Daly City's Bayshore Shuttle
- City of East Palo Alto's East Bayshore Pedestrian and Cyclist Improvements
- City of Menlo Park's Crosstown Shuttle
- City of Menlo Park's Shopper Shuttle
- City of San Mateo's Get Around Senior Program
- City of South San Francisco's Free South San Francisco Outreach Enhancement Project
- County of San Mateo's North Fair Oaks Community Connections Projects

Appendix

The FY26 Preliminary Budget assumes \$1.4M Pass-Through funding, representing the second year of Cycle 7. The FY27 Preliminary Budget assumes no new funding, pending the announcement of Cycle 8 or subsequent funding rounds. There are corresponding expenses in Line 81.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
28 Pass-Through to Other Agencies	\$ -	\$ 1.4	\$ 1.4	\$ 0.0	0.0%	\$ -	\$ (1.4)	-100.0%

The following section provides detailed descriptions of Uses of Funds broken down line items as referenced in Attachment A.

Labor

Wages and Benefits (line 33)

Wages and benefits are calculated based on the approved Salary Ordinance positions, current salary levels and assumes a vacancy rate savings. The key assumptions for the FY26 and FY27 Preliminary Budgets are as follows:

- FY26 includes a 3.5% universal wage increase for non-represented employees and a 3.5% universal wage increase with equity adjustment for represented employees based on the District's current collective bargaining agreement which expires June 30, 2028.
- FY27 includes a 3.5% universal wage increase for all non-represented and represented employees.
- The FY2026 and FY2027 Preliminary Budgets include 322 Full-Time Equivalents (FTE) Bus Operators to deliver the Reimagine SamTrans service plan.
- Fringe benefit costs are projected to increase over the two years due to contractual increases.
- Fringe benefit costs are applied to actual staff wages as a rate.
- The District aggregates all estimated annual fringe benefit costs (payroll taxes; pension contributions; medical, dental and vision premiums; life insurance, long-term disability unemployment contributions and paid time off) and then divides that amount by the total projected wages for the upcoming year to arrive at a fringe benefit rate. These costs are then shared with Caltrain, TA and JPA.

Appendix

Below is a summary of Full-Time Equivalents (FTEs) for FY26 and FY27. There are no new positions assumed for FY26 and FY27.

	FY26 FTEs									FY27 FTEs								
	Bus	Comm	Exec	Finance	IT	PCG	Planning	Safety	Total	Bus	Comm	Exec	Finance	IT	PCG	Planning	Safety	Total
Represented																		
Bus Operators (Full & Part-time)	322.0								322.0	322.0								322.0
Bus Operator Mentor Coordinator	0.8								0.8	1.0								1.0
Mechanics	63.4								63.4	63.4								63.4
Storekeepers	7.0								7.0	7.0								7.0
Utility Workers	31.0								31.0	31.0								31.0
Customer Service Reps		6.7							6.7		6.7							6.7
Receptionist		0.6							0.6		0.6							0.6
Bus Transportation Supervisors	16.0								16.0	16.0								16.0
Dispatch	8.0								8.0	8.0								8.0
Radio Controller	3.0								3.0	3.0								3.0
Bus Contract Inspector	3.0								3.0	3.0								3.0
Transit Instructors	10.0								10.0	10.0								10.0
Maintenance Instructors	2.9								2.9	2.9								2.9
Maintenance Supervisors	6.8								6.8	6.8								6.8
Utility Maintenance Supervisors	2.0								2.0	2.0								2.0
Facilities Technician	6.0								6.0	6.0								6.0
Existing Represented Operating FTEs	481.8	7.3	-	-	-	-	-	-	489.0	482.0	7.3	-	-	-	-	-	-	489.3
Existing Non-Represented Operating FT	61.0	21.9	4.6	47.9	46.9	31.0	19.8	7.4	240.4	61.8	22.6	4.6	50.1	48.6	31.8	20.4	7.4	247.2
Total Operating FTEs	542.8	29.2	4.6	47.9	46.9	31.0	19.8	7.4	729.4	543.8	29.9	4.6	50.1	48.6	31.8	20.4	7.4	736.5
Existing Capital FTEs	11.6	0.9	-	8.4	-	0.8	1.8	-	23.5	12.3	1.0	-	8.8	-	0.8	1.8	-	24.5
Total Capital FTEs	11.6	0.9	-	8.4	-	0.8	1.8	-	23.5	12.3	1.0	-	8.8	-	0.8	1.8	-	24.5
Total FTEs	554.4	30.2	4.6	56.3	46.9	31.8	21.6	7.4	752.9	556.0	30.8	4.6	58.9	48.6	32.5	22.2	7.4	761.0

The FY26 Preliminary Budget is \$131.1M, an increase of \$4.5M or 3.6% compared to the FY25 Forecast. The FY27 Preliminary Budget is \$137.4M, an increase of \$6.4M or 4.9% than FY26.

	FY24	FY25	FY26	FY26 vs FY25	FY26 vs FY25	FY27	FY27 vs FY26	FY27 vs FY26
\$ In Millions	ACTUAL	FORECAST	PRELIM BUDGET	\$ CHANGE	% CHANGE	PRELIM BUDGET	\$ CHANGE	% CHANGE
33 Wages & Benefits	\$ 111.0	\$ 126.6	\$ 131.1	\$ 4.5	3.6%	\$ 137.4	\$ 6.4	4.9%

Board of Directors (line 34)

The FY26 and FY27 Preliminary Budgets include \$0.3M annually for Board of Directors expenses, which covers Board member compensation and benefits, travel, and related expenses. This represents an increase of \$0.2M or 186.4% compared to the FY25 Forecast. The increase is primarily due to the new District policy allocating \$10,000 per Board member for conference, training and travel. Additionally, costs associated with the Hyland/OnBase board agenda platform and PenMedia's services have been transferred to the Board of Directors budget from Professional Services (Line 46).

	FY24	FY25	FY26	FY26 vs FY25	FY26 vs FY25	FY27	FY27 vs FY26	FY27 vs FY26
\$ In Millions	ACTUAL	FORECAST	PRELIM BUDGET	\$ CHANGE	% CHANGE	PRELIM BUDGET	\$ CHANGE	% CHANGE
34 Board of Directors	\$ 0.2	\$ 0.1	\$ 0.3	\$ 0.2	186.4%	\$ 0.3	\$ 0.0	0.4%

Indirect Admin and Overhead Costs - Labor (line 35)

The Indirect Administrative and Overhead Costs represent a pool of costs that cannot be directly attributed to a specific agency but are necessary to support shared services across all agencies managed or supported by the District. To ensure equitable distribution, the District

Appendix

engaged an external consulting firm with expertise in government cost allocation to develop the Indirect Cost Allocation Plan (ICAP) methodology.

The ICAP is prepared in accordance with the principles and guidelines set forth in the Office of Management and Budget (OMB) Circular A-87 "Cost Principles for State, Local and Indian Tribal Governments" and ASMB C-10 "Cost Principles and Procedures for Developing Cost Allocation Plans and Indirect Cost Rates for Agreements with the Federal Government." This consists of labor and non-labor support functions that benefit the District, Caltrain, TA and JPA.

Examples of AIA costs include shared administrative support, such as the time charged by the Payroll Department to process the biweekly payroll or the time charged by the Human Resource Department to post recruitments on industry websites. Based on specific statistics, these costs are distributed to each department. The District initially incurs all the AIA costs and then recovers appropriate portions from each supported agency (Line 8).

This line item represents the labor portion of the AIA costs allocated to the District with a placeholder of \$11.5M included in both the FY26 and FY27 Preliminary Budgets, pending finalization of the ICAP plan. A budget amendment may be brought forward once the FY27 ICAP has been completed estimated to be in spring of 2026.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
35 Indirect Admin and Overhead Costs - Labor	\$ 11.2	\$ 13.3	\$ 11.5	\$ (1.8)	-13.3%	\$ 11.5	\$ -	0.0%

Purchased Transportation

Contracted Urban Bus (CUB) (line 38)

This line covers costs associated with the CUB service, Microtransit on-demand service, Coastside services and SamCoast services. The FY26 Preliminary Budget is \$37.9M, an increase of \$1.8M or 5% compared to the FY25 Forecast. The FY27 Preliminary Budget is \$39.7M, an increase of \$1.8M or 4.7% than FY26. The overall increase is driven by contractual increases and modest ridership growth.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
Contracted Urban Bus Service	\$ 25.1	\$ 29.3	\$ 30.4	\$ 1.1	3.9%	\$ 31.8	\$ 1.4	4.7%
Coastside Services	\$ 2.0	\$ 2.8	\$ 3.3	\$ 0.5	17.9%	\$ 3.5	\$ 0.2	6.1%
Microtransit	\$ 3.1	\$ 3.2	\$ 3.3	\$ 0.1	4.2%	\$ 3.4	\$ 0.1	2.8%
SamCoast - Pescadero	\$ 0.6	\$ 0.8	\$ 0.8	\$ 0.0	5.9%	\$ 0.9	\$ 0.1	9.1%
La Honda - Pescadero	\$ 0.0	\$ 0.1	\$ 0.1	\$ (0.0)	-0.8%	\$ 0.1	\$ -	0.0%
38 Contracted Urban Bus Service	\$ 30.8	\$ 36.1	\$ 37.9	\$ 1.8	5.0%	\$ 39.7	\$ 1.8	4.7%

Appendix

Contracted American Disability Act Programs (line 39)

This line item covers cost associated with the Elderly and Disabled (Redi Wheels) service, ADA Sedan / Taxi Services and Coastside ADA service. The FY26 Preliminary Budget is \$19.7M, an increase of \$2.5M or 14.3% compared to the FY25 Forecast, primarily driven by 1) higher costs related to Redi-Wheels and ADA Sedan/Taxi services resulting from the recent contract extension and improved ridership recovery, and 2) lower than expected Coastside ADA services in the FY25 Forecast. The FY27 Preliminary Budget of \$20.6M, an increase of \$0.9M or 4.3% over FY26, attributed to 1) projected cost escalations associated with a new Redi-Wheels and ADA Sedan/Taxi contract, and 2) contractual increase for the Coastside ADA service.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
Elderly & Disabled/Redi-Wheels	\$ 8.8	\$ 11.8	\$ 11.7	\$ (0.1)	-0.4%	\$ 12.2	\$ 0.5	4.0%
ADA Sedan/Taxi Service	\$ 3.2	\$ 2.9	\$ 4.3	\$ 1.4	47.1%	\$ 4.5	\$ 0.2	4.0%
Coastside ADA	\$ 2.7	\$ 2.5	\$ 3.7	\$ 1.1	44.8%	\$ 3.9	\$ 0.2	5.5%
39 American Disability Act Program	\$ 14.7	\$ 17.2	\$ 19.7	\$ 2.5	14.3%	\$ 20.6	\$ 0.9	4.3%

Contracted Multi-Modal Transit Programs – Shuttles (line 40)

This line item reflects expenses related to directly-operated and employer-operated shuttle services. The FY26 and FY27 Preliminary Budget are \$7.5M each, an increase of \$1.5M or 24.5% compared to the FY25 Forecast. The FY25 Forecast reflects lower-than-expected service levels, while the FY26 and FY27 Preliminary Budgets serve as placeholders pending contract extension.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
40 Contracted Multi-Modal Transit Programs	\$ 4.5	\$ 6.0	\$ 7.5	\$ 1.5	24.5%	\$ 7.5	\$ -	0.0%

Contracted Services

Vehicle Maintenance (Contracted) (line 43)

This category includes contracted expenses for bus operations and vehicle maintenance, such as towing, welding, seat repairs, oil analysis, rolling stock repairs, mandated bus services, and other related services. The FY26 Preliminary Budget is \$1.9M, an increase of \$0.9M or 104.1% compared to the FY25 Forecast due to a one-time request for bus repainting and decommissioning. The FY27 Preliminary Budget is \$0.9M, a decrease of \$1.0M or 53.2% reflecting the removal of the FY26 one-time request.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
43 Vehicle Maintenance (Contracted)	\$ 0.8	\$ 0.9	\$ 1.9	\$ 0.9	104.1%	\$ 0.9	\$ (1.0)	-53.2%

Appendix

Dumbarton Maintenance of Way (line 44)

This line item reflects costs associated with maintaining the Dumbarton Right-of-Way, including landscaping, electrical maintenance and general upkeep. The FY26 and FY27 Preliminary Budgets are \$0.4M each, a decrease of \$0.2M or 33.1% compared to the FY25 Forecast. The higher FY25 forecast reflects increased cleanup for the unhoused and enhanced weed abatement.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
44 Dumbarton Maintenance of Way	\$ 0.1	\$ 0.5	\$ 0.4	\$ (0.2)	-33.1%	\$ 0.4	\$ -	0.0%

Property Maintenance (line 45)

This line item includes costs associated with maintaining North Base and South Base facilities, and Central. North and South Base maintenance expenses include repair of shop equipment, preventive maintenance, repairs to mobile wheel lifts and removal of hazardous materials (i.e., bus washer sludge, waste oil, steam cleaner sludge, used oil filters, etc.). The budget also includes pest control services and other general repairs for the three facilities.

The FY26 Preliminary Budget is \$4.3M, an increase of \$0.8M or 23.4% over the FY25 Forecast, reflecting anticipated maintenance needs and inflationary cost pressures. The FY27 Preliminary Budget is \$4.5M, an increase of \$0.2M or 4.5% than FY26, including ongoing maintenance at Central following the District's relocation to the Millbrae Gateway headquarters.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
45 Property Maintenance	\$ 3.0	\$ 3.5	\$ 4.3	\$ 0.8	23.4%	\$ 4.5	\$ 0.2	4.5%

Professional Services (line 46)

This line item includes a wide range of legal, consulting, and specialized professional services that support the District's operations, planning efforts, and compliance with regulatory requirements. Key components include:

- Executive Legal Services, including the contract with Hanson Bridgett
- Legislative Advocacy Services for Federal and State legislative efforts
- Planning initiatives such as Grand Boulevard Initiative Action Plan, El Camino Real Mid-County Transit and Multimodal Plan, Fare Study, On-Demand and Paratransit Integration Study, Sustainability Strategic Plan
- Financial Services, including the annual audit, require actuarial reporting for Other Post-Employment Benefits (OPEB), systems contract services and on-call support
- Administrative issues related to mandated grievance and arbitration hearings, substance abuse professionals and court reporter services
- Temporary Staffing to backfill vacant positions

Appendix

- Recruitment costs for open positions
- Safety Culture Study Implementation and Threat Vulnerability Assessment

The FY26 Preliminary Budget is \$11.6M, an increase of \$3.5M or 42.6% over the FY25 Forecast, primarily due to contractual cost escalations, new requests for the Grand Boulevard Initiative Action Plan, Safety Culture Study Implementation, Thread Vulnerability Assessment.

