Revised 11/3/2026 at 5:20 pm – Item 4.b. Title Correction; Item 9.a. draft minutes amended (Page 10); Item 9.k. removed; Item 9.l. renumbered to 9.k.

Revised 10/29/2026 at 5:45pm – Item 14 Finance Committee Agenda Correction: Item 14.e. Action Corrected to Motion (Page 329)

BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO

REVISED AGENDA

San Mateo County Transit District

Board of Directors Meeting

November 4, 2026, 2:00 pm

Public Hearing Room, 5th Floor
166 North Rollins Road, Millbrae, CA 94030

Members of the public may attend in person at the noticed location(s) or participate remotely via Zoom at: **https://us02web.zoom.us/j/86938147935?pwd=yBjq6YBO0HplQvQFJaNNy7sIOut2yY.1** or by entering Webinar ID: **869 3814 7935**, Passcode: **882894** 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. 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.

Public Comments: Written public comments may be emailed to publiccomment@samtrans.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.samtrans.com/meetings.

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

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

Each public comment is limited to one minute 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.

Wednesday, November 4, 2026 2:00 pm

1. Call to Order / Pledge of Allegiance

2. Roll Call

3. Safety Message

4. Report Out from Closed Session at October 7, 2026 Board of Directors Meeting

   4.a. Closed Session: Conference with Legal Counsel - Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Love, Lowel v. San Mateo County Transit District, Workers Compensation Appeals Board Case No. ADJ975710

   4.b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Lino Garcia Diaz v. San Mateo County Transit District et. al., Superior Court of California, County of San Francisco, Case No. CGC-23-609955

   4.c. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Julio Cesar Moran v. San Mateo County Transit District et. al., Superior Court of California, County of San Mateo, Case No. 24-CIV-07001

5. Recess to Closed Session

   5.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): San Mateo County Transit District v. SFIII Millbrae, LLC, et al., Superior Court of California, County of San Mateo, Case No. 26-CIV-06530

   5.b. Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 52957.6
   Agency-designated Representatives: Pat Glenn and Nathaniel Kramer
   Employee Organization: International Brotherhood of Teamsters, Local 856 (All Units)

6. Reconvene Open Session

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

7. Report Out from Closed Session (Items 5.a. and 5.b.)

   7.a. The Board may consider approving one-year extensions of labor agreements with International Brotherhood of Teamsters, Local 856 (all units).

8. Public Comment for Items Not on the Agenda

   Comments by each individual speaker shall be limited to one (1) minute. Items raised that require a response will be deferred for staff reply.

9. Consent Calendar

9.a.	Approval of Minutes of the Board of Directors Meeting of October 7, 2026	Motion
9.b.	Approve the 2027 San Mateo County Transit District (SamTrans) Board of Directors and Board Committees Calendar	Motion
9.c.	Accept Quarterly Report for On-Call Contracts for Fiscal Year 2027 Quarter 1	Motion
9.d.	Accepting Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2027 Quarter 1	Motion
9.e.	Accept Quarterly Investment Report	Motion
9.f.	Accept San Mateo County Transit District (SamTrans) Capital Program Quarterly Progress Report for Fiscal Year 2027 Quarter 1	Motion
9.g.	Updating the Public Transportation Agency Safety Plan (PTASP)	Resolution
9.h.	Adopting the Amended Conflict of Interest Code	Resolution
9.i.	Authorizing an Amendment to Contract No. 21-S-CO-069 with Western States Oil Company for Fuel and Fueling Services to Increase the Not-to-Exceed Amount by $8 Million and Extend the Term for One Year	Resolution
9.j.	Awarding a Contract to Midwest Motor Supply Co., Inc. dba Kimball-Midwest to Provide Bus Maintenance Shop Supplies for a Five-Year Term for a Not-To-Exceed Amount of $484,000	Resolution

~~9.k.~~	~~Ratifying and Approving the Agreement with Voice Intelligence Labs, Inc. to Sublease 3,632 Square Feet of Office Space at 166 North Rollins Road in Millbrae, California for 51 Months for Total Base Rents of $1,120,180.80, and the Associated Agreement with SFIII Millbrae, LLC for Consent of the Same~~	~~Resolution~~
9.k. ~~9.l.~~	Adopting a Drug-Free Workplace Policy Applicable to Non-Safety Sensitive Personnel	Resolution

10. Report of the Chair

10.a.	American Public Transportation Association (APTA) TRANSForm and Expo	Informational

11. Report of the General Manager/CEO | October 28, 2026 — Informational

12. Recess to Committee Meetings

13. Community Relations Committee / Committee of the Whole
Peter Ratto (Chair), Rico E. Medina, Jeff Gee

13.a.	Call to Order	
13.b.	Approval of Minutes of the Community Relations Committee Meeting of October 7, 2026	Motion
13.c.	Accessible Services Update	Informational
13.d.	Community Advisory Committee Update	Informational
13.e.	Paratransit Advisory Council Update	Informational
13.f.	Monthly State of Service Report	September 2026	Informational
13.g.	Adjournment	

14. Finance Committee / Committee of the Whole
Rico E. Medina (Chair), Josh Powell, Jackie Speier

14.a.	Call to Order	
14.b.	Approval of Minutes of the Finance Committee Meeting of October 7, 2026	Motion

14.c.	Awarding Contracts to AECOM Technical Services, Inc. and WSP USA, Inc. for On-Call Environmental Planning, Permitting and Support Services for an Aggregate Not-To-Exceed Amount of $11.1 Million for a Five-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-to-Exceed Amount of $877,500 per Option Year, for an Aggregate Not-To-Exceed Amount of $12.9 Million	Motion
14.d.	Awarding a Contract to Stronger Building Services for the North Base Electric Vehicle Charging Project for a Total Amount of $1,248,000, with a Contract Option for an Additional $84,000	Motion
14.e.	Amending to Increase the Fiscal Year 2027 Operating Budget by $13,923,818 for a Revised Budget of $357,271,877	Motion
14.f.	Awarding a Contract to Carahsoft Technology Corp. for Salesforce Customer Relationship Management System Software Licenses for a Not-To-Exceed Amount of $270,000 for a One-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $300,000 per Option Year, for an Aggregate Not-To-Exceed Amount of $870,000	Motion
14.g.	Awarding a Contract to Infosys Public Services, Inc. for Salesforce Customer Relationship Management System Implementation Services for a Not-To-Exceed Amount of $800,000, and an Additional Not-To-Exceed Amount of $300,000 for As-Needed Professional Services, for an Aggregate Not-To-Exceed Amount of $1.1 Million	Motion
14.h.	Adjournment	

15. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
Josh Powell (Chair), David J. Canepa, Brooks Esser

15.a.	Call to Order	
15.b.	Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of October 7, 2026	Motion
15.c.	Introduction to the 2026 SamTrans Fare Study	Informational
15.d.	Adjournment	

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

16. Legislative Committee / Committee of the Whole
    Marina Fraser (Chair), Peter Ratto, David J. Canepa

    16.a. Call to Order

    16.b. Approval of Minutes of the Legislative Committee Meeting of October 7, 2026 — Motion

    16.c. Legislative Update — Informational

    16.d. Adjournment

17. Reconvene Board of Directors Meeting

18. Matters for Board Consideration: Finance Committee

    18.a. Awarding Contracts to AECOM Technical Services, Inc. and WSP USA, Inc. for On-Call Environmental Planning, Permitting and Support Services for an Aggregate Not-To-Exceed Amount of $11.1 Million for a Five-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-to-Exceed Amount of $877,500 per Option Year, for an Aggregate Not-To-Exceed Amount of $12.9 Million — Resolution

    18.b. Awarding a Contract to Stronger Building Services for the North Base Electric Vehicle Charging Project for a Total Amount of $1,248,000, with a Contract Option for an Additional $84,000 — Resolution

    18.c. Amending to Increase the Fiscal Year 2027 Operating Budget by $13,923,818 for a Revised Budget of $357,271,877 — Resolution

    18.d. Awarding a Contract to Carahsoft Technology Corp. for Salesforce Customer Relationship Management System Software Licenses for a Not-To-Exceed Amount of $270,000 for a One-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $300,000 per Option Year, for an Aggregate Not-To-Exceed Amount of $870,000 — Resolution

    18.e. Awarding a Contract to Infosys Public Services, Inc. for Salesforce Customer Relationship Management System Implementation Services for a Not-To-Exceed Amount of $800,000, and an Additional Not-To-Exceed Amount of $300,000 for As-Needed Professional Services, for an Aggregate Not-To-Exceed Amount of $1.1 Million — Resolution

19. Written Communications to the Board of Directors

20. Board Members Requests

21. Date / Time of Next Regular Meeting: Wednesday, December 2, 2026, at 2:00 pm

    The meeting will be accessible via Zoom and in-person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.

22. Report of the General Counsel

    22.a. Closed Session Performance Evaluation Pursuant to Government Code Section 54957(b)(1) and Conference with Labor Negotiator under Government Code Section 54957.6
    Title / Unrepresented Officer: General Manager/Chief Executive Officer
    Designated Agency Representative: Board Chair Marie Chuang

23. Reconvene Open Session

24. Report Out from Closed Session

    24.a. Amending Contract with General Manager/CEO or Declaring Uncertainty of Compensation for the General Manager/CEO as of November 1, 2026

25. Adjournment

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 Regular Board and Committees and Community Advisory Committee Meetings
San Mateo County Transit District (SamTrans) Board and Committees: First Wednesday of the month, 2:00 pm; SamTrans Community 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, Board Committees, and CAC are available on the website.