Additionally, the FY25 forecast reflects updated timing and refined spending plans for certain operating projects and professional services to FY26. The FY27 Preliminary Budget is \$10.6M, a decrease of \$1.1M or 9.3% compared to the FY26 Preliminary Budget, reflecting alignment with projected operating project schedules.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
46 Professional Services	\$ 8.4	\$ 8.2	\$ 11.6	\$ 3.5	42.6%	\$ 10.6	\$ (1.1)	-9.3%

Technical Services (line 47)

Technical Services include costs associated with the maintenance, support, and licensing of critical technology systems across the District. Key components include:

- Bus Operators' radio system maintenance and support
- Licensing and service agreements for District-wide software applications
- Office related equipment, such as desktop computers, printers, and associated repairs

The Preliminary FY26 Budget is \$8.0M, an increase of \$1.4M or 21.1% compared to the FY25 Forecast, primarily driven by cost escalations and new software requests. The FY25 Forecast was lower due to planned IT subscriptions that did not materialize. The FY27 Preliminary Budget of \$7.9M is not significantly different from FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
47 Technical Services	\$ 5.3	\$ 6.6	\$ 8.0	\$ 1.4	21.1%	\$ 7.9	\$ (0.0)	-0.5%

Security and Law Enforcement (line 48)

This line item includes costs associated with the District's security and law enforcement efforts, which are essential to maintaining safety across facilities and operations. Expenses include:

- Security Guard contract
- San Mateo County Sheriff Law Enforcement contract
- Closed Circuit Television (CCTV (mobile and stationary) maintenance
- Security access control and keys system maintenance

The Preliminary FY26 Budget is \$6.8M, an increase of \$1.6M or 31.7% compared to the FY25 Forecast. This increase reflects the extension of the current security contract through June 2026 to support expanded services at both Central and the new Millbrae Gateway headquarters. It also includes increased CCTV maintenance costs tied to the need for safeguarding and

Appendix

monitoring during major capital projects. The FY27 Preliminary Budget is \$8.0M, an increase of \$1.2M or 16.9% over FY26, reflecting an anticipated cost increase under a new security guard contract following the District's relocation to Millbrae Gateway headquarters.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
48 Security and Law Enforcement	\$ 4.1	\$ 5.2	\$ 6.8	\$ 1.6	31.7%	\$ 8.0	\$ 1.2	16.9%

Ticketing and Fare Collection (line 49)

This line item includes costs associated with the District's fare collection systems and transit-related materials. Expenses include:

- Clipper operator charges
- Cash collection services
- Printing tickets and passes
- Printing timetables, schedules and maps

The FY26 Preliminary Budget is \$1.3M, an increase of \$0.1M or 11.7% compared to the FY25 Forecast. The increase is primarily due to reduced Clipper operating and maintenance costs, as MTC used interest income to subsidize a portion of Clipper 1 operational costs in FY25. The FY27 Preliminary Budget is \$1.4M, an increase of \$0.1M or 4.9% over FY26.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
49 Ticketing and Fare Collection	\$ 1.2	\$ 1.2	\$ 1.3	\$ 0.1	11.7%	\$ 1.4	\$ 0.1	4.9%

Other Services (line 50)

This line item captures a variety of support services that contribute to the District's business operations, customer experience and community engagement that include:

- WIPRO hosting and support contract for PeopleSoft
- Sequoia Station maintenance
- Customer communication improvements
- Service alerts and customer communications
- Surveys on customer satisfaction and market studies
- On-call public relations and media monitoring services
- Interpretation and translation services to support language access

The FY26 Preliminary Budget is \$4.2M, an increase of \$0.4M or 10.2% compared to the FY25 Forecast, primarily driven by the new customer communication improvements and service alerts upgrades. The FY27 Preliminary Budget of \$4.1M is not significantly different from FY26.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
50 Other Services	\$ 4.3	\$ 3.8	\$ 4.2	\$ 0.4	10.2%	\$ 4.1	\$ (0.1)	-2.4%

Appendix

Materials And Supplies

Bus Fuel and Energy (line 53)

This line item covers expenses for diesel, hydrogen, and electricity used by District-owned and operated buses, as well as gasoline for non-revenue support vehicles such as shop trucks and relief cars for bus operators. Additionally, expenses for oil and lubricants are included, based on the estimated quantities required for the fiscal year.

	FY25 Forecast	FY26 Budget	FY27 Budget
Projected Miles	6,842,367	4,987,578	5,137,206
Price / Gallon	\$ 3.05	\$ 3.21	\$ 3.21
Projected Fuel Consumption - Total Gallons	1,531,480	1,268,996	1,307,066
Diesel Fuel Cost	\$4,671,916	\$4,073,477	\$4,195,681
Hedging	\$ 10,000	\$ 10,000	\$ 10,000
Total Diesel Cost	\$4,681,916	\$4,083,480	\$4,205,690
Projected Miles	92,640	1,602,640	1,602,640
Projected Miles/kg	8.80	8.80	8.80
Projected Price/kg	\$ 8.75	\$ 8.75	\$ 9.01
FCEB Fuel Loss	\$ 6,766	\$ 95,813	\$ 98,687
Total Hydrogen Cost	\$ 98,916	\$1,689,350	\$1,740,030
Projected Miles	364,654	1,116,100	1,116,100
Projected kWh/miles	2.10	2.10	2.10
Projected Price/kWh	\$ 0.30	\$ 0.35	\$ 0.36
Total Electricity Cost	\$ 229,750	\$ 820,810	\$ 845,430
Gasoline	\$1,512,132	\$1,435,250	\$1,602,200
Oil and Lubricants	\$ 385,014	\$ 293,402	\$ 298,537
Taxes	\$ 578,661	\$ 499,985	\$ 514,674
Total Fuel and Electricity Cost	\$7,486,389	\$8,822,277	\$9,206,561
Total Projected Miles	7,299,661	7,706,318	7,855,946

The FY26 Preliminary Budget is \$8.8M, an increase of \$1.3M or 17.8% compared to the FY25 Forecast. The increase is driven by 1) a projected increase in overall service mileage due to the implementation of Reimagine SamTrans, 2) a shift in mileage towards Fuel Cell Electric Buses (FCEBs) and Battery Electric Buses (BEBs) while still maintaining significant mileage on diesel-powered buses, and 3) anticipated higher costs for both diesel fuel and electricity. The FY27 Preliminary Budget is \$9.2M, an increase of \$0.4M or 4.4% over FY26, reflecting anticipated increases in hydrogen and electricity costs.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
53 Bus Fuel and Energy	\$ 7.3	\$ 7.5	\$ 8.8	\$ 1.3	17.8%	\$ 9.2	\$ 0.4	4.4%

Appendix

Bus Parts and Materials (line 54)

This expense line covers costs associated with bus repair and replacement parts, bus maintenance tires, disposition of obsolete/surplus inventory, service and repairs for non-revenue vehicles, extending fleet longevity, small tools, and freight. The FY26 Preliminary Budget is \$4.7M, an increase of \$0.1M or 3% over the FY25 Forecast. The FY27 Preliminary Budget of \$4.9M, which is not significantly different from FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
54 Bus Parts and Materials	\$ 4.0	\$ 4.6	\$ 4.7	\$ 0.1	3.0%	\$ 4.9	\$ 0.1	2.5%

Uniforms and Driver Expense (line 55)

This line item reflects the District's contractual obligation to provide uniforms and personal protective equipment to represented employees. This includes items such as boots or safety shoes, insulated coveralls, rain gear, and other necessary protective gear for bus operators, mechanics, storekeepers, utility workers and supervisory/management staff. The FY26 Preliminary Budget is \$0.7M, an increase of \$0.2M or 44.2% compared to the FY25 Forecast, primarily due to the lower utilization in FY25, driven by vacant positions. The FY27 Preliminary Budget is not significantly different than FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
55 Uniforms and Bus Operator Expense	\$ 0.5	\$ 0.5	\$ 0.7	\$ 0.2	44.2%	\$ 0.7	\$ 0.0	1.2%

Office Supplies / Printing (line 56)

This line item includes expenses for office furniture, computer equipment (such as laptops, monitors and tablets), and printing materials to support training programs. It also covers books and reference materials, paycheck stock and envelopes, and other office supplies such as paper, letterhead and business cards. The FY26 Preliminary Budget is \$0.9M, an increase of \$0.1M or 19.1% compared to the FY25 Forecast, mainly due to the increased demand for computer equipment. The FY27 Preliminary Budget is not significantly different than FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
56 Office Supplies / Printing	\$ 0.8	\$ 0.8	\$ 0.9	\$ 0.1	19.1%	\$ 0.9	\$ (0.0)	-1.7%

Appendix

Utilities

Telecommunications (line 59)

This expense covers cell phones, data circuits and telephone services. The FY26 and FY27 Preliminary Budgets are \$1.0M, reflecting an increase of \$0.1M or 11.1% over the FY25 Forecast. The increase is to align the costs for telephone and cellular services with historical trends.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
59 Telecommunication	\$ 0.9	\$ 0.9	\$ 1.0	\$ 0.1	11.1%	\$ 1.0	\$ -	0.0%

Other Utilities (line 60)

This line includes costs for gas and electricity, water and sewer, and trash/refuse services. The FY26 Preliminary Budget is \$2.1M, which is not significantly different from the FY25 Forecast. The FY27 Preliminary Budget is \$2.3M, an increase of \$0.1M or 6.0% compared to FY26, to maintain minimal operations at Central following the relocation to the Millbrae Gateway headquarters.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
60 Other Utilities	\$ 2.4	\$ 2.2	\$ 2.1	\$ (0.1)	-2.7%	\$ 2.3	\$ 0.1	6.0%

Other

Worker's Compensation (line 63)

The District is subject to a state-mandated insurance program that covers lost wages and medical treatment resulting from an employee's work-related injury. This includes insurance premiums, deductibles and legal fees. The FY26 and FY27 Preliminary Budgets are \$5.2M per year based on the current actuarial report, an increase of \$0.2M or 3.1% from the FY25 Forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
63 Workers Compensation	\$ 4.4	\$ 5.0	\$ 5.2	\$ 0.2	3.1%	\$ 5.2	\$ -	0.0%

Insurance (line 64)

This line covers general insurance costs, including premiums, deductibles, adjustor fees, broker fees and other insurance related costs. The FY26 Preliminary Budget is \$4.2M, an increase of \$0.2M or 5.9% compared to the FY25 Forecast. The FY27 Preliminary Budget is \$4.7M, an increase of \$0.5M or 11.2% compared to FY26. Both budgets assume potential increases in premiums and include coverage for property insurance for both headquarters.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
64 Insurance	\$ 3.4	\$ 4.0	\$ 4.2	\$ 0.2	5.9%	\$ 4.7	\$ 0.5	11.2%

Appendix

CUB Insurance (line 65)

Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs specific to the Contracted Urban Bus (CUB) services. The FY26 Preliminary Budget is \$2.0M, an increase of \$0.1M or 5.1% compared to the FY25 Forecast. The FY27 Preliminary Budget is \$2.1M, an increase of 0.1M or 6.3% from FY26. Both budgets assume potential increases in premiums.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
65 Contracted Urban Bus (CUB) Insurance	\$ 1.6	\$ 1.9	\$ 2.0	\$ 0.1	5.1%	\$ 2.1	\$ 0.1	6.3%

American Disabilities Act Insurance (line 66)

Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs specific to the ADA related services. The FY26 Preliminary Budget is \$1.7M, an increase of \$0.1M or 9.0% compared to the FY25 Forecast. The FY27 Preliminary Budget is \$1.9M, an increase of \$0.1M or 7.2% from FY26. Both budgets assume potential increases in premiums.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
66 American Disabilities Act Insurance	\$ 1.3	\$ 1.6	\$ 1.7	\$ 0.1	9.0%	\$ 1.9	\$ 0.1	7.2%

Claims Reserves and Payments (line 67)

This line includes claim reserves and associated legal fees. The FY26 and FY27 Preliminary Budgets are \$4.6M per year based on the actuarial report, which represents a decrease of \$1.4M or 23.6% compared to the FY25 Forecast. The decrease is primarily due to the one-time construction delay lawsuit for the San Carlos Transit-Oriented Development (TOD) that was included in the FY25 Forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
67 Claims Reserves and Payments	\$ 1.5	\$ 6.1	\$ 4.6	\$ (1.4)	-23.6%	\$ 4.6	\$ -	0.0%

CUB Claims Reserves and Payments (line 68)

This includes claim reserves and payments specific to CUB Services. The FY26 and FY27 Preliminary Budgets assume zero as the contractor carries the liability for the first \$5.0M. The FY25 Forecast included potential settlement for past cases.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
68 Contracted Urban Bus (CUB) Claims Reserves & Payments	\$ 5.1	\$ 1.0	\$ -	\$ (1.0)	-100.0%	\$ -	\$ -	0.0%

Appendix

American Disabilities Act Claims Reserves and Payments (line 69)

This includes claims reserves and payments specific to ADA related services. The FY26 and FY27 Preliminary Budgets assume zero as the contractor carries the liability for the first \$5.0M.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
69 American Disabilities Act Claims Reserves & Payments	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%

Promotional Advertising and Events (line 70)

This line item includes promotional advertising, promotional events and promotional merchandise for District services, as well as social media campaigns. The FY26 and FY27 Preliminary Budgets are \$0.9M per year, an increase of \$0.3M or 44.8% compared to the FY25 Forecast. This increase is driven by the bus and Ride Plus marketing campaign, which are supported by additional staffing capacity in FY26, as well as the District's 50th Anniversary celebrations and the customer ambassador program.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
70 Promotional Advertising and Events	\$ 0.5	\$ 0.6	\$ 0.9	\$ 0.3	44.8%	\$ 0.9	\$ -	0.0%

Banking and Transaction Fees (line 71)

This line item covers costs associated with bank fees, custody fees, debt service fees, fiscal agent fees, investment management fees and transaction fees. The FY26 Preliminary Budget is \$0.5M, an increase of \$0.1M or 19.1% compared to the FY25 Forecast. The FY27 Preliminary Budget of \$0.5M, which is not significantly different from FY26.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
71 Banking and Transaction Fees	\$ 0.4	\$ 0.4	\$ 0.5	\$ 0.1	19.1%	\$ 0.5	\$ 0.0	5.9%

Appendix

Leases and Rentals (line 72)

This expense is primarily for the rental of the Pico Boulevard portable restrooms for layover areas at Daly City BART, Linda Mar Park N Ride in Pacifica, and in San Carlos and Palo Alto. The FY26 Preliminary Budget is \$4.2M, an increase of \$3.7M or 891.9% compared to the FY25 Forecast. The increase includes \$0.3M for enhanced restroom access for bus operators at the Salesforce Transit Center and Stanford facility, and \$6.8M in total rent costs for the new Millbrae Gateway headquarters – split evenly with \$3.4M in FY26 (covering March to June 2026) and \$3.4M in FY27 (covering July to October 2026), pending expected building procurement in November 2026. FY27 Preliminary Budget is \$4.7M, an increase of \$0.6M or 13.6% from FY26, including an estimated rental cost for off-site parking and six months of the Bay Area Rapid Transit (BART) ground lease rent associated with the Millbrae Gateway headquarters.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
72 Leases and Rentals	\$ 0.5	\$ 0.4	\$ 4.2	\$ 3.7	891.9%	\$ 4.7	\$ 0.6	13.6%

Employee Programs (line 73)

This line item includes expenses for employee programs and meals for events such as town halls, Transit Employee Appreciation Day, Ride the Line, employee retirement and recognition events, Caltrain GoPass and Carpool Stipend and Tuition reimbursement. The FY26 Preliminary Budget is \$1.6M, an increase of \$0.3M or 23.4% from the FY25 Forecast. This increase is mainly driven by ergonomic evaluation to accommodate the Millbrae Gateway headquarters relocation, one-time upgrades for Automated External Defibrillators (AEDs) and cabinets, and underutilization of certain employee benefits in FY25. The FY27 Preliminary Budget is \$1.5M, a decrease of \$0.1M or 6% than FY26, reflecting the removal of the one-time AEDs and cabinets upgrade.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
73 Employee Programs	\$ 0.5	\$ 1.3	\$ 1.6	\$ 0.3	23.4%	\$ 1.5	\$ (0.1)	-6.0%

Appendix

Training and Business Travel (line 74)

This line item includes expenses for seminars and training, business travel and employee development classes. It also covers professional development expenses for American Public Transportation Association (APTA), Leadership Programs, and 360-degree employee assessments. The FY26 Preliminary Budget is \$1.3M, an increase of \$0.4M or 42.8% compared to the FY25 Forecast, which included a one-time request for PeopleSoft 9.2 and SharePoint training. The FY27 Preliminary Budget is \$1.0M, a decrease of \$0.4M or 27.9% from FY26, reflecting the removal of the one-time request from FY26. Departments have worked to reduce requests for non-essential seminars, training and business travel, aligning with the goal of cost efficiency, but operational requirements for continued professional growth have resulted in maintaining a similar overall level as the FY25 Forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
74 Training and Business Travel	\$ 0.5	\$ 0.9	\$ 1.3	\$ 0.4	42.8%	\$ 1.0	\$ (0.4)	-27.9%

Dues and Membership (line 75)

Dues and subscriptions include membership in American Planning Association (APA), American Public Transportation Association (APTA), San Francisco Bay Area Planning and Urban Research (SPUR), Women's Transportation Seminar (WTS), International Right of Way Association (IRWA) and National Safety Council (NSC). The FY26 and FY27 Preliminary Budgets are \$0.3M each, which are not significantly different from the FY25 Forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
75 Dues and Membership	\$ 0.2	\$ 0.3	\$ 0.3	\$ 0.0	12.4%	\$ 0.3	\$ 0.0	3.4%

Other Expenses (line 76)

The line item covers postages and miscellaneous expenses that do not fall under the other categories listed above. The FY26 and FY27 Preliminary Budgets are \$0.2M each, which are not significantly different from the FY25 forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
76 Other Expenses	\$ 0.2	\$ 0.1	\$ 0.2	\$ 0.0	25.3%	\$ 0.2	\$ 0.0	1.0%

Appendix

Indirect Admin and Overhead Costs – Non-labor (line 77)

This line item represents the non-labor portion of the AIA costs allocated to the District with a placeholder of \$13.1M included in both the FY26 and FY27 Preliminary Budgets, pending finalization of the ICAP plan. A budget amendment may be brought forward once the FY27 ICAP has been completed estimated to be in spring of 2026.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
77 Indirect Admin and Overhead Costs - Nonlabor	\$ 16.3	\$ 15.1	\$ 13.1	\$ (2.0)	-13.3%	\$ 13.1	\$ -	0.0%

Debt Service (line 80)

This line item reflects scheduled payments due, principal and interest under the District's current debt agreements. The FY26 Preliminary Budget is \$18.6M, a decrease of \$2.0M or 9.9% compared to the FY25 Forecast, primarily due to \$0.5M in cost savings from the 2025 bond refunding and the removal of a one-time \$1.4M unplanned interest payment included in the FY25 Forecast for the 2025 Refunding Bond. The FY27 Preliminary Budget is \$25.8M, an increase of \$7.2M or 38.7% from FY26, which includes a placeholder for debt service on the anticipated bond issuance related to the Millbrae Gateway headquarters purchase.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
80 Debt Service	\$ 19.1	\$ 20.6	\$ 18.6	\$ (2.0)	-9.9%	\$ 25.8	\$ 7.2	38.7%

Pass-Through to Other Agencies (line 81)

These are the expenses corresponding to the sources in Line 28. The FY25 Forecast represents the first year of a two-year agreement under Lifeline Transportation Programs Cycle 7, administered in partnership with C/CAG. The FY26 Preliminary Budget assumes \$1.4M in Pass-Through funding, representing the second year of Cycle 7. The FY27 Preliminary Budget assumes no new funding, pending the announcement of Cycle 8 or subsequent funding rounds.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
81 Pass-Through to Other Agencies	\$ -	\$ 1.4	\$ 1.4	\$ 0.0	0.0%	\$ -	\$ (1.4)	-100.0%

Appendix

Allocations And Contributions

Proposition A Sales Tax Allocation – Capital Programs (line 85)

FY26 and FY27 represent the first years in which no Proposition A Sales Tax is allocated to support capital programs. Instead, capital investments will rely solely on external funding sources and the use of existing unallocated and prior surplus fund balances. This shift reflects a more sustainable capital funding strategy aligned with the District’s long-term financial outlook and the anticipated adoption of the FY26 – FY35 CIP.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
85 Prop A Sales Tax Allocation - Capital Program	\$ 13.7	\$ 25.9	\$ -			\$ -		

Measure W Sales Tax Allocation – Capital Programs (line 86)

Similar to Proposition A, Measure W Sales Tax will not be used for capital support in FY26 and FY27. Instead, capital investments will rely solely on external funding sources and the use of existing unallocated and prior surplus fund balances. This shift reflects a more sustainable capital funding strategy aligned with the District’s long-term financial outlook and the anticipated adoption of the FY26–FY35 CIP.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
86 Measure W Sales Tax Allocation - Capital Program	\$ 28.7	\$ 26.5	\$ -			\$ -		

Operating Reserves (line 87)

The purpose of the Operating Reserve is to accommodate normal fluctuations in the timing of revenues and unforeseen operating expenses, and the District’s Policy requires that the agency maintains a minimum of three months’ (25% of annual) budgeted operating expenses. If the Operating Reserve balance falls below the established level, replenishment will be budgeted for in the following fiscal year. The projected contribution to the Operating Reserve in FY26 is \$5.0M to maintain compliance with the Board-approved reserve policy, bringing the projected FY26 ending balance to \$66.4M. In FY27, the projected contribution is \$2.4M, resulting in a projected FY27 ending balance of \$68.8M.

\$ In Millions	FY24 <u>ACTUAL</u>	FY25 <u>FORECAST</u>	FY26 <u>PRELIM BUDGET</u>	FY26 vs FY25 <u>\$ CHANGE</u>	FY26 vs FY25 <u>% CHANGE</u>	FY27 <u>PRELIM BUDGET</u>	FY27 vs FY26 <u>\$ CHANGE</u>	FY27 vs FY26 <u>% CHANGE</u>
87 Operating Reserve	\$ 5.2	\$ 1.4	\$ 5.0			\$ 2.4		

Appendix

Sales Tax Stabilization Fund (line 88)

The Sales Tax Stabilization Fund was established in FY21 to build reserves that buffer against fluctuations in sales tax revenues, recognizing the District's heavy reliance on these funds to support service levels and both Operating and Capital Budgets. Per policy, contributions to the fund were to maintain a minimum of 10% and gradually increase until reaching the greater of 35% of annual actual sales tax revenue or the largest two-year decline from a prior revenue peak. No contributions are included in the FY26 and FY27 Preliminary Budgets, as the fund is within board policy compliance.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
88 Sales Tax Stabilization Fund	\$ -	\$ -	\$ -			\$ -		

Capital Maintenance Reserve (line 89)

This is a new line item to establish a reserve to fund major repairs, replacement, and rehabilitation of the Millbrae Gateway headquarters, in order to maintain service reliability, ensure safety, and comply with best practices. FY27 Preliminary Budget assumes \$1M, which is half of the recommended annual contribution to the reserve, reflecting the estimated timing of the building purchase in FY27. In future years the recommended contribution is \$2M per year.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
89 Capital Maintenance Reserve	\$ -	\$ -	\$ -			\$ 1.0		

Reserves for Future Capital Allocation – Headquarter (line 90)

Similar to Proposition A and Measure W Sales Tax, no operating sources are allocated to support capital programs in FY26 and FY27. The FY24 Reserve was utilized to support the Millbrae Gateway headquarters capital project.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
90 Reserves for Future Capital Allocation - Headquarters	\$ 23.3	\$ -	\$ -			\$ -		

Reserves for Future Measure W Allocation (line 91)

The FY26 and FY27 Preliminary Budgets are projected to utilize all the Measure W Sales Tax revenues to support eligible operating expenses. As a result, no remaining funds are expected to be set aside in reserve for future allocation.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
91 Reserves for Future Measure W Allocations	\$ 15.1	\$ 9.2	\$ -			\$ -		

Appendix

Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way (line 92)

This line reflects the remaining Dumbarton rental income (line 4) after deducting Dumbarton Maintenance of Way expenses (line 44). These funds are restricted and may only be used for future Dumbarton Maintenance of Way activities.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIM BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIM BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
92 Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	\$ -	\$ 0.5	\$ 0.7			\$ 0.7		

The following section provides detailed descriptions of the preliminary capital projects as referenced in Attachment B.

Revenue Vehicle Replacement / Support: \$606,520 (FY26) and \$864,846 (FY27)

Major Bus Components

This project consists of purchases of new and rebuilt parts. Major Bus Components include parts that have a unit price of \$5,000 or more that are not included in the operating budget.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Major Bus Components	1.1	606,520	1.1	864,846

Non-Revenue Vehicle Replacement / Support: \$1,238,585 (FY26) and \$726,305 (FY27)

Maintenance Equipment

This project is to procure emergency dirt bikes, electric carts, medium duty floor jacks, electric pallet jacks, Electric Vehicle (EV) tool storage, advance diagnostic reader, generators and hot pressure washer skid for maintenance shop equipment that have exceeded useful life or are needed to support maintenance of new buses and equipment.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Maintenance Equipment	2.2	759,353	2.2	194,256

Replacement Non-Revenue Service Support Vehicles

In FY26, this project will fund the replacements for (10) 2016 Toyota Sienna and (3) 2016 Ford Fusions. and In FY27, (4) 2017 Ford F250 Facilities Maintenance Trucks, (2) 2017 Ford F350 Maintenance shop trucks, (1) 2017 Ford F350 Flat Bed and (1) 2019 Ford Transit 150 van will be replaced. The new clean emission vehicles will help the District to reduce greenhouse gas emissions. Due to pandemic-related shortages and limited availability, the specific make and model for the replacements have not yet been determined.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Replacement Non-Rev Svc Support Vehicles	2.3	479,232	2.3	532,049

Appendix

Facilities / Construction: \$1,533,300 (FY26) and \$3,363,000 (FY27)

Brewster Office Trailers and Furnishings

This project will relocate two existing office trailers and furnish two new trailers with office furniture to accommodate District staff at Brewster to support CUB/Paratransit operations over a period of 7-10 years.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Brewster Office Trailers and Furnishings	3.4	136,800	-	-

Concrete Replacement at North Base, South Base, and Sequoia Station

This project is to fund the annual replacement of deteriorating concrete at District facilities.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Concrete Replacement at NB, SB, and Sequoia Station	3.5	342,000	3.4	342,000

North Base and South Base Steam Bay Hydraulic Lines

This project will assess approximately eight hydraulic lifts located at North Base and South Base 'steam bay'. The scope includes evaluating equipment functionality, environment conditions, and developing a prioritized repair or replacement strategy. Based on findings, staff may recommend decommissioning existing in-ground hydraulic lifts in favor of surface-mounted scissor lifts, if deemed more efficient or cost effective.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
NB and SB Steam Bay Hydraulic Lines	3.6	256,500	3.5	256,500

Replace North Base Underground Utilities

This project will fund the replacement of utility infrastructure, such as electrical and related systems, at North Base that has been damaged due to prolonged saltwater intrusion. The corrosion has led to increasing safety risks and environmental concerns, prompting the need for proactive upgrades to ensure continued safe and compliant operations.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Replace NB Underground Utilities	3.7	342,000	3.6	2,280,000

Appendix

North Base Sewer Line: Assess, Repair, and/or Replace

This project budgets for site assessment, environmental remediation, and the repair and/or replacement of the sewer line at North Base. The existing connection to the city sewer, in service since 1984, shows signs of corrosion, likely caused by shallow, salty groundwater, posing potential health and safety risks. A thorough assessment is required, with replacement of the line expected to be a likely outcome.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
North Base Sewer Line: Assess, Repair, and/or Replace	3.8	114,000	3.7	256,500

North Base and South Base In-shop Hydraulic Lifts

This project will assess 56 in-shop hydraulic lifts at North and South Base. Scope includes evaluating equipment functionality, environmental conditions, and developing a prioritized repair/replacement strategy, followed by construction implementation.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
NB and SB In-shop Hydraulic Lifts	3.9	342,000	3.8	228,000

Safety and Security: \$570,000 (FY26)

Base Security

This project will implement engineering controls to enhance base security, including electronic gate access for vehicles and pedestrians, key card access for all building entry points and off-site restrooms, as well as improvements to lighting, perimeter fencing, and installation of new CCTV systems.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Base Security	6.10	285,000	-	-

Security Assessment at SamTrans Bases

This project is to fund a consultant to conduct a comprehensive threat and vulnerability assessment at bases and facilities, and to develop a security plan that includes upgrades and/or installation of additional CCTV cameras, lighting, and physical security structures such as gates and locks. The assessment will also evaluate potential cyber threats.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Security Assessment at SamTrans Bases	6.11	285,000	-	-

Appendix

Planning / Development: \$750,000 (FY26) and \$750,000 (FY27)

Capital Contingency Fund

This project provides funding for unforeseen capital expenditures such as urgent requests/emergencies, and/or seed funds for studies that need to be done immediately.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Capital Contingency Fund	7.12	250,000	7.9	250,000

Capital Program Management

This project provides funding for programs and project controls support, including monitoring project performance and delivery.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Capital Program Management	7.13	250,000	7.10	250,000

Capital Project Development

This project provides funding for activities that include but are not limited to capital budget and programming process, grant development and development of capital program management systems.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Capital Project Development	7.14	250,000	7.11	250,000