Location of Meeting
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. **Accessible parking** is available to the right upon entering the parking structure at 166 North Rollins Road, Millbrae, CA 94030.

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. Written public comments may be emailed to publiccomment@samtrans.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.samtrans.com/meetings.

Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to one minute or less. 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, 166 North Rollins Road, Millbrae, CA 94030; 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 166 North Rollins Road, Millbrae, CA 94030 at the same time that the public records are distributed or made available to the legislative body.

Note: 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
Board of Directors
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of October 7, 2026

Members Present:	David J. Canepa (arrived at 2:04 pm), Marina Fraser, Jeff Gee, Rico E. Medina, Josh Powell (arrived at 2:42 pm), Peter Ratto, Jackie Speier, Brooks Esser (Acting Chair)
Members Absent:	Marie Chuang (Chair)
Staff Present:	T. Bartholomew, J. Cassman, A. Chan, H. Chan, S. Harper, M. Kumar, L. Lumina-Hsu, L. Mai, M. Tseng, K. Yin

1. **Call to Order / Pledge of Allegiance**
   Acting Chair Brooks Esser called the meeting to order at 2:00 pm.

2. **Roll Call and Safety Message**
   Margaret Tseng, District Secretary, called the roll and confirmed that a Board quorum was present.

   Shannon Harper, Security Coordinator, delivered the safety message.

   Director Canepa arrived at 2:04 pm.

3. **Report Out from Closed Session at September 2, 2026 Board of Directors Meeting**

   3.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Maria Concepcion Reyes v. San Mateo County Transit District, Superior Court of California, County of San Mateo, Case No. 25-CIV-02235
   Joan Cassman, General Counsel, stated the Board approved a settlement in the amount of $300,000. The vote was unanimous; Director Powell was absent.

   3.b. Closed Session Pursuant to Government Code section 54957(a): Threat to Public Services/Facilities – Consultation with David Santoro, Chief Administrative Officer; Tabby Davenport, Director of Safety and Security; and Scott Kirkpatrick, Deputy Director of Safety and Security
   Ms. Cassman stated there was no reportable action.

DRAFT

4. **Recess to Closed Session**
   - **4.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): San Mateo County Transit District v. SFIII Millbrae, LLC, et al., Superior Court of California, County of San Mateo, Case No. 26-CIV-06530**
   - **4.b. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8**
     Property: 166 North Rollins Road, 4th Floor, Millbrae, California
     Negotiating Party: Voice Intelligence Labs, Inc.
     Agency Negotiator: April Chan, Joshuah Mello
     Under Negotiation: Price and Terms of Lease Payment

Ms. Cassman announced the closed session items.

The Board recessed to closed session at 2:05 pm.

Director Powell arrived at 2:42 pm.

5. **Reconvene Open Session**
   The Board reconvened open session at 2:43 pm.

6. **Report Out from Closed Session**
   Ms. Cassman stated there were no reportable actions.

7. **Public Comment for Items Not on the Agenda**
   Aleta Dupree, Team Folds, commented on Clipper system, open payment, and electric buses.

   Roland commented on Safety Message, adhering to meeting start time, and transcript availability.

8. **Consent Calendar**
   - **8.a. Approval of Minutes of the Board of Directors Meeting of September 2, 2026**
   - **8.b. Accept Updated Monthly and Quarterly State of Service Reports**
   - **8.c. Accept Quarterly Fuel Hedge Update**
   - **8.d. Authorizing the General Manager/CEO to Enter into a Ten-Year Lease with the County of San Mateo for Property Used as a Homeless Shelter at the District's North Maintenance Base –** *Approved by Resolution No. 2026-47*
   - **8.e. Modifying the Zero Emissions Bus Project to Include Construction and Use of Permanent Hydrogen Fueling Infrastructure and Adopting a Second Addendum to the Negative Declaration –** *Approved by Resolution No. 2026-48*

DRAFT

8.f. Authorizing the Application for and Receipt of Annual Low Carbon Transit Operations Program Funds for the Procurement of Zero Emission Buses and the Redwood City/El Camino Real Bus Boarding Islands and Stop Balancing Project – *Approved by Resolution No. 2026-49*

8.g. Authorizing an Amendment to the Contract with Shaw HR Consulting, Inc. for Americans with Disabilities Act (ADA) Interactive Consulting Services to Extend the Term by Five Years and Increase the Amount by $250,000– *Approved by Resolution No. 2026-50*

Motion/Second: Medina/Gee
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Abstain: None
Absent: Chuang

9. Report of the Chair

9.a. Proclamation Honoring Filipino American History Month
Motion/Second: Gee/Medina
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Abstain: None
Absent: Chuang

9.b. Proclamation Declaring October as Cybersecurity Awareness Month
Motion/Second: Medina/Gee
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Abstain: None
Absent: Chuang

9.c. Announce Recruitment for Board of Director Public Member Seat Representing Coastside for a Term Beginning January 1, 2027, and Ending December 31, 2030
Acting Chair Esser announced the recruitment including applicant eligibility requirements, application period, notice announcement, and how the public obtain an application.

9.d. Announce Nominating Subcommittee for Board of Director Public Member Seat
Acting Chair Esser announced Chair Chuang appointed Directors Gee, Medina, and Chair Chuang to the Nominating Subcommittee.

DRAFT

10. Report of the General Manager/CEO

10.a. Report of the General Manager/CEO | September 30, 2026

10.b. Authorizing Rejection of Bids for the North Base Water Line Replacement Project and Authorizing an Emergency Procurement to Repair the Existing Fire Water Line at North Base for a Total Cost of $750,000

Director Gee requested the Board Chair and Vice Chair appoint an ad hoc committee to review District procurement policies and procedures. Director Medina spoke in support of Director Gee's request.

Motion/Second: Canepa/Gee
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Abstain: None
Absent: Chuang

Public Comment
Aleta Dupree, Team Folds, commented on Transit month activities, Clipper migration, and sponsorship support of 50th anniversary event.

11. Recess to Committee Meetings

The Board meeting recessed to Committee Meetings at 3:47 pm.

12. Community Relations Committee / Committee of the Whole

The Community Relations Committee meeting was held.

13. Finance Committee / Committee of the Whole

The Finance Committee meeting was held.

14. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole

The Strategic Planning, Development, and Sustainability Committee meeting was held.

15. Legislative Committee / Committee of the Whole

The Legislative Committee meeting was held.

16. Reconvene Board of Directors Meeting

Acting Chair Esser reconvened the Board meeting at 5:10 pm.

DRAFT

17. Matters for Board Consideration: Finance Committee

17.a. Authorizing Exercise of Option to Purchase Gateway at Millbrae Station Building at 166 North Rollins Road in Millbrae, California for $126 Million and Proceeding with Actions to Finance Acquisition with Tax-Exempt Bonds Secured by Sales Tax Revenues – *Approved by Resolution No. 2026-51*

17.b. Correcting Salary Ordinances No's. 107, 108, 109, 110, and 111 in Compliance with California Public Employees Retirement System Requirement for Publicly Available Pay Schedules – *Approved by Resolution No. 2026-52*

Motion/Second: Canepa/Esser
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Abstain: None
Absent: Chuang

18. Written Communications to the Board of Directors

19. Board Members Requests

There were none.

20. Date / Time of Next Regular Meeting: Wednesday, November 4, 2026, at 2:00 pm

21. Report of the General Counsel

21.a. Closed Session: Conference with Legal Counsel - Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Love, Lowel v. San Mateo County Transit District, Workers Compensation Appeals Board Case No. ADJ975710

21.b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Lino Garcia Diaz v. San Mateo County Transit District et. al., Superior Court of California, County of San Francisco, Case No. CGC-23-609955

21.c. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Julio Cesar Moran v. San Mateo County Transit District et. al., Superior Court of California, County of San Mateo, Case No. 24-CIV-07001

Ms. Cassman announced the closed sessions items and stated any action taken will be reported at the next regular meeting.

The Board adjourned to closed session at 5:13 pm.

Director Canepa left the meeting at 5:13 pm.

22. Adjournment

The meeting adjourned at 5:45 pm in memory of Judy Gumbo.

DRAFT

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Margaret Tseng, Executive Officer, District Secretary

Subject: **Approve the 2027 San Mateo County Transit District (SamTrans) Board of Directors and Board Committees Calendar**

Action

Staff recommend that the Board of Directors (Board) of the San Mateo County Transit District (District) approve the attached meeting calendar for 2027.

Significance

The Board of Directors' committee and regular meetings are scheduled for the first Wednesday of each month at 2:00 pm.

Budget Impact

There is no impact on the budget.

Prepared By: Margaret Tseng Executive Officer, District Secretary (650) 551-6108

San Mateo County Transit District (SamTrans)
2027 Board and Committees Meeting Calendar

First Wednesday of the Month* – 2:00 PM
January 6
February 3
March 3
April 7
May 5
June 2
July 7
August 4
September 1
October 6
November 3
December 1

DRAFT

*Regular meetings are scheduled the first Wednesday of the month at 2:00 pm unless otherwise noted.

Meetings are conducted in person at Public Hearing Room, 5th Floor, 166 Rollins Avenue, Millbrae, CA 94030, and/or noticed location(s), and remotely via Zoom. Dates or location may be subject to change.

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manger/CEO

From: David Santoro, Chief Administrative Officer

Subject: **Accept Quarterly Report for On-Call Contracts for Fiscal Year 2027 Quarter 1**

Action

Staff recommends that the San Mateo County Transit District (District) Board of Directors (Board) accept the quarterly report for Board-awarded on-call contracts for Fiscal Year 2027 Quarter 1 (FY27Q1).

Significance

Attached to this report are on-call contracts that had work directives (WD) issued during the reporting period. The individual reports provide details on the scope of services as well as the following five tables:

- Table 1 summarizes the contract capacity status.
- Table 2 provides the percentage of capacity used against the percentage time elapsed.
- Table 3 shows the Board approved dates and amounts.
- Table 4 aggregates the WD amounts issued to each of the vendors.
- Table 5 describes each of the WDs issued since the last reporting period.

The below on-call contracts had work directives and/or purchase orders issued during the reporting period.

1. Construction Management Services (CMS) for Battery Electric Bus (BEB), Hydrogen Fuel Cell Electric Bus (FCEB), and Bus Facility Infrastructure Projects Contract No. 23-S-P-025
2. Environmental Planning, Permitting, and Support Services Contract No. 19-S-P-072
3. General Commercial Real Estate Brokerage Services Contract No. 24-S-P-105
4. General Engineering Consultant (GEC) Design Services Contract No. 21-S-P-028
5. General Engineering Consultant (GEC) Design Services Contract No. 23-S-P-038

6. General Engineering Consultant (GEC) Design Services Contract No. 25-S-P-125

7. Temporary Staffing Services Contract No. 25-S-P-014

8. Transportation Planning and Support Services Contract No. 20-S-P-007

The below on-call contracts had no updates between FY26Q4 and FY27Q1.

1. Executive Recruitment Services Contract No. 22-S-S-004

2. Market Research Services Contract No. 25-S-P-018

The list above does not include on-call contracts issued after the subject quarter nor contracts that have been awarded but not utilized.

Budget Impact
There is no impact on the budget.

Prepared By: Kevin Yin Director, Contracts and Procurement 650-622-7860

Attachment 1

Contract Name: Construction Management Services (CMS) for Battery Electric Bus (BEB), Hydrogen Fuel Cell Electric Bus (FCEB), and Bus Facility Infrastructure Projects Contract No. 23-S-P-025

Scope of Services

This contract is to provide On-Call Construction Management Services for its current and future BEB, FCEB, and bus facility infrastructure projects at various District facilities.

Table 1

Contract Summary	Years	Amount
Total Capacity:	8.0	$18,000,000
Exercised:	6.0	$18,000,000
Work Directives Issued:		$11,476,059
Remaining Exercised Capacity:		$6,523,941

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2192	1243	57%	64%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	6/1/2023	5/31/2029	6.0	$9,000,000	2023-26
Option 1	6/1/2029	5/31/2030	1.0		2023-26
Option 2	6/1/2030	5/31/2031	1.0		2023-26
Amendment	2/4/2026	5/31/2029		$9,000,000	2026-10
Total:			**8.0**	**$18,000,000**	

Table 4

Vendor	Jacobs	TOTAL
Contract #	23-S-P-025	$18,000,000
Total WDs Issued		$11,476,059
Current Reporting Period	$0	$1,523,451

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
22632	Construction Management Services Calendar Year 2026 (CY26)	**Construction Management and Support Services for Bus Infrastructure**	Jacobs	8/25/2026	7/1/2026	12/31/2026	$1,523,451
						Total Amount This Period	**$1,523,451**

Attachment 2

Contract Name: Environmental Planning, Permitting, and Support Services Contract No. 19-S-P-072

Scope of Services

The actual services to be provided shall be described in specific Work Directives (WD) for each assignment. Potential work could include staffing and management services as well as completion of formally defined tasks, project and plans for the following areas of environmental planning:

- Environmental Scoping, Clearance, and Compliance
- Wetland delineation maps and reports
- Traffic Studies
- Noise and Vibration Studies
- Environmental Permitting and Resource Agencies Coordination
- Third-Party Environmental Reviews
- Environmental Justice Analyses and Assessments (Phase I/Phase II Studies)
- Environmental Sustainability
- Energy Analysis
- Climate Action Planning
- Greenhouse Gas (GHG) Management
- Grant Applications
- National Environmental Policy Act (NEPA) / California Environmental Quality Act (CEQA) Public Outreach Efforts
- External Stakeholder Coordination
- Geographic Information Systems (GIS)
- On-Site Staffing and Project Management Support

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	$6,000,000
Exercised:	7.0	$6,000,000
Work Directives Issued:		$4,287,859
Remaining Exercised Capacity:		$1,712,141

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2556	2516	98%	71.46%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	12/1/2019	11/30/2024	5.0	$3,000,000	2019-31
Amendment					2023-53
Option 1	12/1/2024	11/30/2025	1.0	$1,500,000	2023-53
Option 2	12/1/2025	11/30/2026	1.0	$1,500,000	2023-53
Total:			**7.0**	**$6,000,000**	

Table 4

Vendor	HDR Engineering	ICF Jones and Stokes	WSP USA Solutions, Inc. (FKA Louis Berger U.S., INC.)	TOTAL
Contract #	19-S-P-072A	19-S-P-072B	19-S-P-072C	
Total WDs Issued	$1,344,537	$0	$2,943,322	**$4,287,859**
Previous Reporting Period	$0	$0	$0	**$0**
Current Reporting Period	$0	$0	$80,233.12	**$80,233.12**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
21855	SamTrans Sustainability Support Fiscal Year 2027 (FY27)	**Consultant shall provide environmental consulting services to assist the District in implementing its Sustainability Program for FY27**	WSP	6/26/2026	7/1/2026	11/30/2026	$42,811.53
22616	On-Call Environmental Review and Compliance Support Services FY27	**Consultant shall provide on-call environmental planning and consulting services to assist with the District's compliance with California Quality Act (CEQA) and National Environmental Policy Act (NEPA)**	WSP	6/26/2026	7/1/2026	11/30/2026	$37,421.59
						Total Amount This Period	**$80,233.12**

Attachment 3

Contract Name: General Commercial Real Estate Brokerage Services Contract No. 24-S-P-105

Scope of Services

The Consultant shall provide commercial real estate brokerage and advisory services on small, medium and large commercial leasing and purchase transactions and will assist the Agency with professional and technical Real Estate brokerage, and other services on an as-needed basis. The Brokerage Services Categories are as follows:

Category 1: Assistance Buying or Leasing New Property

Category 2: Assist Agency in Leasing Agency-Owned Property

Category 3: General Property Management Services

Category 4: Additional Potential Miscellaneous Services

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	$1,237,500
Work Directives Issued:		$466,035
Remaining Exercised Capacity:		$771,465

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1825	719	39%	37.66%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	11/1/2024	10/31/2029	5.0	$1,237,500	2024-33
Amendment					
Total:			**5.0**	**$1,237,500**	

Table 4

Vendor	CBRE, Inc.	CU Advisory Corp D/B/A Century|Urban	TOTAL
Contract #	24-S-P-105A	24-S-P-105B	
Total WDs Issued	$300,000	$166,035	**$466,035**
Previous Reporting Period	$0	$166,035	**$0**
Current Reporting Period	$0	$0	**$0**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
21734-A1	Millbrae Headquarters (HQ) Retail Space	**The purpose of Amendment 1 is to extend the period of performance up to June 30, 2027.**	CBRE, Inc	6/25/2026	7/29/2025	6/30/2027	$0
						Total Amount This Period	**$0**

Attachment 4

Contract Name: General Engineering Consultant (GEC) Design Services Contract No. 21-S-P-028

Scope of Services

The District will use an as-needed WD process to authorize individual projects under this agreement. For each WD, the Consultant will review the requested services, assign and manage the appropriate staff, and direct day-to-day work and deliverables under the overall guidance of the District's Project Manager. Each WD will define the specific scope, schedule, deliverables, and level of effort for that project.

Scope of Services (As-Needed Design and Engineering)

Under the agreement and individual WDs, the Consultant may provide professional services including:

- **Engineering studies and facility assessments** for District bus operating facilities, parking/park-and-ride locations, bus stops, and administrative buildings.
- **Surveying and mapping**, including legal descriptions and related exhibits as needed.
- **Civil/site design**, such as pavement rehabilitation and site improvements at North Base, South Base, and park-and-ride facilities.
- **Mechanical engineering** (e.g., plumbing, heating, ventilation, and air conditioning (HVAC), elevators, emergency generators, fueling systems, and other mechanical systems).
- **Electrical and communications design** (e.g., lighting, communications, fire alarm, security, and related electrical systems).
- **Architectural and space planning** to improve functionality, modernization, and space efficiency.
- **Structural engineering and analysis** to support equipment installations or space reconfigurations (e.g., rooftop equipment/antenna supports).
- **Constructability/bid-ability reviews** to improve constructability and encourage competitive bidding.
- **Construction specifications and procurement documents**, including technical specifications and bid package support.
- **Cost estimates and schedules** at both conceptual and detailed levels.

- **Design Support During Construction (DSDC)** as needed to support the District through bidding and construction.