SAN MATEO COUNTY TRANSIT DISTRICT
FISCAL YEAR 2026 AND 2027 PRELIMINARY BUDGETS

	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIMINARY BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIMINARY BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
	A	B	C	D = C - B	E = D / B	F	G = F - C	H = G / C
1 SOURCES								
2 Passenger Fares	12,719,405	13,043,024	13,303,885	260,860	2.0%	13,569,962	266,078	2.0%
3 Rental Income	2,461,188	1,754,084	2,347,456	593,372	33.8%	2,997,781	650,325	27.7%
4 Dumbarton Rental Income	974,196	1,019,477	1,048,333	28,856	2.8%	1,079,783	31,450	3.0%
5 Investment Interest Income	20,361,290	19,975,223	17,959,903	(2,015,320)	-10.1%	17,210,620	(749,283)	-4.2%
6 Advertising Income	1,041,751	767,500	772,500	5,000	0.7%	687,500	(85,000)	-11.0%
7 Other Income	23,818,431	884,735	444,503	(440,232)	-49.8%	444,503	-	0.0%
8 Agency Indirect Administration Recovery	39,673,381	38,670,000	38,998,887	328,887	0.9%	38,998,887	-	0.0%
9 Subtotal: Operating Revenue	101,049,642	76,114,043	74,875,467	(1,238,577)	-1.6%	74,989,037	113,570	0.2%
10								
11 Prop A Sales Tax	115,574,416	113,681,341	114,856,000	1,174,659	1.0%	118,889,000	4,033,000	3.5%
12 Measure W Sales Tax	57,683,704	56,840,671	57,428,000	587,330	1.0%	59,444,500	2,016,500	3.5%
13 Transportation Development Act (TDA) Transit F	53,593,748	55,801,968	51,792,728	(4,009,240)	-7.2%	51,792,728	-	0.0%
14 State Transit Assistance (STA)	11,386,584	12,748,878	9,330,152	(3,418,726)	-26.8%	9,330,152	-	0.0%
15 Operating Grants	752,409	1,069,968	3,018,750	1,948,782	182.1%	1,996,750	(1,022,000)	-33.9%
16 Subtotal: Operating Assistance	238,990,861	240,142,826	236,425,630	(3,717,196)	-1.5%	241,453,130	5,027,500	2.1%
17								
18 Transportation Development Act (TDA) 4.5 Redi-	2,820,723	2,964,268	2,725,933	(238,335)	-8.0%	2,725,933	-	0.0%
19 State Transit Assistance (STA) - Paratransit	1,066,735	1,172,462	1,011,412	(161,050)	-13.7%	1,011,412	-	0.0%
20 SMCTA Measure A Redi-Wheels	4,650,560	4,547,254	4,594,240	46,986	1.0%	4,755,560	161,320	3.5%
21 Measure M Paratransit	1,200,000	1,200,000	1,200,000	-	0.0%	1,200,000	-	0.0%
22 Operating Grants - American Disabilities Act	2,670,773	3,736,750	3,812,197	75,447	2.0%	3,909,111	96,914	2.5%
23 Subtotal: American Disabilities Act Operating A	12,408,791	13,620,734	13,343,782	(276,952)	-2.0%	13,602,016	258,234	1.9%
24								
25 Employer SamTrans Shuttle Funds	4,481,205	4,591,640	4,603,800	12,160	0.3%	4,603,800	-	0.0%
26 Subtotal: Multi-Modal Transit Program Operati	4,481,205	4,591,640	4,603,800	12,160	0.3%	4,603,800	-	0.0%
27								
28 Pass-Through to Other Agencies	-	1,355,787	1,355,788	1	0.0%	-	(1,355,788)	-100.0%
29								
30 TOTAL - SOURCES	356,930,499	335,825,030	330,604,467	(5,220,563)	-1.6%	334,647,982	4,043,516	1.2%
31								
32 USES								
33 Wages & Benefits	110,999,783	126,566,654	131,069,399	4,502,745	3.6%	137,427,273	6,357,874	4.9%
34 Board of Directors	155,283	92,987	266,317	173,330	186.4%	267,317	1,000	0.4%
35 Indirect Admin and Overhead Costs - Labor	11,174,818	13,250,000	11,487,856	(1,762,144)	-13.3%	11,487,856	-	0.0%
36 Subtotal: Labor	122,329,884	139,909,641	142,823,572	2,913,931	2.1%	149,182,446	6,358,874	4.5%
37								
38 Contracted Urban Bus Service	30,816,422	36,088,024	37,898,600	1,810,576	5.0%	39,681,600	1,783,000	4.7%
39 Contracted American Disability Act Programs	14,718,044	17,247,597	19,708,000	2,460,403	14.3%	20,550,720	842,720	4.3%
40 Contracted Multi-Modal Transit Programs	4,535,159	6,002,500	7,475,442	1,472,942	24.5%	7,475,442	-	0.0%
41 Non-Labor Subtotal - Purchased Transportation	50,069,624	59,338,121	65,082,042	5,743,921	9.7%	67,707,762	2,625,720	4.0%
42								
43 Vehicle Maintenance (Contracted)	795,821	912,263	1,862,156	949,893	104.1%	871,019	(991,137)	-53.2%
44 Dumbarton Maintenance of Way	118,138	523,000	350,000	(173,000)	-33.1%	350,000	-	0.0%
45 Property Maintenance	2,956,926	3,467,770	4,280,291	812,521	23.4%	4,472,707	192,416	4.5%
46 Professional Services	8,427,170	8,166,258	11,645,300	3,479,042	42.6%	10,559,500	(1,085,800)	-9.3%
47 Technical Services	5,316,018	6,592,166	7,980,599	1,388,433	21.1%	7,939,074	(41,525)	-0.5%
48 Security and Law Enforcement	4,062,068	5,187,540	6,832,608	1,645,068	31.7%	7,986,444	1,153,836	16.9%
49 Ticketing and Fare Collection	1,228,345	1,204,871	1,346,357	141,486	11.7%	1,412,105	65,748	4.9%
50 Other Services	4,287,926	3,819,002	4,210,120	391,118	10.2%	4,109,661	(100,459)	-2.4%
51 Non-Labor Subtotal: Contracted Services	27,192,413	29,872,870	38,507,431	8,634,561	28.9%	37,700,510	(806,921)	-2.1%
52								
53 Bus Fuel and Energy	7,250,812	7,486,389	8,822,277	1,335,888	17.8%	9,206,561	384,284	4.4%
54 Bus Parts and Materials	4,040,217	4,595,810	4,731,809	135,999	3.0%	4,850,730	118,921	2.5%
55 Uniforms and Bus Operator Expense	482,653	479,615	691,478	211,863	44.2%	699,743	8,265	1.2%
56 Office Supplies / Printing	804,143	779,787	928,904	149,117	19.1%	912,968	(15,936)	-1.7%
57 Non-Labor Subtotal: Materials & Supplies	12,577,825	13,341,601	15,174,468	1,832,867	13.7%	15,670,002	495,534	3.3%
58								
59 Telecommunication	937,233	862,524	958,400	95,876	11.1%	958,400	-	0.0%
60 Other Utilities	2,398,898	2,202,500	2,142,237	(60,263)	-2.7%	2,271,782	129,545	6.0%
61 Non-Labor Subtotal: Utilities	3,336,131	3,065,024	3,100,637	35,613	1.2%	3,230,182	129,545	4.2%
62								

SAN MATEO COUNTY TRANSIT DISTRICT
FISCAL YEAR 2026 AND 2027 PRELIMINARY BUDGETS

	FY24 ACTUAL	FY25 FORECAST	FY26 PRELIMINARY BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PRELIMINARY BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
	A	B	C	D = C - B	E = D / B	F	G = F - C	H = G / C
63 Workers Compensation	4,352,891	5,017,476	5,174,476	157,000	3.1%	5,174,476	-	0.0%
64 Insurance	3,382,554	3,966,913	4,199,896	232,983	5.9%	4,668,452	468,556	11.2%
65 Contracted Urban Bus (CUB) Insurance	1,574,418	1,887,816	1,985,000	97,184	5.1%	2,110,000	125,000	6.3%
66 American Disabilities Act Insurance	1,323,784	1,591,774	1,735,000	143,226	9.0%	1,860,000	125,000	7.2%
67 Claims Reserves and Payments	1,529,012	6,050,000	4,625,000	(1,425,000)	-23.6%	4,625,000	-	0.0%
68 Contracted Urban Bus (CUB) Claims Reserves &	5,082,280	1,000,000	-	(1,000,000)	-100.0%	-	-	0.0%
69 American Disabilities Act Claims Reserves & Pay	-	-	-	-	0.0%	-	-	0.0%
70 Promotional Advertising and Events	491,563	592,601	858,204	265,603	44.8%	858,204	-	0.0%
71 Banking and Transaction Fees	354,423	427,000	508,500	81,500	19.1%	538,500	30,000	5.9%
72 Leases and Rentals	494,565	419,461	4,160,573	3,741,112	891.9%	4,725,573	565,000	13.6%
73 Employee Programs	531,663	1,307,726	1,613,335	305,609	23.4%	1,517,335	(96,000)	-6.0%
74 Training and Business Travel	502,464	944,638	1,348,996	404,358	42.8%	971,971	(377,025)	-27.9%
75 Dues and Membership	198,771	287,111	322,850	35,739	12.4%	333,905	11,055	3.4%
76 Other Expenses	167,979	144,251	180,720	36,469	25.3%	182,514	1,794	1.0%
77 Indirect Admin and Overhead Costs - Nonlabor	16,335,183	15,060,000	13,052,377	(2,007,623)	-13.3%	13,052,377	-	0.0%
78 Non-Labor Subtotal: Other	36,321,552	38,696,767	39,764,927	1,068,160	2.8%	40,618,307	853,380	2.1%
79								
80 Debt Service	19,142,898	20,633,309	18,595,250	(2,038,059)	-9.9%	25,787,842	7,192,592	38.7%
81 Pass-Through to Other Agencies		1,355,787	1,355,788	1	0.0%	-	(1,355,788)	-100.0%
82								
83 TOTAL - OPERATING USES	270,970,327	306,213,119	324,404,115	18,190,995	5.9%	339,897,051	15,492,937	4.8%
84								
85 Prop A Sales Tax Allocation - Capital Program	13,697,076	25,906,722						
86 Measure W Sales Tax Allocation - Capital Progra	28,722,572	26,451,715						
87 Operating Reserve	5,200,000	1,141,931	4,975,042			2,414,033		
88 Sales Tax Stabilization Fund								
89 Capital Maintenance Reserve						1,000,000		
90 Reserves for Future Capital Allocation - Headqu:	23,261,476							
91 Reserves for Future Measure W Allocations	15,079,047	4,443,496						
92 Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way		496,477	698,333			729,783		
93 Subtotal - Allocations & Contributions	85,960,172	58,440,341	5,673,375			4,143,816		
94								
95 TOTAL - USES	356,930,498	364,653,460	330,077,489	(34,575,971)	-9.5%	344,040,867	13,963,378	4.2%
96 SURPLUS/(DEFICIT)	0	(28,828,430)	526,977			(9,392,885)		
97 Draw from Prior Year's Measure W						2,000,000		
98 Draw from Prior Years' Surpluses	(0)	28,828,430				7,392,885		
99 ADJUSTED SURPLUS/(DEFICIT)	-	-	526,977			-		

Note:

This statement does not include costs related to wages and benefits, including the associated CalPERS and Retiree Medical Benefits incurred by the District on behalf of Caltrain, TA, SMCEL-JPA, and District's Capital wages and benefits



San Mateo County Transit District

Fiscal Year 2026 Preliminary Capital Budget

	PROJECT TITLE	PROJECT DESCRIPTION / SCOPE	FY26 Preliminary	FUNDING			
				STA SOGR	District Sales Tax (Prior Years' Surpluses)	Measure W Sales Tax (Prior Years' Unallocated)	Other State/Regional
1 REVENUE VEHICLE REPLACEMENT / SUPPORT							
1	Major Bus Components	Purchase new or rebuilt bus parts not accounted for in the operating budget and that exceed \$5,000.	\$ 606,520		\$ -	\$ 606,520	
Subtotal			\$ 606,520	\$ -	\$ -	\$ 606,520	\$ -
2 NON-REVENUE VEHICLE REPLACEMENT / SUPPORT							
2	Maintenance Equipment	Procurement of key maintenance equipment, including electric carts, vehicle lifts, diagnostic tools, EV-specific tooling, and safety systems, to replace outdated assets and support maintenance operations for both existing and new bus fleets, including zero-emission vehicles.	\$ 759,353	\$ 759,353			
3	Replacement Non-Rev Svc Support Vehicles	Replace (10) 2016 Toyota Siennas and (3) 2016 Ford Fusions with newer hybrid vehicle technology to help the District reduce green house gas emissions.	\$ 479,232	\$ 261,847			\$ 217,385
Subtotal			\$ 1,238,585	\$ 1,021,200	\$ -	\$ -	\$ 217,385
3 FACILITIES / CONSTRUCTION							
4	Brewster Office Trailers and Furnishings	Relocate two existing office trailers and furnish two new trailers with office furniture to accommodate District staff at Brewster, supporting CUB/Paratransit operations over a period of 7-10 years.	\$ 136,800	\$ 136,800			
5	Concrete Replacement at NB, SB, and Sequoia Station	Replace failed concrete at District properties.	\$ 342,000	\$ 342,000			
6	NB and SB Steam Bay Hydraulic Lines	Assess eight (8) hydraulic lifts at North and South Base steam bays, including equipment functionality and environmental conditions. The review will inform a repair/replacement strategy, which may include replacing in-ground lifts with surface-mounted scissor lifts if warranted.	\$ 256,500			\$ 205,200	\$ 51,300
7	Replace NB Underground Utilities	Replace corroded utilities (e.g., electrical system) at North Base caused by saltwater intrusion, currently pose safety and environmental risks.	\$ 342,000			\$ 273,600	\$ 68,400
8	North Base Sewer Line: Assess, Repair, and/or Replace	Assess and remediate the corroded North Base sewer line, in service since 1984, due to saltwater intrusion. Replace the line if necessary to address health and safety risks.	\$ 114,000			\$ 91,200	\$ 22,800
9	NB and SB In-shop Hydraulic Lifts	Assess 56 in-shop hydraulic lifts at North and South Base to determine condition and develop a repair/replacement strategy.	\$ 342,000			\$ 273,600	\$ 68,400
Subtotal			\$ 1,533,300	\$ 478,800	\$ -	\$ 843,600	\$ 210,900
4 INFRASTRUCTURE							
Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -
5 INFORMATION TECHNOLOGY / ITS							
Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -
6 SAFETY AND SECURITY							
10	Base Security	Implement engineering controls to enhance base security, including electronic gate access, key card entry for buildings and off-site restrooms, upgraded lighting, perimeter fencing, and new CCTV systems.	\$ 285,000		\$ 285,000		
11	Security Assessment at SamTrans Bases	Fund a consultant to conduct a threat and vulnerability assessment and develop a security plan, including upgrades to CCTV, lighting, gates, locks, and evaluation of cyber threats.	\$ 285,000		\$ 285,000		
Subtotal			\$ 570,000	\$ -	\$ 570,000	\$ -	\$ -
7 PLANNING / DEVELOPMENT							
12	Capital Contingency Fund	Fund unforeseen capital expenditures such as urgent requests/emergencies, and/or seed funds for studies that need to be done immediately.	\$ 250,000		\$ 250,000		
13	Capital Program Management	Fund for programs and project controls support, including monitoring project performance and delivery.	\$ 250,000		\$ 250,000		
14	Capital Project Development	Fund activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.	\$ 250,000		\$ 250,000		
Subtotal			\$ 750,000	\$ -	\$ 750,000	\$ -	\$ -
GRAND TOTAL			\$ 4,698,405	\$ 1,500,000	\$ 1,320,000	\$ 1,450,120	\$ 428,285



San Mateo County Transit District

Fiscal Year 2027 Preliminary Capital Budget

	PROJECT TITLE	PROJECT DESCRIPTION / SCOPE	FY27 Preliminary	FUNDING			
				STA SOGR	District Sales Tax (Prior Years' Surpluses)	Measure W Sales Tax (Prior Years' Unallocated)	Other State/Regional
1 REVENUE VEHICLE REPLACEMENT / SUPPORT							
1	Major Bus Components	Purchase new or rebuilt bus parts not accounted for in the operating budget and that exceed \$5,000.	\$ 864,846		\$ 864,846		
Subtotal			\$ 864,846	\$ -	\$ 864,846	\$ -	\$ -
2 NON-REVENUE VEHICLE REPLACEMENT / SUPPORT							
2	Maintenance Equipment	Procurement of key maintenance equipment, including electric carts, vehicle lifts, diagnostic tools, EV-specific tooling, and safety systems, to replace outdated assets and support maintenance operations for both existing and new bus fleets, including zero-emission vehicles.	\$ 194,256	\$ 194,256			
3	Replacement Non-Rev Svc Support Vehicles	Replace (4) 2017 Ford F250 Facilities Maintenance Trucks, (2) 2017 Ford F350 Maintenance shop trucks, (1) 2017 Ford F350 Flat Bed and (1) 2019 Ford Transit 150 service van to newer and cleaner emission vehicle technology to help the District reduce greenhouse gas emissions. All vehicles are projected to exceed 150,000 miles by the planned replacement date based on current usage trends.	\$ 532,049	\$ 532,049			
Subtotal			\$ 726,305	\$ 726,305	\$ -	\$ -	\$ -
3 FACILITIES / CONSTRUCTION							
4	Concrete Replacement at NB, SB, and Sequoia Station	Replace failed concrete at District properties.	\$ 342,000	\$ 342,000			
5	NB and SB Steam Bay Hydraulic Lines	Assess eight (8) hydraulic lifts at North and South Base steam bays, including equipment functionality and environmental conditions. The review will inform a repair/replacement strategy, which may include replacing in-ground lifts with surface-mounted scissor lifts if warranted.	\$ 256,500			\$ 64,125	\$ 192,375
6	Replace NB Underground Utilities	Replace corroded utilities (e.g., electrical system) at North Base caused by saltwater intrusion, currently pose safety and environmental risks.	\$ 2,280,000			\$ 456,000	\$ 1,824,000
7	North Base Sewer Line: Assess, Repair, and/or Replace	Assess and remediate the corroded North Base sewer line, in service since 1984, due to saltwater intrusion. Replace the line if necessary to address health and safety risks.	\$ 256,500			\$ 51,300	\$ 205,200
8	NB and SB In-shop Hydraulic Lifts	Assess 56 in-shop hydraulic lifts at North and South Base to determine condition and develop a repair/replacement strategy.	\$ 228,000			\$ 45,600	\$ 182,400
Subtotal			\$ 3,363,000	\$ 342,000	\$ -	\$ 617,025	\$ 2,403,975
4 INFRASTRUCTURE							
Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -
5 INFORMATION TECHNOLOGY / ITS							
Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -
6 SAFETY AND SECURITY							
Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -
7 PLANNING / DEVELOPMENT							
9	Capital Contingency Fund	Fund unforeseen capital expenditures such as urgent requests/emergencies, and/or seed funds for studies that need to be done immediately.	\$ 250,000		\$ 250,000		
10	Capital Program Management	Fund for programs and project controls support, including monitoring project performance and delivery.	\$ 250,000		\$ 250,000		
11	Capital Project Development	Fund activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.	\$ 250,000		\$ 250,000		
Subtotal			\$ 750,000	\$ -	\$ 750,000	\$ -	\$ -
GRAND TOTAL			\$ 5,704,151	\$ 1,068,305	\$ 1,614,846	\$ 617,025	\$ 2,403,975



FY26 and FY27 Preliminary Budgets



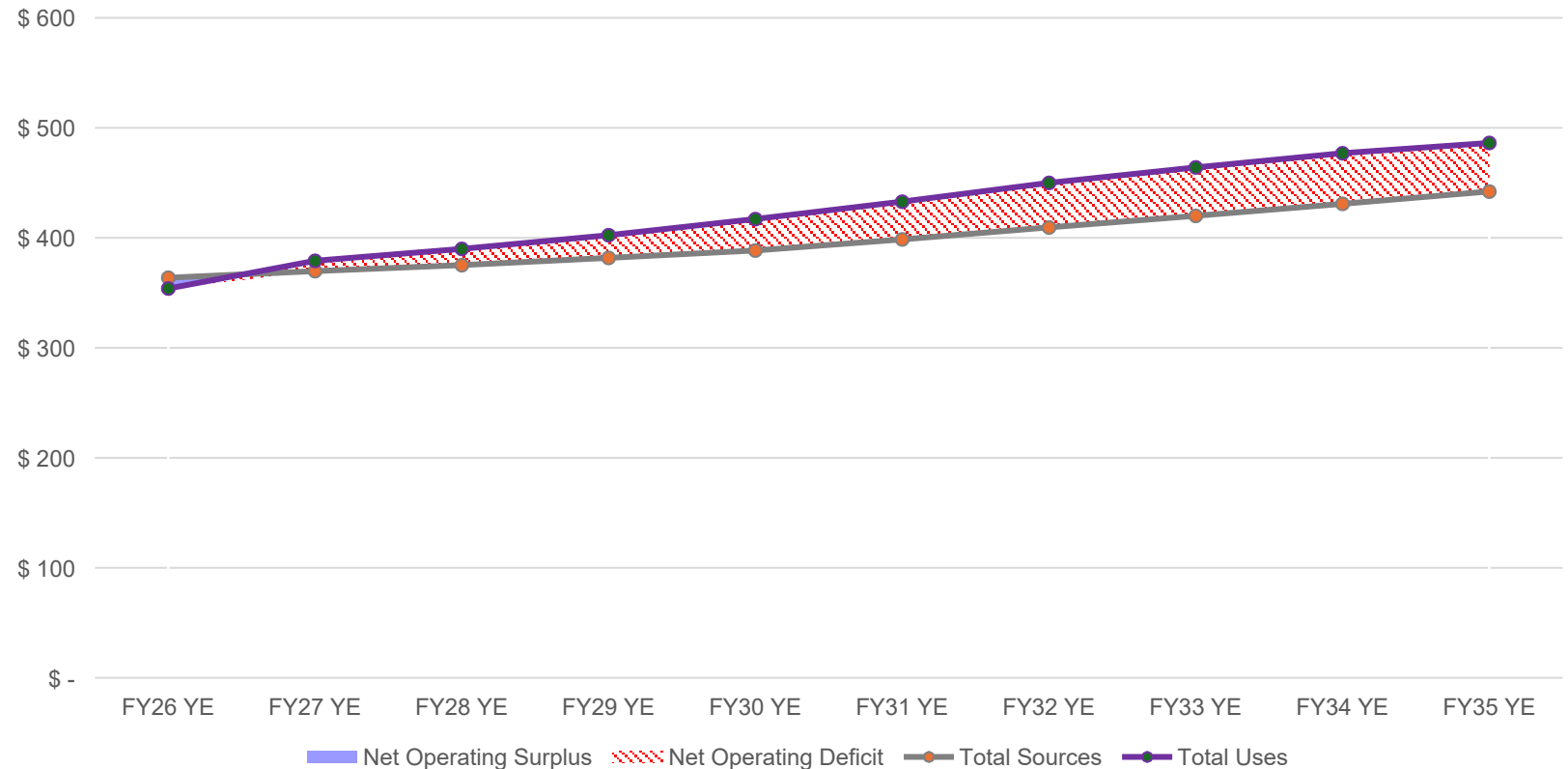
Agenda

- I. 10 Year Financial Outlook
- II. FY26/27 Operating Sources
- III. FY26/27 Operating Uses
- IV. FY26/27 Operating Net Result & Reserves
- V. FY26/27 Capital Budget
- VI. Next Steps

I. 10-Year Financial Outlook

- Deficit projected to begin in FY27
- Labor, wage & benefit increases, and increased costs of contracted services contribute to rising operating costs
- Projection of lower revenue growth from historical actuals
- Need to identify strategy to align revenues with operating costs

Operating + Debt Service



- YE stands for Year-End; each fiscal year's data point represents its year-end projection, not a cumulative total.

I. Financial Outlook: Responding in FY26

- No new positions
- Minimize certain discretionary expenses
- Conduct fare analysis
- Revenue generation options
- Productivity analysis:
 - Reimagine SamTrans – optimize efficiencies
 - Purchased Transportation

I. Financial Outlook: Preparing for FY27 and Out Years

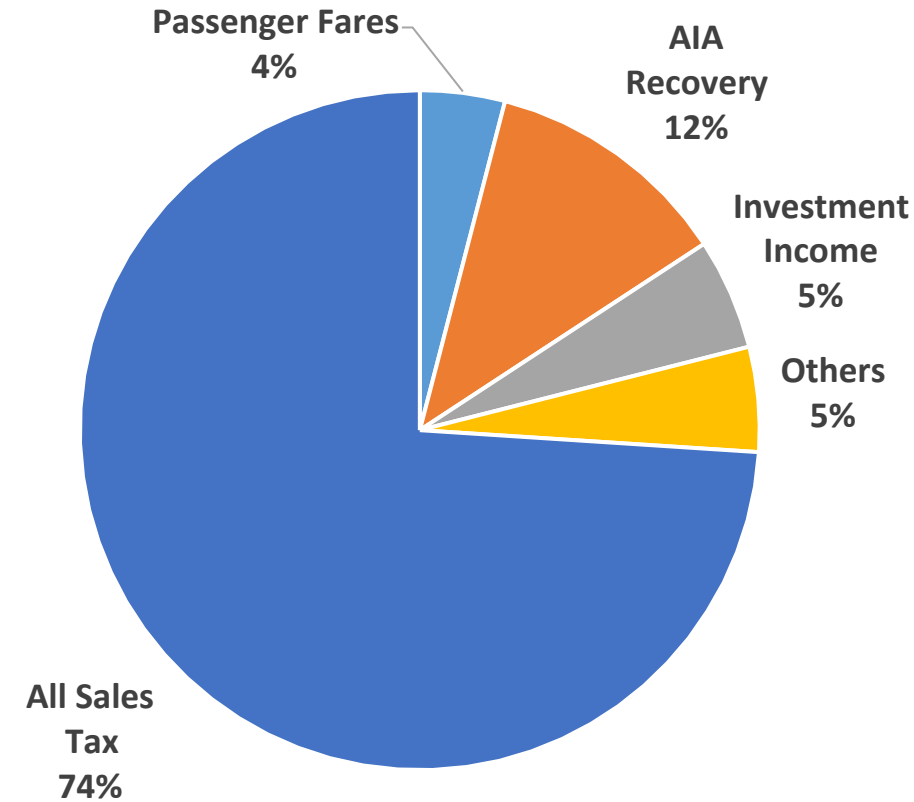
- Evaluate staffing levels to improve labor efficiencies
- Explore non-labor cost savings
- Implement fare adjustment options based on the FY26 fare analysis
- Consider budget amendment based on FY26 productivity analysis
- Assess revenue generation strategies

II. FY26/27 Operating Sources



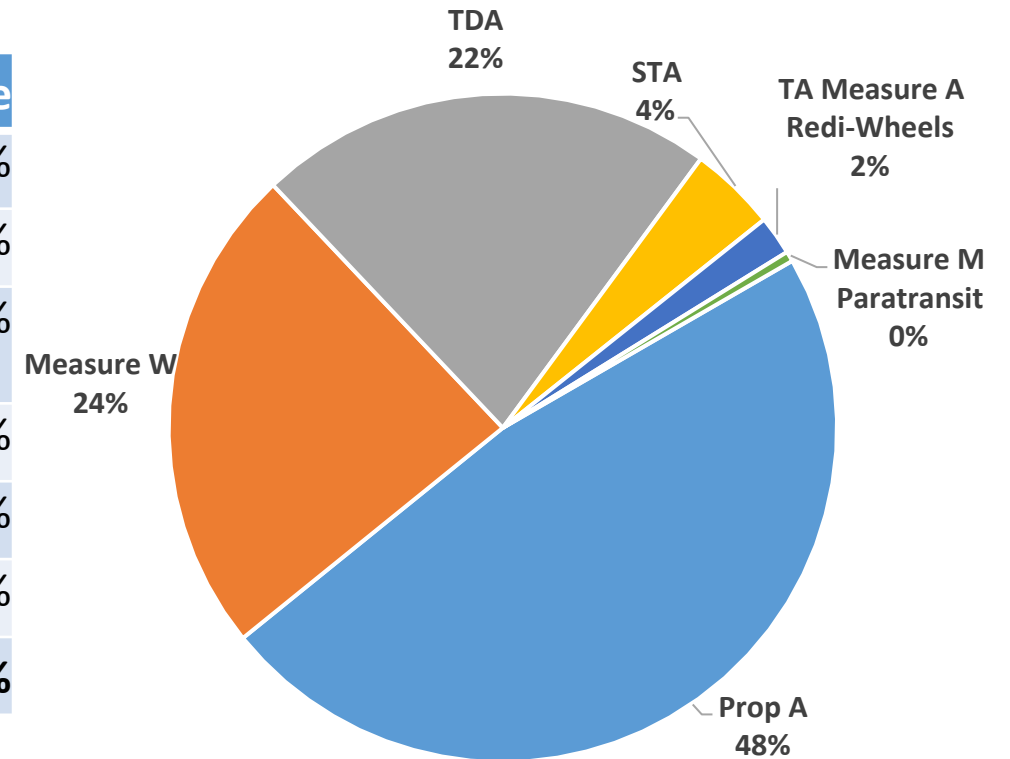
II. FY26/FY27 Sources: Budget (\$ Millions)

Sources	FY26	FY27	% Change
Passenger Fares	\$13.3	\$13.6	2%
AIA Recovery	39.0	39.0	0%
Investment Income	18.0	17.2	(4%)
Others and Pass-thru	17.4	15.7	(10%)
All Sales Tax	242.9	249.1	3%
Total Sources	\$330.6	\$334.6	1%



II. FY26/FY27 Sources: Sales Tax (\$ Millions)

Sales Tax	FY26	FY27	% Change
Prop A	\$114.9	\$118.9	4%
Measure W	57.4	59.4	4%
Transportation Development Act (TDA)	54.5	54.5	0%
State Transit Assistance (STA)	10.3	10.3	0%
TA Measure A Redi-Wheels	4.6	4.8	4%
Measure M Paratransit	1.2	1.2	0%
TOTAL	\$242.9	\$249.1	3%

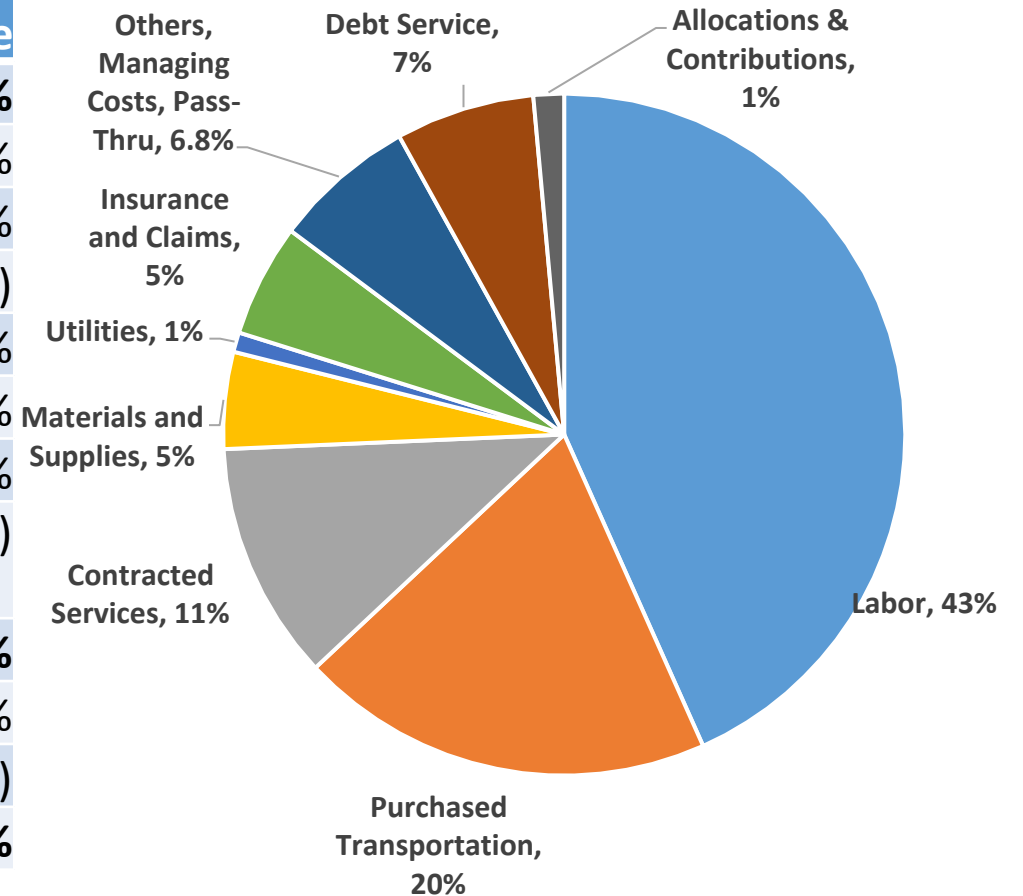


III. FY26/FY27 Operating Uses



III. FY26/FY27 Uses: Budget (\$ Millions)

Uses	FY26	FY27	% Change
Operating Expenses	\$305.8	\$314.1	3%
Labor	142.8	149.2	4%
Purchased Transportation	65.1	67.7	4%
Contracted Services	38.5	37.7	(2%)
Materials & Supplies	15.2	15.7	3%
Utilities	3.1	3.2	3%
Insurance and Claims	17.7	18.4	4%
Others, Managing Costs, Pass-Thru	23.4	22.2	(5%)
Non-Operating Expenses	24.3	29.9	23%
Debt Service	18.6	25.8	39%
Allocations & Contributions	5.7	4.1	(28%)
Total Uses	\$330.1	\$344.0	4%