Work Directive Phases (Typical)

WDs may authorize any or all project phases, including:

- Conceptual, Preliminary, Interim, and Final Design
- Preparation of Invitation for Bids (IFB)
- Design Support During Construction (DSDC)

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	$8,000,000
Work Directives Issued:		$7,792,271
Remaining Exercised Capacity:		$207,728

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2,557	2,035	80%	97%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	4/1/2021	3/31/2028	7.0	$3,000,000	2021-7
Contingency	1/21/2025			$300,000	CEO
Amendment	4/2/2025			$4,700,000	2025-13
Total:			**7.0**	**$8,000,000**	

Table 4

Vendor	Group 4	Total
Contract #	21-S-P-028	
Total WDs Issued		**$7,643,521**
Previous Reporting Period		**$0**
Current Reporting Period	$0	**$1,122**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
21454	North Base Building 200 Design	North Base Building 200 design related to infrastructure. Amendment 2 adds capacity and time.	Group 4	9/11/2026	9/1/2025	3/3/2028	$1,122
						Total Amount This Period	**$1,122**

Attachment 5

Contract Name: General Engineering Consultant (GEC) Design Services Contract No. 23-S-P-038

Scope of Services

Pursuant to Resolution No. 2023-34, the San Mateo County Transit District Board of Directors awarded a contract for On-Call General Engineering Consultant (GEC) Design Services for Various Projects for a six-year term with up to two one-year option terms, for an aggregate not-to-exceed amount of $15 million, including the option years. This contract is for the firms to support On-Call General Engineering Consultant (GEC) Design Services for Various Projects at District facilities.

Table 1

Contract Summary	Years	Amount
Total Capacity:	8.0	$15,000,000
Exercised:	6.0	$15,000,000
Work Directives Issued:		$9,315,344
Remaining Exercised Capacity:		$5,684,656

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2192	1182	54%	62%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	8/1/2023	7/31/2029	6.0	$15,000,000	2023-34
Option 1	8/1/2029	7/31/2030	1.0		2023-34
Option 2	8/1/2030	7/31/2031	1.0		2023-34
Amendment					
Total:			**8.0**	**$15,000,000**	

Table 4

Vendor	Stantec	STV	TOTAL
Contract #	23-S-P-038A	23-S-P-038B	$15,000,000
Total WDs Issued			$9,315,344
Previous Reporting Period	$0	**$0**	**$0**
Current Reporting Period	$0	**$0**	**$2,251,035**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
22498	Grand Boulevard Initiative / El Camino Real Progam Project Study Report / Project Development Support (PDR-PDS)	Prepare a PDR-PDS for the El Camino Real Corridor within San Mateo County	STV		3/23/2026	3/31/2028	$2,251,035
						Total Amount This Period	**$2,251,035**

Attachment 6

Contract Name: General Engineering Consultant (GEC) Design Services No. 25-S-P-125

Scope of Services

The District will use an as-needed WD process to authorize individual projects under this agreement. For each WD, the Consultant will review the requested services, assign and manage the appropriate staff, and direct day-to-day work and deliverables under the overall guidance of the District's Project Manager. Each WD will define the specific scope, schedule, deliverables, and level of effort for that project.

Scope of Services (As-Needed Design and Engineering)

Under the agreement and individual WDs, the Consultant may provide professional services including:

- **Engineering studies and facility assessments** for District bus operating facilities, parking/park-and-ride locations, bus stops, and administrative buildings.
- **Surveying and mapping**, including legal descriptions and related exhibits as needed.
- **Civil/site design**, such as pavement rehabilitation and site improvements at North Base, South Base, and park-and-ride facilities.
- **Mechanical engineering** (e.g., plumbing, heating, ventilation, and air conditioning (HVAC), elevators, emergency generators, fueling systems, and other mechanical systems).
- **Electrical and communications design** (e.g., lighting, communications, fire alarm, security, and related electrical systems).
- **Architectural and space planning** to improve functionality, modernization, and space efficiency.
- **Structural engineering and analysis** to support equipment installations or space reconfigurations (e.g., rooftop equipment/antenna supports).
- **Constructability/bid-ability reviews** to improve constructability and encourage competitive bidding.
- **Construction specifications and procurement documents**, including technical specifications and bid package support.
- **Cost estimates and schedules** at both conceptual and detailed levels.

- **Design Support During Construction (DSDC)** as needed to support the District through bidding and construction.

Work Directive Phases (Typical)
WDs may authorize any or all project phases, including:

- Conceptual, Preliminary, Interim, and Final Design
- Preparation of Invitation for Bids (IFB)
- Design Support During Construction (DSDC)

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	$18,000,000
Work Directives Issued:		$627,641
Remaining Exercised Capacity:		$17,372,359

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1,825	209	11%	3%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	4/1/2026	3/31/2031	5.0	$18,000,000	2026-18
Amendment					
Total:			**5.0**	$18,000,000	

Table 4

Vendor	Group 4 Architecture	TOTAL
Contract #	25-S-P-125	$18,000,000
Total WDs Issued		**$627,641**
Current Reporting Period		**$0**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
22988	Temporary Gravel Employee Parking Lot Final Design	Engineering services to provide detailed technical specifications for temporary parking adjacent to the Building 200 construction at North Base. Includes grading, drainage, and stormwater treatment. Temporary for five years before permanent parking.	Group 4		9/11/2026	6/30/2027	$0
						Total Amount This Period	**$0**

Attachment 7

Contract Name: Temporary Staffing Services Contract No. 25-S-P-014

Scope of Services

Contract to provide an On-Call Temporary Staffing Services. In the performance of its work, the Contractor represents that it (1) has and will exercise the degree of professional care, skill, efficiency, and judgment of Contractors with special expertise in providing an On-Call Temporary Staffing Services; (2) carries all applicable licenses, certificates, and registrations in current and good standing that may be required to perform the work; and (3) will retain all such licenses, certificates, and registrations in active status throughout the duration of this engagement.

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	$10,500,000
Exercised:	5.0	$7,500,000
Work Directives Issued:		$548,568
Remaining Exercised Capacity:		$6,951,432

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2,555	261	10.2%	2.5%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	7/1/2025	6/30/2030	5.0	$7,500,000	2025-15
Option 1	7/1/2030	6/30/2031	1.0	$1,500,000	2025-15
Option 2	7/1/2031	6/30/2032	1.0	$1,500,000	2025-15
Amendment					
Total:			**7.0**	**$10,500,000**	

Table 4

Vendor	AppleOne, Inc.	SearchPros Staffing LLC	Tellus Solutions Inc.	TOTAL
Contract #	25-S-P-014A	25-S-P-014B	24-S-P-014C	
Total WDs Issued	$79,000	$145,369	$324,199	**$548,568**
Previous Reporting Period	$12,211	$58,366	$0	**$70,577**
Current Reporting Period	$40,880.72	$30,302.99	$120,920.96	**$192,104.67**

Table 519

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
22767	Temp Support FY 27	Payroll Temp - Lubna Dib Amer Al Amrat	SearchPros	09/30/2026	07/13/2026	09/30/2026	$27,302.99
22915	Temp Support	Temp- Michelle Flores (Safety and Security	Apple One	09/30/2026	01/01/2026	09/30/2026	$40,880.72
22778	Temp Admin	Temp -Wesley Omi (Information Technology Support)	SearchPros	09/30/2026	06/10/2026	07/16/2026	$3,000
22968	Temp Support	Temp- Treasury Manager	Tellus	09/30/2026	07/01/2026		$41,526.29
22969	Temp Support	Temp Treasury Manager	Tellus	09/30/2026	07/01/2026		$11,131.12
22964	Temp Admin	Admin Support/Unit Repair (Bus)	Tellus		09/15/2026		$66,222.35
22877	Temp Admin	Admin Support, Communications	Tellus		07/26/2026		$2,041.20
						Total Amount This Period	**$192,104.67**

Attachment 8

Contract Name: Transportation Planning and Support Services Contract No. 20-S-P-007

Scope of Services

The District will use an as-needed WD process to authorize individual projects under this agreement. The actual services to be provided shall be described in specific WD for each assignment. Potential work could include staffing management services as well as completion of formally defined tasks, projects and plans for the following areas of transportation planning and services:

- Strategic Plans
- Policy Development
- Ridership Analysis
- Transit Corridor Studies
- System Capacity Studies
- Site Planning
- Capital Improvement Program Planning
- Short Range and Long-Range Transit Planning
- Land Use/Transportation Integration
- Complete Streets
- Transit Oriented Development
- Market Demand and Assessment Studies
- Mobility Management
- Multimodal Access Planning
- Specialized Planning for Seniors and Persons with Disabilities
- Transportation Demand Management
- Vehicle Miles Traveled (VMT) Analysis
- Transit Service Planning/Comprehensive Operational Analysis

- Infrastructure Planning and Financing
- Real Estate Economic/Financial Analysis
- Alternative Congestion Relief Plans
- Performance Measures and Monitoring
- Community Based Transportation Planning
- Regional Transit Analysis
- Bike Planning and Analysis
- Communication and Public Outreach
- Graphic Design and Geographic Information Systems (GIS)
- Active Transportation Plans
- Pedestrian Access Analysis
- Emerging Mobility Analysis and Planning
- Data Collection (Surveys, traffic counts, etc.)
- Bus Stops Assessment
- Fare Structure Analysis
- Organizational Design
- Autonomous Technology in Transportation Planning
- Grant Applications/Benefit Cost Analysis

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	$11,250,000.00
Exercised:	7.0	$11,250,000.00
Work Directives Issued:		$9,292,492.92
Remaining Exercised Capacity:		$1,957,507.08

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2555	2394	94%	82.60%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	4/1/2020	3/31/2025	5.0	$7,500,000	2020-6
Option 1	4/1/2025	3/31/2026	1.0	$1,875,000	2020-6
Option 2	4/1/2026	3/31/2027	1.0	$1,875,000	2020-6
Amendment					
Total:			**7.0**	**$11,250,000**	

Table 4

Vendor	Fehr & Peers	Nelson/ Nygaard	Stantec Consulting, Inc.	TOTAL
Contract #	20-S-P-007A	20-S-P-007B	20-S-P-007C	
Total WDs Issued	$6,096,800.28	$3,034,543.76	$161,148.88	**$9,292,492.92**
Previous Reporting Period	$99,883.06	$10,061.04	$0	**$109,944.10**
Current Reporting Period	$140,320.27	$156,911.86	$31,784.86	**$329,016.99**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
22610	Paratransit Advisory Council (PAC) Support Services Fiscal Year 2027 (FY27)	**Consultant shall provide support services for the San Mateo County PAC**	Nelson\ Nygaard	6/15/2026	7/1/2026	3/31/2027	$56,937.22
22611	Route Scheduling Support Services FY27	**Consultant shall provide services for staffing support in developing and executing fixed bus scheduling using SamTrans-provided software, Hastus**	Nelson\ Nygaard	6/15/2026	7/1/2026	3/31/2027	$88,042.00
22636	Grand Boulevard Initiative (GBI) Programming Support	**The Consultant shall provide interim program management and staffing support for the implementation of the Grand Boulevard Initiative during FY27**	Fehr & Peers	6/22/2026	7/1/2026	3/31/2027	$69,235.46
22612	SamTrans Contracted Urban Bus (CUB) Service Cost/Benefit Analysis Update	**The Consultant shall provide services for the Samtrans CUB Service Cost/Benefit Analysis Update**	Nelson\ Nygaard	7/2/2026	7/6/2026	12/31/2026	$7,839

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
22061-A2	SamTrans New Headquarters (HQ) Support Services	**The purpose of Amendment 2 is to extend the period of performance from June 30, 2026, up to March 30, 2027. There are no changes to the scope of work or compensation**	Nelson\ Nygaard	7/2/2026	9/1/2025	3/30/2027	$0
21595-A1	District Strategic Plan Implementation	**The purpose of Amendment 1 is to authorize the remaining amount of $21,517.89.**	Fehr & Peers	7/31/2026	9/12/2025	12/31/2026	$21,517.89
21561-A2	SamTrans Fare Study	**The purpose of Amendment 2 is to authorize Optional Task 7a for the Small-Group Discussion with Youth and Parent Groups for $4,093.64**	Nelson\ Nygaard	8/31/2026	12/19/2025	1/31/2027	$4,093.64
22637	Planning Grant writing Supt FY27	**The Consultant shall provide writing support for the Major Corridors, Service Planning, and Strategic Planning teams**	Fehr & Peers	9/21/2026	9/21/2026	3/31/2027	$49,566.92

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
18748	Gateway at Millbrae Transportation Demand Management (TDM) and Parking Plan Update 2026	**The Consultant shall inventory existing demand and utilization at the new SamTrans headquarters building in Millbrae, and make recommendations regarding the assignment of parking, parking policies, continuation of the Bay Pass transit pass pilot program, and implementation of paid parking,**	Stantec	9/15/2026	9/21/2026	3/30/2027	$31,784.86
						Total Amount This Period	**$329,016.99**

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Subject: **Accepting Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2027 Quarter 1**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District) accept the attached Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2027 Quarter 1.

Significance

Pursuant to Resolution No. 2026-33, 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. 2026-33, the Board authorized the General Manager/CEO or designee to execute contracts and amendments exceeding $250,000 for:

1. 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;

2. 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;

3. Professional and staff augmentation services for information technology, pursuant to the District's procurement authority and policy; and

4. 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: Kevin Yin Director, Contracts and Procurement 650-622-7860

C&P Quarterly Report of Technology Purchases for the First Quarter of Fiscal Year 2027

SAMTRANS

The purchases listed below are for Information Technology Licenses, License Renewal fees, Maintenance Service, and Professional Services > $250K.

Resolution #2026-33
Total Board Approved Authority
$8,000,000

C&P Quarterly Report of Technology Purchases for First Quarter of Fiscal Year 2027

July 1, 2026 - September 30, 2026			1st Quarter			
Date	**Contract # or PO#**	**Vendor**	**Contract or PO Description**	**Contract Authority Amount Deducted from IT Resolution#2026-33**	**Total Contract or PO Amount (latest change included)**	**Remaining Authority**
8/11/2026	PO#SAMTR-0000022880	Triune Infomatics	**Purpose:** The Staff Augmentation resource plays a pivotal role in supporting and advancing the enterprise-wide Enterprise Resource Planning (ERP) system, particularly for the Treasury and Enterprise Performance Management (EPM) projects, and also takes on necessary enhancements. Additionally, they provide essential technical support to the IT Support team, specifically for the Financials and Enterprise module, ensuring seamless operation and improvement in these areas. This PO is issued for a one-year term starting 08/12/2026 and ending 08/11/2027.	$ 350,000.00	$ 350,000.00	
8/20/2026	Amendment 5 to Contract#18-S-T-085	Siemens Mobility, Inc.	**Purpose:** Siemens Mobility Inc provides a mobility application for SamTrans. Clipper 2.0 includes the scope to provide a mobile ticketing function. This has not been executed due to multiple issues that have prevented migrating current customers to the new system, including errors during on-demand customer migration, system outages, and unresolved backend issues. To execute the initial launch phase, certain features, including mobile ticketing, were scheduled to be paused until the full migration was complete. With no clear timeline from Cubic to resolve the aforementioned issues, it is recommended to continue using the Siemens mobile application for the foreseeable future.	$ 228,900.00	$ 881,245.00	
8/21/2026	Contract#27-S-L-030	Oracle America	**Purpose:** Oracle technical support services agreement for PeopleSoft Enterprise Resource Planning (ERP), Oracle Database and Primavera systems. These systems support sensitive and high-impact functions, including financial processing, employee and organizational data, capital project delivery, procurement activities, reporting and database services used by dependent systems and integrations.	$ 1,603,244.81	$ 1,603,244.81	
9/15/2026	Amendment 1 to Contract #25-S-T-022	Triune Infomatics	**Purpose:** System administration services to address project-based tasks that are beyond the general skills maintained in-house. In-house systems administration staff handle general-purpose virtual computing infrastructure. An example of these system administration services is migrating to Microsoft Azure cloud services.	$ 270,400.00	$ 795,998.56	

9/15/2026	PO# 0000022973	Lenovo Global Technology (United States), Inc.	**Purpose:** The District has identified Lenovo to provide and implement a complete, fully supported two-node hyperconverged infrastructure solution for its production virtualized environment. The solution will use current-generation, manufacturer-supported hardware and will be sized to meet the District's current capacity, performance, resiliency, supportability, and anticipated growth requirements. Lenovo validated sizing assumptions and will provide all required accessories, implementation services, testing and validation, documentation, and knowledge transfer necessary to place the solution into operational service. The solution will align with the District's required or intended HCI software platform and related tools while reducing operational complexity for District IT staff.	$ 326,236.13	$ 326,236.13	
			Subtotal	$ 2,778,780.94	$ 3,956,724.50	$ 5,221,219.06
			TOTAL CONTRACT & PO AMT TO DATE	**$ 2,778,780.94**	**$ 3,956,724.50**	**$ 5,221,219.06**

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Chris Andrichak, Chief Financial Officer

Subject: **Accept Quarterly Investment Report**

Action

Staff propose that the Board of Directors (Board) accept and enter into the record the Quarterly Investment Report for the quarter ending September 30, 2026.

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 September 30, 2026, 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 September 30, 2026.
- 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 portfolio is valued at $528.1 million. During Fiscal Year 2027 Quarter 1 (FY27Q1), the entire portfolio earned $5.32 million in interest income, with $2.55 million generated from PFM Asset Management (PFM) managed holdings, $2.14 million from California Asset Management Program (CAMP), and the remaining $632,000 from bank interest earned.

1. $233.3 million Investment Portfolio in FY27Q1, as detailed in Exhibit 1; managed by PFM and comprised of fixed income securities:

    a. $202.6 million in operating funds: five percent market yield on September 30, 2026

    b. $30.7 million in paratransit funds: five percent market yield on September 30, 2026

2. $294.8 million Liquidity Portfolio in FY27Q1, managed by District staff, composed of short-term investments such as:

    a. $6.2 million (LAIF): 3.91 percent market yield

    b. $9.9 million United States (U.S.) Bank Money Market Funds (MMF): 3.43 percent market yield

    c. $76.5 million Bank of America and J.P. Morgan bank unrestricted checking and cash balances: 3.71 percent market yield

    d. $202.2 million in CAMP: 3.87 percent market yield

Market Conditions

Federal Reserve Actions:

- The Federal Reserve (Fed) maintained a restrictive stance through the first half of 2026, holding rates steady as policymakers continued prioritizing inflation control.

- In September, the Federal Open Market Committee (FOMC) unanimously raised its target range by 25 basis points (0.25 percent) to a new range of 3.75 percent to four percent, its first increase since July 2023. The September 2026 Summary of Economic Projections showed a more hawkish tone, with most FOMC participants expecting at least one additional rate increase and the median year-end federal funds rate projection rising to 3.8 percent.

Market and Economic Indicators:

- Treasury yields moved higher across the curve during FY27Q1, reflecting persistent inflation, resilient economic activity, and tighter expected monetary policy.

- The 10-year Treasury ended September at 5.28 percent, increasing by 113 basis points during the quarter, and intermediate-term yields rose more sharply, reflecting expectations for persistent inflation and tighter financial conditions.

- Long-term yields remained elevated amid uncertainty over U.S. growth and continued inflation pressure.

- Inflation remained the central challenge with limited progress toward the Fed's two percent target. Higher energy prices continue to impact headline inflation while elevated core measures and rising business costs increased the risk pressures could broaden.