III. Uses:

Millbrae Gateway Preliminary Budget

(\$ Millions)

Operating Sources	FY26	FY27
Rental Income	-	\$1.0

Operating Uses	FY26	FY27
Leases and Rentals	\$3.4	\$3.9
Property Maintenance	0.5	1.0
Utilities	0.4	0.7
Insurance	0.0	0.2
Security	0.7	1.5
Others	-	0.0
Debt Service	-	7.3
Capital Maintenance Reserve	-	1.0
Total	\$5.0	\$15.7

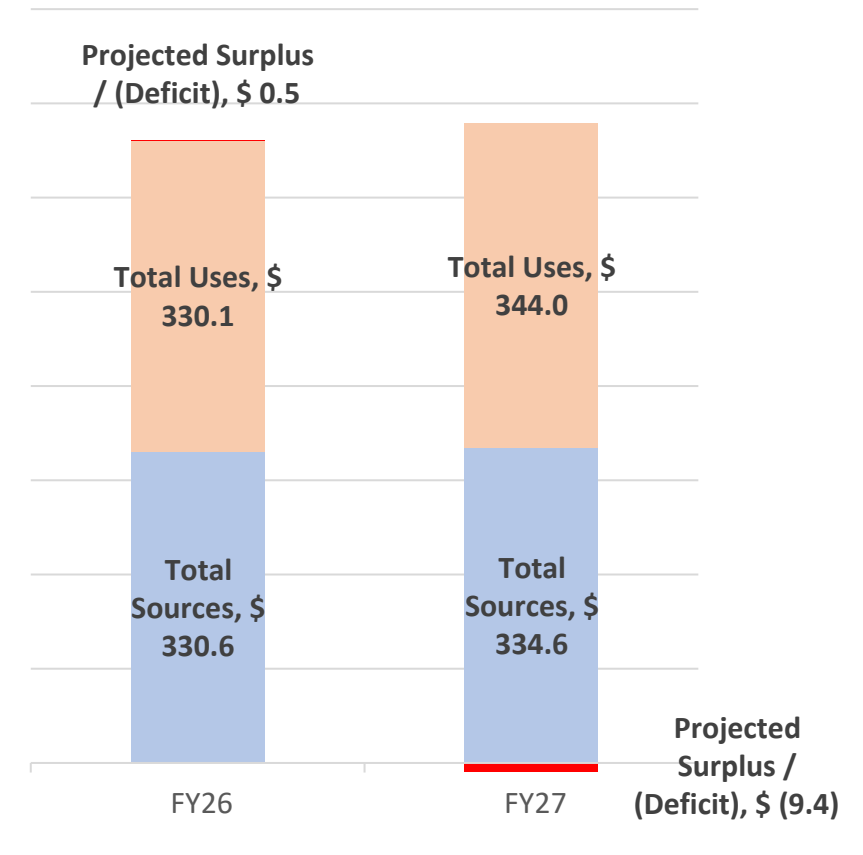
IV. FY26/FY27 Net Result



IV. FY26/FY27 Net Result

(\$ Millions)

Summary	FY26	FY27
Total Sources	\$330.6	\$334.6
Total Uses	330.1	344.0
Projected Surplus / (Deficit)	0.5	(9.4)
Draw from Prior Years' Measure W	-	2.0
Draw from Prior Years' Surpluses	-	7.4
Adjusted Surplus / (Deficit)	\$0.5	\$0.0



IV. Operating Reserve and Sales Tax Stabilization Fund (\$ Millions)

Operating Reserve	Balance	Sales Tax Stabilization Fund	Balance
Ending Balance as of FY24	\$60.2	Ending Balance as of FY24	\$61.7
Projected FY25 Contribution / (Draw)	1.4	Projected FY25 Contribution / (Draw)	-
Projected FY26 Contribution / (Draw)	4.8	Projected FY26 Contribution / (Draw)	-
Projected FY27 Contribution / (Draw)	2.4	Projected FY27 Contribution / (Draw)	-
Projected Ending Balance as of FY27	\$68.8	Projected Ending Balance as of FY27	\$61.7

V: FY26/FY27 Capital Budget

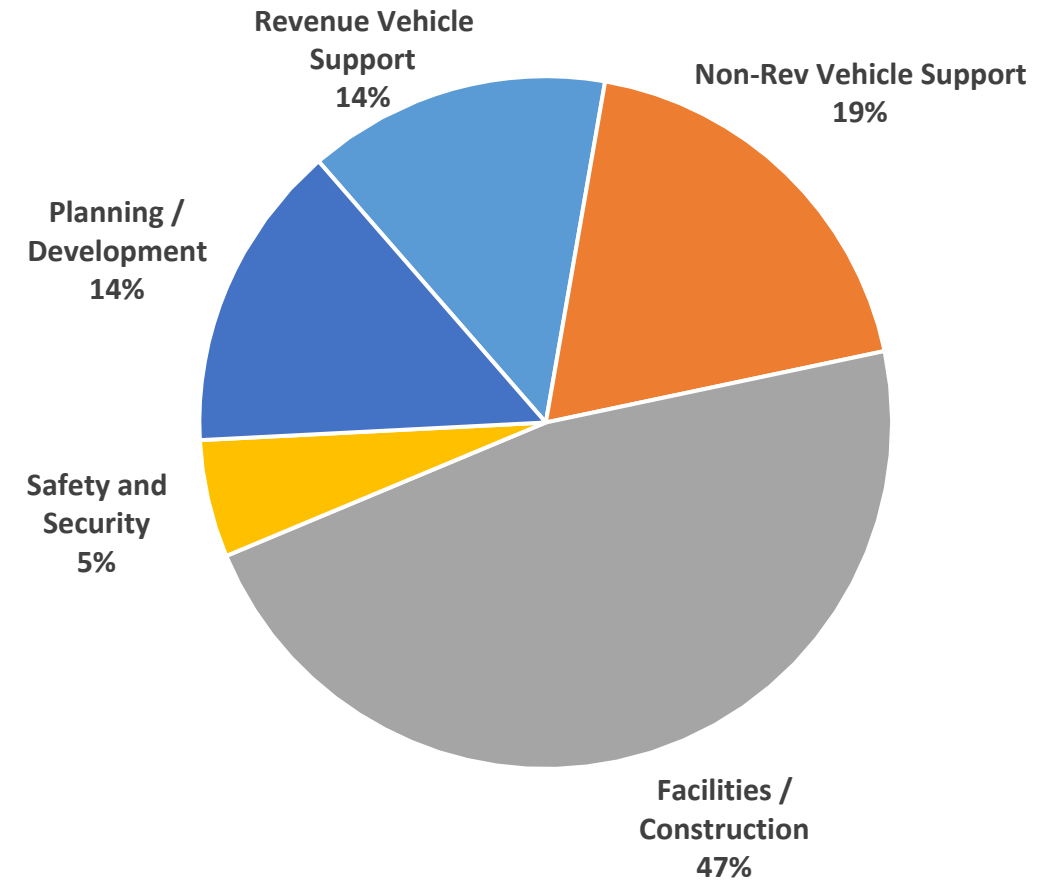


V: FY26/FY27 Capital Budget Overview

- Phase 1 (preliminary budget): focuses on SOGR, safety and security, and facilities projects addressing core District needs
- Phase 2 (future amendment): adds capital projects that align with long-term priorities following CIP adoption
- Draft CIP will incorporate feedback from Board Workshop and include:
 - Recommended capital projects for FY26-29 (fiscally constrained)
 - Prioritized capital project list for FY26-35 (unconstrained)
- Capital reserve policy following adoption of the CIP

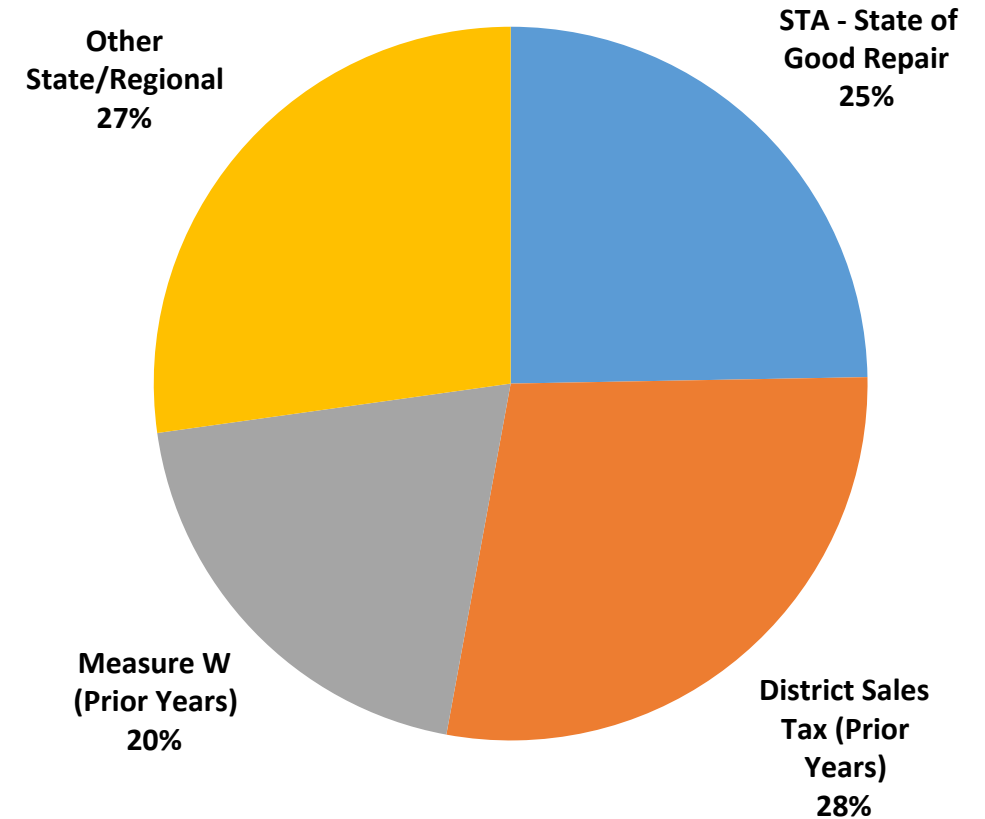
V: FY26/FY27 Capital Uses, by Category (\$ Millions)

Capital Category	FY26	FY27
Revenue Vehicle Support	\$0.6	\$0.9
Non-Revenue Vehicle Support	1.2	0.7
Facilities / Construction	1.5	3.3
Safety and Security	0.6	-
Planning / Development	0.8	0.8
Total	\$4.7	\$5.7



V: FY26/FY27 Capital Sources, by Category (\$ Millions)

Capital Sources	FY26	FY27
STA State of Good Repair	\$1.5	\$1.1
District Sales Tax (Prior Years' Surpluses)	1.3	1.6
Measure W (Prior Years' Unallocated)	1.5	0.6
Other State / Regional	0.4	2.4
Total	\$4.7	\$5.7



V: Capital Grant Funding: Sources Potentially at Risk

- **Federal Funding**

- Risk for future FTA formula funding for bus purchases, beyond FY25
- High risk for competitive, discretionary funding programs such as Low-No, Buses and Bus Facilities Program

- **State Funding**

- ARCHES (Alliance for Renewable Clean Hydrogen Energy Systems) for hydrogen fueling station
- Future funding from State Cap-and-Trade programs

- **Regional/Local funding**

- Various potential funding sources for Zero Emission Bus-related projects

V: Capital Budget: Phase II Budget Amendment

- Major Projects
 - Emission Zero Vehicles and Infrastructure
 - North Base Building 200 Replacement
 - North Base Sea Level Rise and Shoreline Erosion Mitigation
 - Bus Stop Improvement Program
 - Operator Restrooms
 - Technology projects

VI: Next Steps

- June Board:
 - Staff to present the proposed FY26 and FY27 Operating and Capital Budgets
 - Draft CIP Presentation
- July Board:
 - CIP Adoption
- August Board:
 - Capital Reserve Policy
 - Capital Budget amendment (phase II)



Item #8.b.7.
5/7/2025

Thank You



BOARD OF DIRECTORS 2025

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

APRIL CHAN
GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Legislative Committee Meeting Committee of the Whole

May 7, 2025 – 3:00 pm

or immediately following the Finance Committee meeting

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Josh Powell (Chair), Peter Ratto, Jackie Speier

- | | | |
|--------|---|--------|
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Legislative Committee Meeting of April 2, 2025 | Motion |
| 8.c.3. | Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 1372 (Papan) | Motion |
| 8.c.4. | Adjourn | |

Note:

- This Committee meeting may be attended by Board Members who do not serve 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
1250 San Carlos Avenue, San Carlos, California
Legislative Committee Meeting / Committee of the Whole
DRAFT Minutes of April 2, 2025**

Members Present (In Person): J. Powell (Chair)

Members Absent: P. Ratto, J. Speier

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

Other Board Members Present Constituting Committee of the Whole (Via Teleconference):
M. Fraser

Other Board Members Absent: None

Staff Present: J. Cassman, A. Chan, J. Epstein, L. Lumina-Hsu, M. Tseng, S. van Hoften

7.c.1. Call to Order

Committee Chair Powell called the meeting to order at 3:04 pm.

7.c.2. Approval of Minutes of the Legislative Committee Meeting of March 5, 2025

Motion/Second: Chuang/Esser

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

Noes: None

Absent: Ratto, Speier

7.c.3. Receive Legislative Update and Approve Legislative Proposal Senate Bill 752 (Richardson)

Jessica Epstein, Director, Government and Community Affairs, provided the presentation, which included the following:

Federal:

- Earmarks from Fiscal Year (FY) 2025 eliminated
- Pursuit of earmark for bus stop improvements
- Currently no grants cancelled or undone for the District

State:

- No opposition for the SamTrans-sponsored job order contracting bill
- Brown Act bills update; Senate Bill (SB) 752 extension
- Assembly Bill 1070: prevention of compensation for Board meeting attendance unless public transit is taken; Board members must include transit riders and transit union representatives

The Committee Members had a robust discussion and staff provided further clarification in response to the committee's comments and questions, which included funding from earmarks needing backfill or come from somewhere else

Public Comment

Aleta Dupree, Team Folds, commented on state-level funding and tax exemption for zero emissions; spoke in support of zero emission equipment investment and Brown Act remote participation; and spoke in opposition to AB 1070.

Motion/Second: Medina/Canepa

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

Noes: None

Absent: Ratto, Speier

Ms. Epstein continued the presentation, which included the following:

- SB 63 – Provides flexibility so San Mateo and San Francisco counties can/may run separate measures and will create a new Transportation Revenue Measure District (TRMD) to oversee measure
- Amount of funds needed for Caltrain and Bay Area Rapid Transit (BART) will be determined by the Transit Operations Financial Responsibility Plan (T-FRIP) process (for BART) or Joint Powers Agreement (JPA) negotiations process (for Caltrain)
- Measure set at 1/2 cent tax for most counties named in the legislation, with San Francisco up to 1 cent tax

The Committee Members had a robust discussion and staff provided further clarification in response to the committee's comments and questions, which included the following:

- Leading agency, as to who at the County should decide the opt-in
- Threshold of voters needed to pass the bill will likely needs to be measured through polling of ¼ or ½ cent tax measure
- Current Measure A funding insufficient to address Caltrain's deficit, and may require more funding to go to Caltrain and possibly BART when the measure is re-authorized, instead of to capital projects
- Included in the legislation is financial accountability for each agency to increase ridership and to map out cost saving plans
- Audit evaluation to determine deficit for each agency is crucial for San Mateo County to determine if it has sufficient financial information to opt-in
- Citizens initiative's short timeline to ballot –collection of signatures needed for such a measure to move forward. Estimated that the collection of signatures occurs in early 2026, leading to a short timeframe for the measure to go to the ballot box

Public Comment

Drew L, Redwood City, spoke in support of regional funding measure, and BART funding shortfalls impact on ridership and traffic.