Labor Market and Consumer Spending:

- Labor market conditions softened modestly, with payroll gains slowing and unemployment holding near 4.2 percent to 4.4 percent, signaling gradual cooling rather than broad deterioration.

- The Federal Reserve's September projections maintained a 4.2 percent unemployment forecast for 2026 and revised real gross domestic product (GDP) growth up to 2.3 percent, supported by AI-related investment and easing supply constraints.

- Consumer spending remained strong but under pressure moderating wage and income growth, higher energy prices and rising borrowing costs strained household budgets.

Portfolio Compliance

The District's investment portfolio remains in full compliance with the Investment Policy and applicable California Government Code requirements. Managed portfolio holdings are valued using market prices sourced from Intercontinental Exchange (ICE) Data Services, while liquidity holdings continue to be carried at book value due to their short-term nature. The District further certifies that it can meet all anticipated expenditure for the next six months.

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Investment Glossary

Asset Backed Securities - An asset-backed security (ABS) is 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 Federal Deposit Insurance Corporation (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 funds 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 debts 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 schedule.

EXHIBIT 1
SAN MATEO TRANSIT DISTRICT
REPORT OF INVESTMENTS
FOR QUARTER ENDING SEPTEMBER 30, 2026

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
ABS	02007NAC2	ALLYA 2024-2 A3	282,516.93	09/27/2024	07/16/2029	282,497.22	282,054.62	282,574.47
ABS	02007NAC2	ALLYA 2024-2 A3	44,607.94	09/27/2024	07/16/2029	44,604.82	44,534.94	44,617.02
ABS	02582JKH2	AMXCA 2024-1 A	1,609,931.79	04/23/2024	04/16/2029	1,609,669.95	1,615,763.80	1,619,506.16
ABS	02582JKH2	AMXCA 2024-1 A	244,989.62	04/23/2024	04/16/2029	244,949.78	245,877.10	246,446.59
ABS	02582JKP4	AMXCA 2025-2 A	1,389,984.17	05/13/2025	04/15/2030	1,389,974.84	1,375,502.30	1,378,146.39
ABS	02582JKP4	AMXCA 2025-2 A	209,997.61	05/13/2025	04/15/2030	209,996.20	207,809.70	208,209.17
ABS	05522RDH8	BACCT 2023-2 A	639,995.89	12/14/2023	11/16/2026	639,914.05	640,544.00	641,960.53
ABS	05522RDH8	BACCT 2023-2 A	99,999.36	12/14/2023	11/16/2026	99,986.57	100,085.00	100,306.33
ABS	05522RDJ4	BACCT 2024-1 A	1,564,980.44	06/13/2024	05/15/2029	1,564,912.20	1,568,083.05	1,571,512.14
ABS	05522RDJ4	BACCT 2024-1 A	229,997.13	06/13/2024	05/15/2029	229,987.10	230,453.10	230,957.06
ABS	05522RDK1	BACCT 2025-1 A	914,996.65	06/12/2025	05/15/2030	914,996.52	905,795.10	907,547.83
ABS	05522RDK1	BACCT 2025-1 A	134,999.51	06/12/2025	05/15/2030	134,999.49	133,641.90	133,900.50
ABS	05594BAD8	BAAT 2025-1 A3	255,023.75	05/12/2025	11/20/2029	255,013.89	254,455.12	254,794.10
ABS	05594BAD8	BAAT 2025-1 A3	36,431.96	05/12/2025	11/20/2029	36,430.56	36,350.73	36,399.16
ABS	14041NGE5	COMET 2024-1 A	1,674,892.32	09/24/2024	09/17/2029	1,674,673.04	1,662,353.75	1,665,271.97
ABS	14041NGE5	COMET 2024-1 A	264,982.96	09/24/2024	09/17/2029	264,948.27	262,999.25	263,460.94
ABS	14041NGF2	COMET 2025-1 A	1,204,853.99	09/16/2025	09/15/2028	1,204,771.53	1,176,899.40	1,178,945.22
ABS	14041NGF2	COMET 2025-1 A	179,978.19	09/16/2025	09/15/2028	179,965.87	175,802.40	176,108.00
ABS	161571HV9	CHAIT 241 A	1,564,974.98	01/31/2024	01/16/2029	1,564,761.65	1,566,111.15	1,569,310.71
ABS	161571HV9	CHAIT 241 A	239,996.16	01/31/2024	01/16/2029	239,963.45	240,170.40	240,661.07
ABS	17305EHA6	CCCIT 2025-A1 A1	1,999,674.75	06/26/2025	06/21/2030	1,999,457.40	1,976,440.00	2,000,328.89
ABS	17305EHA6	CCCIT 2025-A1 A1	299,951.21	06/26/2025	06/21/2030	299,918.61	296,466.00	300,049.33
ABS	31680EAD3	FITAT 2023-1 A3	256,000.01	08/23/2023	08/15/2028	255,986.36	256,632.00	257,261.20
ABS	31680EAD3	FITAT 2023-1 A3	39,462.45	08/23/2023	08/15/2028	39,460.35	39,559.87	39,656.86
ABS	34535KAD0	FORDO 2025-A A3	1,444,939.65	03/25/2025	10/15/2029	1,444,859.55	1,440,693.90	1,443,551.79
ABS	34535KAD0	FORDO 2025-A A3	229,990.39	03/25/2025	10/15/2029	229,977.64	229,314.60	229,769.49
ABS	362549AD9	GMCAR 2025-2 A3	329,826.96	05/14/2025	04/16/2030	329,609.69	328,673.40	329,261.90
ABS	362549AD9	GMCAR 2025-2 A3	49,973.78	05/14/2025	04/16/2030	49,940.86	49,799.00	49,888.17
ABS	437918AC9	HAROT 2024-1 A3	384,048.51	02/21/2024	08/15/2028	384,035.41	385,173.55	386,062.85
ABS	437918AC9	HAROT 2024-1 A3	59,500.47	02/21/2024	08/15/2028	59,498.44	59,674.78	59,812.55
ABS	437921AD1	HAROT 252 A3	419,978.69	05/08/2025	10/15/2029	419,953.09	417,534.60	418,309.27
ABS	437921AD1	HAROT 252 A3	64,996.70	05/08/2025	10/15/2029	64,992.74	64,618.45	64,738.34
ABS	438123AC5	HAROT 2023-4 A3	91,088.27	11/08/2023	06/21/2028	91,075.12	91,470.10	91,613.57
ABS	438123AC5	HAROT 2023-4 A3	13,222.49	11/08/2023	06/21/2028	13,220.58	13,277.92	13,298.74
ABS	43813QAD1	HAROT 2025-3 A3	1,149,987.82	08/12/2025	02/21/2030	1,149,975.97	1,138,109.00	1,139,399.56
ABS	43813QAD1	HAROT 2025-3 A3	169,998.20	08/12/2025	02/21/2030	169,996.45	168,242.20	168,432.98
ABS	43813YAC6	HAROT 2024-3 A3	705,592.66	08/21/2024	03/21/2029	705,515.89	705,351.55	706,247.30
ABS	43813YAC6	HAROT 2024-3 A3	113,017.01	08/21/2024	03/21/2029	113,004.71	112,978.39	113,121.86
ABS	448981AD2	HART 2026-A A3	574,969.66	02/18/2026	02/18/2031	574,961.19	562,217.75	563,186.31
ABS	448981AD2	HART 2026-A A3	84,995.51	02/18/2026	02/18/2031	84,994.26	83,110.45	83,253.63
ABS	44935CAD3	HART 2025-A A3	1,169,934.84	03/12/2025	10/15/2029	1,169,827.43	1,166,443.20	1,168,689.60
ABS	44935CAD3	HART 2025-A A3	184,989.70	03/12/2025	10/15/2029	184,972.71	184,437.60	184,792.80
ABS	44935JAD8	HART 2025-C A3	959,904.84	09/17/2025	04/15/2030	959,843.33	946,800.00	948,455.47
ABS	44935JAD8	HART 2025-C A3	144,985.63	09/17/2025	04/15/2030	144,976.34	143,006.25	143,256.29
ABS	65479UAD0	NAROT 2024-A A3	645,697.73	05/22/2024	12/15/2028	645,658.94	647,559.55	649,074.84
ABS	65479UAD0	NAROT 2024-A A3	94,438.78	05/22/2024	12/15/2028	94,433.11	94,711.09	94,932.72
ABS	65481GAD7	NAROT 2025-A A3	1,409,863.49	05/27/2025	12/17/2029	1,409,729.28	1,405,389.30	1,408,203.03
ABS	65481GAD7	NAROT 2025-A A3	209,979.67	05/27/2025	12/17/2029	209,959.68	209,313.30	209,732.37

ABS	73329KAD8	PILOT 251 A3	359,986.37	05/21/2025	10/20/2028	359,961.44	359,604.00
ABS	73329KAD8	PILOT 251 A3	99,996.21	05/21/2025	10/20/2028	99,989.29	99,890.00
ABS	89231HAD8	TAOT 2025-B A3	744,979.38	04/30/2025	11/15/2029	744,957.31	741,684.75
ABS	89231HAD8	TAOT 2025-B A3	109,996.96	04/30/2025	11/15/2029	109,993.70	109,510.50
ABS	89237QAD2	TAOT 2024-C A3	482,391.28	07/30/2024	03/15/2029	482,391.37	483,182.78
ABS	89237QAD2	TAOT 2024-C A3	76,671.46	07/30/2024	03/15/2029	76,671.48	76,797.26
ABS	89240KAD0	TAOT 2026-A A3	489,968.70	01/21/2026	09/15/2030	489,958.25	481,802.30
ABS	89240KAD0	TAOT 2026-A A3	74,995.21	01/21/2026	09/15/2030	74,993.61	73,745.25
ABS	92348KDY6	VZMT 2025-3 A1A	1,509,983.44	03/31/2025	03/20/2030	1,509,935.07	1,509,441.30
ABS	92348KDY6	VZMT 2025-3 A1A	224,997.53	03/31/2025	03/20/2030	224,990.33	224,916.75
ABS	92868MAD1	VALET 2025-1 A3	1,189,982.91	03/25/2025	08/20/2029	1,189,959.54	1,187,691.40
ABS	92868MAD1	VALET 2025-1 A3	189,997.27	03/25/2025	08/20/2029	189,993.54	189,631.40
ABS	92970QAA3	WFCIT 2024-1 A	1,799,934.12	03/01/2024	02/15/2029	1,799,511.48	1,803,366.00
ABS	92970QAA3	WFCIT 2024-1 A	274,989.93	03/01/2024	02/15/2029	274,925.36	275,514.25
ABS	92970QAE5	WFCIT 2024-2 A	889,950.22	10/24/2024	10/15/2029	889,867.75	885,950.50
ABS	92970QAE5	WFCIT 2024-2 A	139,992.17	10/24/2024	10/15/2029	139,979.20	139,363.00
ABS	92970QAJ4	WFCIT 2025-1 A	1,765,266.60	06/10/2025	05/15/2030	1,764,970.70	1,749,150.30
ABS	92970QAJ4	WFCIT 2025-1 A	265,040.03	06/10/2025	05/15/2030	264,995.60	262,620.30
ABS	**---**	**---**	**36,778,261.02**	**---**		**36,774,897.17**	**36,596,146.65**

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	27,770.06	---	09/30/2026	27,770.06	27,770.06	27,770.06
CASH	CCYUSD	Receivable	3,946.85	---	09/30/2026	3,946.85	3,946.85	3,946.85
CASH	CCYUSD	Cash	0.00	---	09/30/2026	0.00	0.00	0.00
CASH	CCYUSD	Receivable	655.11	---	09/30/2026	655.11	655.11	655.11
CASH	**---**	**---**	**32,372.02**		**12/31/2025**	**32,372.02**	**32,372.02**	**32,372.02**

CORP

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
CORP	009158BH8	AIR PRODUCTS AND CHEMICALS INC	1,224,187.08	02/08/2024	2/8/2029	1,223,370.75	1,206,478.00	1,214,773.97
CORP	009158BH8	AIR PRODUCTS AND CHEMICALS INC	179,880.55	02/08/2024	2/8/2029	179,760.60	177,278.40	178,497.40
CORP	023135CT1	AMAZON.COM INC	1,998,199.74	11/20/2025	11/20/2030	1,997,860.00	1,898,640.00	1,928,478.89
CORP	023135CT1	AMAZON.COM INC	324,707.46	11/20/2025	11/20/2030	324,652.25	308,529.00	313,377.82
CORP	025816ED7	AMERICAN EXPRESS CO	855,000.00	04/25/2025	4/25/2029	855,000.00	848,527.65	866,056.01
CORP	025816ED7	AMERICAN EXPRESS CO	645,000.00	04/25/2025	4/25/2029	645,000.00	640,117.35	653,340.50
CORP	025816ED7	AMERICAN EXPRESS CO	130,000.00	04/25/2025	4/25/2029	130,000.00	129,015.90	131,681.03
CORP	025816ED7	AMERICAN EXPRESS CO	95,000.00	04/25/2025	4/25/2029	95,000.00	94,280.85	96,228.45
CORP	02665WFQ9	AMERICAN HONDA FINANCE CORP	1,398,972.05	09/05/2024	9/5/2029	1,398,320.00	1,356,768.00	1,361,216.89
CORP	02665WFQ9	AMERICAN HONDA FINANCE CORP	224,834.79	09/05/2024	9/5/2029	224,730.00	218,052.00	218,767.00
CORP	032654BE4	ANALOG DEVICES INC	1,449,025.99	06/16/2025	6/15/2030	1,448,724.00	1,404,252.50	1,423,465.00
CORP	032654BE4	ANALOG DEVICES INC	224,848.86	06/16/2025	6/15/2030	224,802.00	217,901.25	220,882.50
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,299,187.23	03/03/2023	3/3/2028	1,297,374.00	1,297,569.00	1,302,498.17
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	199,874.96	03/03/2023	3/3/2028	199,596.00	199,626.00	200,384.33
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,699,600.41	01/28/2022	1/26/2027	2,694,006.00	2,678,076.00	2,688,069.75

CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	424,937.10	01/28/2022	1/26/2027	424,056.50	421,549.00	423,122.09
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,695,093.67	03/17/2022	3/15/2027	2,649,348.00	2,674,755.00	2,677,515.00
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	399,273.14	03/17/2022	3/15/2027	392,496.00	396,260.00	396,668.89
CORP	09290DAA9	BLACKROCK INC	174,835.36	03/14/2024	3/14/2029	174,683.25	173,110.00	173,498.40
CORP	09290DAA9	BLACKROCK INC	1,675,451.43	03/14/2024	3/14/2029	1,675,820.75	1,656,910.00	1,660,627.57
CORP	09290DAA9	BLACKROCK INC	24,976.48	03/14/2024	3/14/2029	24,954.75	24,730.00	24,785.49
CORP	09290DAA9	BLACKROCK INC	250,067.38	03/14/2024	3/14/2029	250,122.50	247,300.00	247,854.86
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,349,617.17	01/13/2022	1/8/2027	1,343,182.50	1,340,442.00	1,345,733.25
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	199,943.28	01/13/2022	1/8/2027	198,990.00	198,584.00	199,367.89
CORP	17275RBR2	CISCO SYSTEMS INC	1,484,734.82	02/26/2024	2/26/2029	1,484,480.25	1,473,223.95	1,480,226.14
CORP	17275RBR2	CISCO SYSTEMS INC	214,961.61	02/26/2024	2/26/2029	214,924.75	213,295.05	214,308.83
CORP	17325FBB3	CITIBANK NA	2,594,400.92	10/04/2023	9/29/2028	2,587,104.00	2,628,782.00	2,629,620.21
CORP	17325FBB3	CITIBANK NA	399,138.60	10/04/2023	9/29/2028	398,016.00	404,428.00	404,556.96
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,303,844.31	07/25/2023	7/14/2028	1,309,932.00	1,296,997.00	1,310,760.75
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,591.43	07/25/2023	7/14/2028	201,528.00	199,538.00	201,655.50
CORP	437076DJ8	THE HOME DEPOT, INC.	314,087.14	09/15/2025	9/15/2030	313,869.15	299,372.85	299,925.85
CORP	437076DJ8	THE HOME DEPOT, INC.	1,180,541.84	09/15/2025	9/15/2030	1,179,477.90	1,126,212.15	1,128,292.48
CORP	437076DJ8	THE HOME DEPOT, INC.	44,869.59	09/15/2025	9/15/2030	44,838.45	42,767.55	42,846.55
CORP	437076DJ8	THE HOME DEPOT, INC.	179,322.81	09/15/2025	9/15/2030	179,161.20	171,070.20	171,386.20
CORP	46647PFL5	JPMORGAN CHASE & CO	1,595,000.00	04/23/2026	4/23/2030	1,595,000.00	1,550,674.95	1,581,532.17
CORP	46647PFL5	JPMORGAN CHASE & CO	255,000.00	04/23/2026	4/23/2030	255,000.00	247,913.55	252,846.84
CORP	539830BZ1	LOCKHEED MARTIN CORP	204,869.71	05/25/2023	5/15/2028	204,631.00	203,085.30	206,531.58
CORP	539830BZ1	LOCKHEED MARTIN CORP	29,980.93	05/25/2023	5/15/2028	29,946.00	29,719.80	30,224.13
CORP	571676AY1	MARS INC	399,687.60	03/12/2025	3/1/2030	399,568.00	390,340.00	391,940.00
CORP	571676AY1	MARS INC	64,949.24	03/12/2025	3/1/2030	64,929.80	63,430.25	63,690.25
CORP	58933YBH7	MERCK & CO INC	514,854.96	05/17/2023	5/17/2028	514,582.85	507,465.55	515,229.18
CORP	58933YBH7	MERCK & CO INC	79,977.47	05/17/2023	5/17/2028	79,935.20	78,829.60	80,035.60
CORP	61748UAR3	MORGAN STANLEY	735,000.00	01/20/2026	1/9/2030	735,000.00	713,126.40	720,221.52
CORP	61748UAR3	MORGAN STANLEY	110,000.00	01/20/2026	1/9/2030	110,000.00	106,726.40	107,788.25
CORP	61776NU43	MORGAN STANLEY PRIVATE BANK NA	1,065,000.00	02/02/2026	2/8/2030	1,065,000.00	1,032,634.65	1,039,240.28
CORP	61776NU43	MORGAN STANLEY PRIVATE BANK NA	250,000.00	02/02/2026	2/8/2030	250,000.00	242,402.50	243,953.12
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	552,305.21	09/16/2024	6/15/2029	560,919.60	536,522.40	544,710.90
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	879,856.80	09/16/2024	6/15/2029	893,763.60	854,461.60	867,502.54
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	81,822.99	09/16/2024	6/15/2029	83,099.20	79,484.80	80,697.91
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	122,770.72	09/16/2024	6/15/2029	124,711.20	119,227.20	121,046.87