Allison Chang, San Carlos, spoke in support of regional funding measure, prioritization of transit and achieving climate goals.

Adina Levin, Seamless Bay Area and Friends of Caltrain, spoke in support of regional funding measure, and commented on transit agency coordination.

Gina Papan commented on waiting for Metropolitan Transportation Commission (MTC) audit results; polling voters, accountability, and sustainability measures; and funding by ridership numbers.

Raiyan spoke in support of funding BART and Caltrain.

7.c.4. Adjourn – The meeting adjourned at 4:19 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 650-551-6108 or by email to board@samtrans.com.

**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: **Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 1372 (Papan)**

Action

Staff proposes the Committee:

1. Receive the attached federal and state legislative updates.
2. Approve the recommended San Mateo County Transit District positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

Significance

The 2025 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 specify those bills on which staff proposes that the District take a formal position.

Prepared By: Ana Vasudeo Government and Community Affairs Manager 650-730-9917

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 23 DeMaio R The Cost of Living Reduction Act of 2025.	This bill is in the Assembly Utilities & Energy Committee.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the PUC to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months. This bill contains other related provisions and other existing laws.	Watch
AB 33 Aguiar-Curry D Autonomous vehicles.	This bill is in the Assembly Appropriations Committee.	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. A violation of the Vehicle Code or a local ordinance adopted pursuant to that code is an infraction. This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human operator on any highway within the State of California. The bill would declare that a violation of this prohibition is not an infraction and is instead punishable by a civil fine not to exceed \$25,000 for each instance of the violation. The bill would make certain findings and declarations related to these provisions. This bill contains other related provisions.	Watch

San Mateo County Transit District
State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 35 Alvarez D California Environmental Quality Act: clean hydrogen transportation projects.	This bill is in the Assembly Natural Resources Committee.	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. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. The bill would require an action or proceeding brought to attack, review, set aside, void, or annul the approval of a clean hydrogen environmental assessment or the issuance of a discretionary permit or authorization for a clean hydrogen transportation project, including any potential appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court. By imposing new duties on a lead agency, this bill would create a state-mandated local program. The bill would repeal these provisions on January 1, 2036. This bill contains other related provisions and other existing laws.	Watch
AB 61 Pacheco D Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This bill is in the Assembly Appropriations Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions that would prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.	Watch

San Mateo County Transit District
State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 99 Ta R Electrical corporations: rates.	This bill is in the Assembly Appropriations Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing a rate increase above the rate of inflation, as defined, as a systemwide average for any general rate case cycle, except the bill would expressly authorize the commission to approve a rate increase above the rate of inflation if the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. This bill contains other related provisions and other existing laws.	Watch
AB 259 Rubio, Blanca D Open meetings: local agencies: teleconferences.	This bill is on the Assembly Floor.	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 authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency 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, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing 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 requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 334 Petrie-Norris D Operators of toll facilities: interoperability programs: vehicle information.	This bill is in the Assembly Privacy & Consumer Protection Committee.	Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.	Watch
AB 339 Ortega D Local public employee organizations: notice requirements.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law, the Meyers-Milias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. If the recognized employee organization demands to meet and confer within 30 days of receiving the written notice, the bill would require the public agency and recognized employee organization to promptly meet and confer in good faith, as specified. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 340 Ahrens D Employer-employee relations: confidential communications.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive 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 also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.	Watch
AB 370 Carrillo D California Public Records Act: cyberattacks.	This bill is on the Assembly Floor.	The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 394 Wilson D Public transportation providers.	This bill is in the Assembly Appropriations Committee.	Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law defines stalking as willfully, maliciously, and repeatedly following or willfully and maliciously harassing another person and making a credible threat with the intent to place that person in reasonable fear for the person's safety, or the safety of the person's immediate family. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support March 2025
AB 421 Solache D Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.	This bill is in the Assembly Public Safety Committee.	Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, on in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 467 Fong D Open meetings: teleconferences: neighborhood councils.	This bill is on the Assembly Floor.	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, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would extend the authorization for specified neighborhood city councils to use the alternate teleconferencing provisions described above until January 1, 2031. This bill contains other related provisions and other existing laws.	Watch
AB 541 DeMaio R California Public Records Act Ombudsperson.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law, the California Public Records Act, requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. This bill would, until January 1, 2029, and subject to appropriation, establish the Office of the California Public Records Act Ombudsperson. The bill would require the Governor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would require the ombudsperson to create a process through which a person whose information is contained in a record being reviewed may intervene to assert their privacy and confidentiality rights, and would otherwise require the ombudsperson to maintain the privacy and confidentiality of records, as provided. The bill would require the ombudsperson to report to the Legislature, on or before March 31, 2027, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 810 Irwin D Local government: internet websites and email addresses.	This bill is in the Assembly Appropriations Committee.	Existing law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a “.gov” top-level domain or a “.ca.gov” second-level domain no later than January 1, 2029. Existing law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a “.gov” domain name or a “.ca.gov” domain name no later than January 1, 2029. Existing law defines “local agency” for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term “local agency” from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031. The bill would allow a community college district or community college to use a “.edu” domain to satisfy these requirements, and would specify that these requirements do not apply to a K–12 public school district. By adding to the duties of local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 939 Schultz D The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.	This bill is in the Assembly Transportation Committee.	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 941 Zbur D California Environmental Quality Act: electrical infrastructure projects.	This bill is in the Assembly Appropriations Committee.	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 certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Existing law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Existing law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. This bill contains other related provisions and other existing laws.	Watch
AB 996 Pellerin D Public Resources: California Coastal Act of 1976: California Coastal Planning Fund.	This bill is in the Assembly Natural Resources Committee.	Existing law, the California Coastal Act of 1976, provides for the protection of California's coast and requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit, except as specified. The act requires the issuance of a coastal development permit if the proposed development is in conformity with the certified local coastal program. The act provides for the certification of local coastal programs by the California Coastal Commission. The bill would establish the California Coastal Planning Fund in the State Treasury to help local governments adequately plan for the protection of coastal resources and public accessibility to the coastline. The bill would, upon appropriation by the Legislature, make moneys in the fund available to the commission for various state and local costs relating to local coastal program development and sea level rise plans and to administer the fund, as provided. This bill contains other related provisions.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 1058 Gonzalez, Jeff R Motor Vehicle Fuel Tax Law: suspension of tax.	This bill is in the Assembly Transportation Committee.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.	Watch
AB 1067 Quirk-Silva D Public employees' retirement: felony convictions.	This bill is in the Assembly Appropriations Committee.	Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. This bill would require a public employer that is investigating a public employee for misconduct arising out of the actions described above, to continue the investigation even if the public employee retires while under investigation. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency. Under the bill, if a felony conviction results arising out of any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions described above. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 1132 Schiavo D Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This bill is in the Assembly Appropriations Committee.	Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.	Watch
AB 1198 Haney D Public works: prevailing wages.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 1207 Irwin D Climate change: market-based compliance mechanism: price ceiling.	This bill is in the Assembly Natural Resources Committee.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Existing law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 1243 Addis D Polluters Pay Climate Superfund Act of 2025.	This bill is in the Assembly Judiciary Committee.	<p>The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.</p>	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 1250 Papan D Transit operators: paratransit: recertification of eligibility.	This bill is in the Assembly Transportation Committee.	Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Existing law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would prohibit, on and after January 1, 2027, those transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility, unless the person has a temporary eligibility or there is a review to broaden the person's eligibility, as specified. The bill would require a temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, as specified. The bill would prohibit renewal of temporary eligibility more than 6 consecutive times. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.	Watch
AB 1268 Macedo R Motor Vehicle Fuel Tax Law: adjustment suspension.	This bill is in the Assembly Transportation Committee.	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 1337 Ward D Information Practices Act of 1977.	This bill is in the Assembly Appropriations Committee.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of “personal information.” The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1340 Wicks D Transportation network company drivers: labor relations.	This bill is in the Assembly Labor & Employment Committee.	Existing law declares the public policy of the state regarding labor organization, including, among other things, that it is necessary for a worker to have full freedom of association, self-organization, and designation of representatives of their own choosing, to negotiate the terms and conditions of their employment, and to be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. Existing law, the Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Existing law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Existing case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Existing law also establishes the Labor and Workforce Development Agency in state government under the supervision of the Secretary of Labor and Workforce Development, and charges the agency with oversight of specified departments, boards, and panels. This bill, the Transportation Network Company Drivers Labor Relations Act, would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations of their own choosing to engage in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. The bill would provide that TNC drivers also have the right to refuse to join or participate in the activities of TNC driver organizations. The bill would require the Labor and Workforce Development Agency to enforce these provisions. The bill would define various terms for purposes of the act and would make related legislative policy statements.	Watch

San Mateo County Transit District
State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 1372 Papan D Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This bill is in the Assembly Utilities & Energy Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.	Recommend Support
AB 1410 Garcia D Public utilities: service outages and updates: alerts.	This bill is in the Assembly Appropriations Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require each public utility to automatically enroll customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts they do not wish to receive, except as provided. The bill would require each public utility to provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information by email or telephone. This bill contains other related provisions and other existing laws.	Watch
AB 1421 Wilson D Vehicles: Road Usage Charge Technical Advisory Committee.	This bill is in the Assembly Transportation Committee.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.	Watch

San Mateo County Transit District
State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 1472 Hart D California Sea Level Rise State and Regional Support Collaborative.	Pending referral to policy committee.	Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.	Watch
SB 30 Cortese D Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	This bill is in the Senate Environmental Quality Committee.	Existing law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
SB 63 Wiener D San Francisco Bay area: local revenue measure: transportation funding.	This bill is in the Senate Revenue & Taxation Committee.	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 establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other existing laws.	Watch
SB 71 Wiener D California Environmental Quality Act: exemptions: transit projects.	This bill is in the Senate Appropriations Committee.	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, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support March 2025

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
SB 79 Wiener D Local government land: public transit use: housing development: transit-oriented development.	This bill is in the Senate Local Government Committee.	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “surplus land” for these purposes to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “agency’s use” for these purposes to include land that is being used for agency work or operations, as provided. Existing law exempts from this definition of “agency’s use” certain commercial or industrial uses, except that in the case of a local agency that is a district, except a local agency whose primary purpose or mission is to supply the public with a transportation system, “agency’s use” may include commercial or industrial uses or activities, as specified. This bill would additionally include land leased to support public transit operations in the definition of “agency’s use,” as described above. The bill would also revise the definition of “agency’s use” with respect to commercial or industrial uses to instead provide that a district or a public transit operator may use land for commercial or industrial uses or activities, as described above. This bill contains other related provisions and other existing laws.	Watch
SB 239 Arreguín D Open meetings: teleconferencing: subsidiary body.	This bill is in the Senate Judiciary Committee.	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, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. 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. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
SB 272 Becker D San Mateo County Transit District: job order contracting: pilot program.	This bill is on the Assembly Floor.	The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.	Sponsor February 2025
SB 419 Caballero D Hydrogen fuel.	This bill is in the Senate Revenue & Taxation Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after January 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel. This bill contains other related provisions and other existing laws.	Watch
SB 445 Wiener D Transportation: planning: complete streets facilities: sustainable transportation projects.	This bill is in the Senate Appropriations Committee.	Existing law requires the Department of Transportation to improve and maintain the state's highways. Existing law authorizes the department to issue encroachment permits and requires the department to either approve or deny an application from an applicant for an encroachment permit within 60 days of receiving a completed application, as provided. Existing law also requires the department, on or before January 1, 2027, to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or a transit agency. This bill would instead require the department to develop and adopt the above-described project intake, evaluation, and encroachment review process on or before February 1, 2027. The bill would also state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
SB 496 Hurtado D Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	This bill is in the Senate Transportation Committee.	Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.	Watch
SB 506 Committee on Transportation Transportation: omnibus bill.	This bill is on the Senate Floor.	(1)Existing law requires that each application for an original or a renewal of a driver's license contain certain information, including the applicant's true full name, age, mailing address, and gender. Existing law also provides that if a driver's license is lost, destroyed, or mutilated, or if a new true full name is acquired, the person to whom the driver's license was issued shall obtain a duplicate if the person provides satisfactory proof of the loss, destruction, or mutilation. A violation of these provisions is an infraction. This bill would authorize a person who submits a change of address, as specified, to apply for a duplicate driver's license. The bill would require the applicant who receives a duplicate through this process to immediately destroy the license containing the prior mailing address. By creating a new crime, this bill would impose a state-mandated local program.	Watch

San Mateo County Transit District
State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
SB 559 Stern D Electricity: deenergization events: communications.	This bill is in the Senate Appropriations Committee.	Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.	Watch
SB 578 Smallwood-Cuevas D California Workplace Outreach Program.	This bill is on the Suspense File in the Senate Appropriations Committee.	Current 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 wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application to qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights.	Watch

San Mateo County Transit District
State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
SB 642 Limón D Employment: payment of wages.	This bill is in the Senate Judiciary Committee.	Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines “pay scale” as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of “pay scale” to mean an estimate of this expected wage range that is made in good faith. This bill contains other related provisions and other existing laws.	Watch
SB 667 Archuleta D Railroads: safety: wayside detectors: train length: emergency vehicle crossing.	This bill is in the Senate Transportation Committee.	The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train with maximum spacing specified for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains, rolling stock, on-track equipment, and their component equipment and parts for defects. The bill would require a wayside detector system to issue certain messages if a defect is detected or is not detected, and would specify actions to be taken if a message indicating a defect is detected. The bill would require a railroad corporation to ensure that its employees know and understand these requirements. The bill would require the commission to enforce these requirements and would impose a penalty of not less than \$25,000 upon a railroad corporation for each violation. This bill contains other related provisions.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
SB 707 Durazo D Open meetings: meeting and teleconference requirements.	This bill is in the Senate Appropriations Committee.	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. This bill would, until January 1, 2030, require a city council or a county board of supervisors to comply with additional meeting requirements, including that all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that the city council or county board of supervisors encourage residents to participate in public meetings, as specified. This bill contains other related provisions and other existing laws.	Watch
SB 714 Archuleta D Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	Pending referral to policy committee.	Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.	Watch
SB 735 Committee on Local Government Validations.	This bill is on the Assembly Floor.	This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	Watch
SB 741 Blakespear D Coastal resources: coastal development permit: local emergency declaration.	This bill is in the Senate Appropriations Committee.	Existing law, the California Coastal Act of 1976, establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission to provide, by regulation, for the issuance of coastal development permits by the executive director of the commission or, where the development permit authority has been delegated to a local government, by an appropriate local official designated by resolution of the local government without compliance with the procedures prescribed in the act in cases of emergency, except as provided, and for certain nonemergency developments, as described. This bill would include as an emergency, for purposes of the latter provision, a local emergency declaration by a municipality, county, or special district.	Watch

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
SB 752 Richardson D Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill is in the Senate Revenue & Taxation Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.	Support April 2025

San Mateo County Transit District State Legislative Matrix 4/24/2025

Bill ID/Topic	Location	Summary	Position
AB 778 Chen R Local Agency Public Construction Act: internet website posting.	This is a two-year bill, and will no longer be moving forward this year.	Existing law, the Local Agency Public Construction Act, sets forth the requirements for the payment of construction projects by local agencies. Existing law, the State Contract Act, imposes specified requirements on state agencies regarding payment of construction contracts, including requiring, within 10 days of making a construction contract payment, a state agency that maintains an internet website to post on its internet website the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made or the date the state agency transmitted instructions to the Controller or other payer to make the payment, the payment application number or other identifying information, and the amount of the payment. Existing law exempts from these provisions, among other things, construction contracts valued below \$25,000. This bill would require a local agency that maintains an internet website to post on its internet website the information described above. The bill would exempt from these provisions construction contracts valued below \$25,000. The bill would prohibit a local agency that fails to comply with these provisions from withholding any retention proceeds from any remaining payment, as specified. By adding to the duties of local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1070 Ward D Transit districts: governing boards: compensation: nonvoting members.	This bill was pulled from the Assembly Local Government Committee, and will no longer be moving forward this year.	Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch



April 14, 2025

TO: Board of Directors
San Mateo County Transit District

FM: Matt Robinson, Michael Pimentel and Brendan Repicky
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – May 2025**

General Update

As has been highlighted in previous reports, state legislators introduced approximately 2,350 bills in this first year of the 2025-2026 Legislative Session. Many of these bills started out as “spot” bills and required substantive language before they could advance to the Legislature’s policy committees. The Assembly required spot bills to be amended by March 17 and the Senate by March 26. Pursuant to these deadlines, we have seen substantive language amended into many bills; we will see additional substantive amendments over the coming weeks. The Legislature will adjourn for Spring Recess on April 10 and reconvene on April 21. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 (May 9 for non-fiscal) for bills in the first house. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

Bay Area Regional Measure

The effort to generate additional revenue to support the Bay Area’s public transit systems by way of a regional transportation measure is now included in SB 63 (Wiener and Arreguín). The bill would authorize a citizens’ initiative, which may only require a simple majority vote, for a sales tax of one half cent in Alameda and Contra Costa Counties, and up to one cent in San Francisco. These taxes would be applied for 10-15 years. As noted, the bill is currently a three-county measure (Alameda, Contra Costa, San Francisco), but provides a path for San Mateo and Santa Clara counties to opt-in before July 2025. After administrative costs, the bill would allocate remaining revenues to AC Transit, BART, Caltrain, and Muni, and may only be used for transit operations. The measure would also provide up to 10 percent of the revenues for transit transformation. Any remaining funds could be used for East Bay bus operators that provide feeder service to BART. The bill will also require performance audits of the four major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), and an operational cost-sharing analysis, as well as provisions for stronger regional network management. The bill also authorizes a regional network manager to implement the network management framework in exchange for access to SB 63 funds.

Governor Newsom Appoints New CalSTA Leaders

On March 19 and April 3, respectively, Governor Newsom announced the appointment of Emily Warren and James Hacker to leadership positions at the California State Transportation Agency. Ms. Warren was appointed to the role of CalSTA Deputy Secretary for Innovative Mobility Solutions and Mr. Hacker was appointed to the role of CalSTA Undersecretary. Ms. Warren fills the position left vacant by Lori Pepper

and Mr. Hacker fills the role left vacant by Mark Tollefson. The appointment of Mr. Hacker is of particular importance to METRO as he will be the agency's most senior manager and will be charged with overseeing the agency's departments, including the California Department of Transportation, California Highway Patrol, California Department of Motor Vehicle, and California High-Speed Rail Authority, to ensure their implementation of programs and policies consistent with the priorities of the Governor and CalSTA Secretary.

Governor Newsom and Assembly Speaker Rivas Appoint New Members to California Air Resources Board

In late February, Governor Newsom and Assembly Speaker Rivas separately announced new appointments to the California Air Resources Board. Governor Newsom announced the appointment of Lynda Hopkins, a Sonoma County Supervisor, and Dawn Ortiz Legg, a San Luis Obispo County Supervisor. Hopkins will serve as the Bay Area Air Quality Management District Member on CARB, replacing Davina Hurt. Legg will serve as the Air District Member. Speaker Rivas announced the appointment of Corey A. Jackson, an Assembly Member, as ex-officio member. Jackson replaces Assembly Member Eduardo Garcia.

Bills with Recommended Action

AB 1372 (Papan) Renewable Electrical Generation: Regenerative Braking – RECOMMEND SUPPORT

AB 1372, sponsored by Caltrain and authored by Assemblymember Papan, would allow the regenerative braking energy by electric trains that use renewable energy to be eligible under the state's net billing policies. This would allow Caltrain to be credited for the electricity it exports to the grid in the same way that other non-utility customers are compensated in the state. Caltrain currently exports 23% of the energy it consumes back to the electrical grid, about 17 million kWh, and receives no compensation due to regenerative braking from electric trains not being listed as eligible for net billing tariff. The bill has been set for hearing on April 30 in the Assembly Utilities and Energy Committee.

Bills of Interest

SB 30 (Cortese) Sale of Diesel-Powered Rail Equipment

This bill would prohibit a public entity that owns diesel-powered on-track equipment – defined to mean any locomotive or any other car, rolling stock, equipment, or other device that, alone or coupled to others, is operated on stationary rails and has a diesel engine – from selling, donating, or otherwise transferring that equipment for continued use after the public entity ceases the service of on-track equipment by replacing it with lower emission on-track equipment. The author of the bill has indicated that this legislation is in response to the recent transfer of Caltrain trainsets to Peru. Caltrain and other rail agencies in California have expressed significant concerns with the legislation.

SB 667 (Archuleta) Railroads, Wayside Detectors, Train Length, Emergency Vehicle Crossing

This bill would require a railroad, including passenger and commuter rail agencies, to install and operate a network of wayside detector systems on or adjacent to its tracks. SB 667 would also prohibit certain trains with a total length of 7,500 feet from operating on any part of a main line or branch line and would also require a train, rolling stock, or other on-track equipment that is stopped and blocking an at-grade railroad crossing to be moved to clear the railroad crossing upon the approach of an emergency vehicle. Caltrain has expressed concerns with the legislation.

SB 707 (Durazo) Brown Act Reform

Authored by the Senate Local Government Committee Chair, this bill would make a number of changes to the Brown Act, including authorizing the legislative body of a local agency to use teleconferencing during a proclaimed state of emergency or local emergency if certain conditions are met and re-

authorizing remote participation authority for just cause as constituted by AB 2449 (Rubio). SB 707 would also create a process for subsidiary bodies to meet remotely, and would permit certain members participating remotely to count toward in-person quorum requirements (ADA, under 18, etc.). This bill contains several other provisions related to the Brown Act, including new translation requirements for meeting materials.

AB 339 (Ortega) Local Public Employee Organizations: Notice Requirements

This bill would require the governing body of a public agency, board, or commission to provide written notice to an employee organization no less than 120 days prior to issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization.

AB 810 (Irwin) Internet Website Requirements

As amended on April 10, this bill would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a “.gov” or “.ca.gov” domain by January 1, 2031. The domain itself is free for eligible government agencies; however it will require affected agencies to reconfigure and update their website and other relevant third-party systems. AB 810 is set for hearing in the Assembly Privacy and Consumer Protection Committee on April 22.

AB 1250 (Papan) Paratransit Operators: Recertification of Eligibility

This bill was amended on April 10 to prohibit transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility for the services.

AB 778 (Chen) Internet Website Posting

This bill would require local agencies, within 10 days of making a construction contract payment, to post on its website information about the project, including the name of the company paid, the date it was paid, the amount of the payment, and other identifying information. Construction contracts valued below \$25,000 would be exempt. This bill is no longer moving forward this year.

AB 1070 (Ward) Transit District Governing Boards

This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system each month. The bill would also require the governing board of a transit district to include 2 nonvoting members. One nonvoting member would be required to be a user of the transit service, and the other nonvoting member would be recommended by the labor organization representing transit employees. This bill was pulled from its April 23 committee hearing and thus is likely no longer moving forward this year.

**SamTrans
Federal Report
May 2025**

Congressional Update

Budget Reconciliation Update

- Republicans in the House and Senate are continuing their work on a budget reconciliation package that will allocate funding for defense, energy, and border security, reauthorizes the 2017 Tax Cuts and Jobs Act, and cuts domestic spending.
- The House narrowly passed a budget resolution previously advanced by the Senate, which will allow House and Senate committees to formally draft the reconciliation bill. Despite the House clearing the key procedural hurdle, there remain key divides among the House Republican conference over the amount of spending cuts and certain tax provisions included in a final bill. House Speaker Mike Johnson announced that he would like to pass a bill before Memorial Day, which will require the Speaker, Senate Majority Leader John Thune (R-SD), and President Trump to weigh in with holdouts to meet the Speaker's goal.
- A reconciliation bill could also include an extension of the federal debt ceiling. The Bipartisan Policy Center (BPC) released its [Debt Limit Analysis](#), predicting that the United States is anticipated to default on its \$36 trillion national debt between mid-July and early October if Congress does not act to raise the debt ceiling.

FY 2026 Appropriations Update

- House Appropriations Committee Chair Tom Cole (R-OK) and Senate Appropriations Chair Susan Collins (R-ME) released their respective guidance for the FY26 appropriations process. Chair Cole has announced that members will continue to be limited to 15 requests for FY26.
- In advance of the guidance, many members and Senators released their earmark forms, while many waited for the Chairs to release the respective full committee and subcommittee guidance. Sens. Padilla and Schiff both released their respective earmark request forms prior to the release of the guidance. SamTrans was able to submit its \$2 million request to both Senators for the Real Time Information Upgrades to Bus Stops in Daly City, South San Francisco, and East Palo Alto project. Senators' offices will now review all requests and determine which projects they advance to the Senate Appropriations Committee. If included in final government funding legislation, the funding would be used to update and install real-time passenger information signs across Daly City, South San Francisco, and East Palo Alto.
- Congress is now in recess for the next two weeks and will return the week of April 28.

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564
Holland & Knight LLP | www.hklaw.com

- Looking ahead, the President is expected to release a slimmed down “skinny” FY26 budget request this month that provides a general overview of the President’s priorities. The President’s full budget request is likely to arrive in May.

Marc Molinaro Receives Confirmation Hearing

- On March 27, the Senate Banking, Housing, and Urban Affairs Committee held a [hearing](#) concerning multiple confirmations, including that of Marc Molinaro for Federal Transit Administration (FTA) Administrator. The hearing centered around themes of workforce development, transparency and accountability, rural transit, and his commitment to transit infrastructure projects. Overall, Molinaro expressed commitment to following the contractual obligations of the FTA and advocating for grant money to be released to transit entities.
- Committee members asked about the status of infrastructure projects and funding under the Infrastructure Investment and Jobs Act (IIJA). Molinaro committed to ensuring that authorized funds continue to flow and that projects already in progress remain on track. He emphasized the importance of adhering to contractual obligations and ensuring that federal funds are used effectively to support transit infrastructure.
- The Banking Committee advanced Molinaro’s nomination by a vote of 20-4. Molinaro is expected to be swiftly confirmed by the Senate when his nomination reaches the Senate floor.

Secretary Duffy Testifies Before Senate EPW Committee on Priorities for Surface Transportation Reauthorization Bill

- On April 2, DOT Secretary Sean Duffy testified before the Senate Environment and Public Works (EPW) Committee in a hearing entitled: “[Constructing the Surface Transportation Reauthorization Bill: United States Secretary of Transportation’s Perspective](#)”. The goal of the hearing was to discuss the Trump Administration’s policies for the next surface transportation reauthorization bill, to be passed after the IIJA expires in September 2026.
- During the hearing, Secretary Duffy and EPW Ranking Member Sheldon Whitehouse (D-RI) clashed over the DOT’s decision to freeze funding for certain infrastructure projects to review their alignment with climate and social justice priorities.
- Secretary Duffy also noted during the hearing that the Department is evaluating the cost of a new air traffic control system and revising guidance for the \$5 billion National Electric Vehicle Infrastructure Formula Program (NEVI), which has faced delays.
- Secretary Duffy assured the committee that recent personnel cuts at DOT have not impacted the grant agreement process and mentioned ongoing collaboration with the Office of Personnel Management (OPM) on a reduction in force plan.

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564
Holland & Knight LLP | www.hklaw.com

House T&I Committee Holds Hearing on State of the Nation's Transit Systems

- On April 9, the House Subcommittee on Highways and Transit convened for a [hearing](#) entitled, “America Builds: A Review of Our Nation’s Transit Policies and Programs.” During the hearing, members and witnesses discussed the impact of the IIJA and how to expand upon that framework in the surface transportation reauthorization bill in 2026.
- Both the Congressmen and witnesses agreed that there needs to be a continued investment in public transit, particularly in rural areas which have historically received less funding. Furthermore, there was a discussion of regulations on public transit, and witnesses called for minimizing [National Environmental Policy Act \(NEPA\)](#) standards to increase efficiency and requiring agencies to release data to ensure accountability. Representatives and the panel also considered how to implement a federal framework for autonomous vehicles (AVs) and how to increase the spare ratio of bus vehicles in the event of extreme weather.

House T&I Committee Requests Stakeholder Feedback on Surface Transportation Reauthorization Bill

- The House Transportation and Infrastructure Committee is requesting stakeholder feedback as the committee continues its work on the next surface transportation reauthorization bill. Both the House and Senate are ramping up their activity as members begin drafting ideas and bill text for the upcoming reauthorization.
- SamTrans previously submitted feedback through the California Transit Association for the upcoming reauthorization. Priorities included maintaining funding for bus programs, allowing funding for operations, and changes to how the Rural Transportation Program is administered.
- The Highways and Transit subcommittee is requesting that stakeholders submit input using [this link](#) by April 30.

Administration Update

Lawmakers Send Bipartisan, Bicameral Letter to Department of Energy Advocating for the Protection of Hydrogen Hubs Funding

- California Senators Alex Padilla and Adam Schiff sent a bipartisan and bicameral letter of 45 lawmakers to Department of Energy (DOE) Secretary Chris Wright based on reporting that DOE is considering canceling funding for California's Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES). Joining the letter were Reps. Kevin Mullin and Nancy Pelosi, as well as Republicans Vince Fong, Jay Obernolte, and David Valadao.
- Like many federal departments, DOE is reevaluating awards made under the Biden Administration and their potential to be scaled back or cut. SamTrans remains closely

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564
Holland & Knight LLP | www.hklaw.com

involved in ARCHES, and any cuts could impact SamTrans' participation in the hydrogen hub.

- The letter cites the importance of investing in ARCHES to advance American hydrogen technology. Additionally, the letter estimates the program will create and support 220,000 good-paying jobs in California. SamTrans and Holland & Knight continue to closely track all developments related to hydrogen hubs, which includes working with the federal delegation to weigh in with relevant departments.

Lawmakers Send Letter Advocating for the BRIC Program

- Reps. Brittany Pettersen (D-CO) and Suzanne Bonamici (D-OR) sent a letter to Department of Homeland Security Secretary (DHS) Kristi Noem and Acting Federal Emergency Management Agency (FEMA) Administrator Cameron Hamilton expressing concern over the federal government's move to terminate FEMA's Building Resilient Infrastructure and Communities (BRIC) program.
- The BRIC program is designed to help states, local communities, tribes, and territories reduce the risk of disasters and natural hazards. DHS and FEMA officially announced the termination of BRIC awards from fiscal years 2020-2023. The IIJA allocated BRIC approximately \$1 billion to fund resilience projects across the United States.
- The BRIC program was a key funding tool for the Biden Administration as they worked to address the impact of climate change, like sea level rise. Funding was utilized to help communities plan and build the infrastructure needed to respond to natural disasters made worse by increasing temperatures and other extreme weather. However, due to the program's connection to climate change and other environment-related topics, it was targeted by the Trump Administration as it ran counter to the President's various [energy-related executive orders](#).



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

APRIL CHAN
GENERAL MANAGER/CEO

NOTICE OF CANCELLATION

San Mateo County Transit District

Strategic Planning, Development, and Sustainability Committee Meeting / Committee of the Whole

**Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

Strategic Planning, Development, and Sustainability
Committee Meeting / Committee of the Whole
for Wednesday, May 7, 2025
is cancelled as there are no business items this month.

The next scheduled meeting is **Wednesday, June 4, 2025.**

Note:

- This Committee meeting may be attended by Board Members who do not serve 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.