CORP	63743HGC0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	964,227.01	12/10/2025	12/10/2030	964,092.90	916,643.85	929,438.14
CORP	63743HGC0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	1,040,359.56	12/10/2025	12/10/2030	1,040,416.00	987,885.60	1,001,674.27
CORP	63743HGC0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	144,883.85	12/10/2025	12/10/2030	144,863.70	137,734.05	139,656.51
CORP	63743HGC0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	155,053.59	12/10/2025	12/10/2030	155,062.00	147,232.95	149,287.99
CORP	665859AY0	NORTHERN TRUST CORPORATION	399,835.19	11/19/2025	11/19/2030	399,804.00	380,524.00	386,610.67
CORP	665859AY0	NORTHERN TRUST CORPORATION	1,598,371.99	11/19/2025	11/19/2030	1,598,064.00	1,522,096.00	1,546,442.67
CORP	665859AY0	NORTHERN TRUST CORPORATION	64,973.22	11/19/2025	11/19/2030	64,968.15	61,835.15	62,824.23
CORP	665859AY0	NORTHERN TRUST CORPORATION	259,735.45	11/19/2025	11/19/2030	259,685.40	247,340.60	251,296.93
CORP	66989HAY4	NOVARTIS CAPITAL CORP	3,556,082.36	11/05/2025	11/5/2030	3,554,305.00	3,386,072.65	3,445,350.68
CORP	66989HAY4	NOVARTIS CAPITAL CORP	533,661.73	11/05/2025	11/5/2030	533,395.00	508,148.35	517,044.21
CORP	67066GAR5	NVIDIA CORP	1,427,420.72	06/18/2026	6/15/2031	1,427,283.00	1,367,451.80	1,385,863.05
CORP	67066GAR5	NVIDIA CORP	219,603.19	06/18/2026	6/15/2031	219,582.00	210,377.20	213,209.70
CORP	69371RT71	PACCAR FINANCIAL CORP	1,448,330.35	05/08/2025	5/8/2030	1,447,752.50	1,414,968.00	1,441,174.74
CORP	69371RT71	PACCAR FINANCIAL CORP	224,740.92	05/08/2025	5/8/2030	224,651.25	219,564.00	223,630.56
CORP	79466LAR5	SALESFORCE, INC.	1,999,640.94	03/13/2026	3/15/2029	1,999,560.00	1,962,360.00	1,966,493.33
CORP	79466LAR5	SALESFORCE, INC.	324,941.65	03/13/2026	3/15/2029	324,928.50	318,883.50	319,555.17
CORP	822905AN5	SHELL FINANCE US INC	882,164.14	11/06/2025	11/6/2030	881,601.60	842,015.55	856,719.46
CORP	822905AN5	SHELL FINANCE US INC	3,110,010.09	11/06/2025	11/6/2030	3,109,019.20	2,963,704.45	3,015,458.88
CORP	822905AN5	SHELL FINANCE US INC	129,583.43	11/06/2025	11/6/2030	129,500.80	123,685.90	125,845.80
CORP	822905AN5	SHELL FINANCE US INC	469,247.11	11/06/2025	11/6/2030	469,097.60	447,172.10	454,980.95
CORP	857477DB6	STATE STREET CORPORATION	700,000.00	04/24/2025	4/24/2030	700,000.00	685,832.00	700,589.13
CORP	857477DB6	STATE STREET CORPORATION	110,000.00	04/24/2025	4/24/2030	110,000.00	107,773.60	110,092.58
CORP	87612EBM7	TARGET CORP	239,975.29	01/24/2022	1/15/2027	239,592.00	238,195.20	239,183.20
CORP	87612EBM7	TARGET CORP	34,996.40	01/24/2022	1/15/2027	34,940.50	34,736.80	34,880.88
CORP	89158TAA7	TOTALENERGIES CAPITAL USA LLC	1,264,869.87	01/13/2026	1/13/2031	1,264,850.73	1,204,697.45	1,216,340.51
CORP	89158TAA7	TOTALENERGIES CAPITAL USA LLC	1,737,582.57	01/13/2026	1/13/2031	1,737,970.32	1,652,292.55	1,668,261.49
CORP	89158TAA7	TOTALENERGIES CAPITAL USA LLC	189,980.45	01/13/2026	1/13/2031	189,977.58	180,942.70	182,691.46
CORP	89158TAA7	TOTALENERGIES CAPITAL USA LLC	260,387.01	01/13/2026	1/13/2031	260,445.12	247,605.80	249,998.84
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	574,635.22	01/05/2024	1/5/2029	574,241.00	567,300.75	573,688.04
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	774,489.71	01/05/2024	1/5/2029	773,938.25	764,622.75	773,231.71
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	114,924.28	01/05/2024	1/5/2029	114,842.45	113,460.15	114,737.61
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	84,946.08	01/05/2024	1/5/2029	84,887.80	83,861.85	84,806.06
CORP	931142FB4	WALMART INC.	929,435.90	04/18/2023	4/15/2028	928,288.80	915,864.00	932,588.50
CORP	931142FB4	WALMART INC.	139,915.08	04/18/2023	4/15/2028	139,742.40	137,872.00	140,389.67
CORP	**---**	**---**	**61,109,087.16**	**---**		**61,052,617.55**	**59,521,236.90**	**60,131,699.35**

FHLMC

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	492,684.72	06/25/2021	06/01/2035	501,875.21	439,870.91	441,229.43
FHLMC	3132CWMM3	FH SB0364	91,449.60	06/25/2021	06/01/2035	93,155.49	81,646.57	81,898.73
FHLMC	3133L7LB1	FH RC1222	550,966.18	10/19/2021	12/01/2034	562,861.11	494,066.39	495,593.53
FHLMC	3133L7LB1	FH RC1222	99,173.91	10/19/2021	12/01/2034	101,315.00	88,931.95	89,206.84
FHLMC	3133L9AJ2	FH RC2709	559,616.72	10/18/2022	09/01/2037	558,589.91	542,066.17	544,199.55
FHLMC	3133L9AJ2	FH RC2709	90,739.70	10/18/2022	09/01/2037	90,573.21	87,893.95	88,239.87
FHLMC	3137GCKW2	FHMS K-566 A2	1,544,750.32	09/10/2026	08/25/2031	1,544,460.75	1,510,614.00	1,516,389.00
FHLMC	3137GCKW2	FHMS K-566 A2	240,294.49	09/10/2026	08/25/2031	240,249.45	234,984.40	235,882.73
FHLMC	3137H8B42	FHMS K-J40 A1	392,382.73	07/14/2022	06/25/2028	392,947.64	388,142.62	389,255.98
FHLMC	3137H8B42	FHMS K-J40 A1	65,397.12	07/14/2022	06/25/2028	65,491.27	64,690.44	64,876.00
FHLMC	3137H8H79	FHMS K-J41 A1	1,193,351.64	08/04/2022	01/25/2029	1,195,016.23	1,160,004.22	1,163,128.23
FHLMC	3137H8H79	FHMS K-J41 A1	198,891.94	08/04/2022	01/25/2029	199,169.37	193,334.04	193,854.70
FHLMC	3137H92N8	FHMS K-J42 A1	526,658.49	09/15/2022	07/25/2029	527,525.55	519,548.01	521,263.41
FHLMC	3137H92N8	FHMS K-J42 A1	88,173.59	09/15/2022	07/25/2029	88,318.76	86,983.15	87,270.34
FHLMC	3137H9MM8	FHMS K-J43 A1	745,019.70	12/15/2022	12/25/2028	746,733.79	738,808.57	741,532.33
FHLMC	3137H9MM8	FHMS K-J43 A1	113,822.45	12/15/2022	12/25/2028	114,084.33	112,873.53	113,289.66
FHLMC	3137H9QT9	FHMS K-J44 A1	757,451.57	02/23/2023	01/25/2029	758,696.96	750,875.31	753,757.19
FHLMC	3137H9QT9	FHMS K-J44 A1	115,721.77	02/23/2023	01/25/2029	115,912.04	114,717.06	115,157.35
FHLMC	3137HA4K9	FHMS K-J45 A1	1,216,773.39	05/25/2023	11/25/2028	1,218,999.93	1,205,739.63	1,210,265.17
FHLMC	3137HA4K9	FHMS K-J45 A1	185,895.93	05/25/2023	11/25/2028	186,236.10	184,210.22	184,901.62
FHLMC	3137HACX2	FHMS K-505 A2	1,796,328.67	07/20/2023	06/25/2028	1,811,447.89	1,783,562.03	1,790,764.56
FHLMC	3137HACX2	FHMS K-505 A2	274,439.10	07/20/2023	06/25/2028	276,748.98	272,488.64	273,589.03
FHLMC	3137HAD45	FHMS K-J46 A1	893,814.30	07/27/2023	06/25/2028	895,804.12	892,816.54	896,382.67
FHLMC	3137HAD45	FHMS K-J46 A1	138,695.32	07/27/2023	06/25/2028	139,004.09	138,540.50	139,093.86
FHLMC	3137HAGY6	FHMS K-752 A1	601,536.72	08/24/2023	01/25/2029	591,039.76	602,555.91	604,730.14
FHLMC	3137HAGY6	FHMS K-752 A1	93,094.97	08/24/2023	01/25/2029	91,470.44	93,252.70	93,589.19
FHLMC	3137HAMH6	FHMS K-506 A2	1,786,061.31	09/14/2023	08/25/2028	1,773,372.60	1,783,404.00	1,790,379.00
FHLMC	3137HAMH6	FHMS K-506 A2	272,870.48	09/14/2023	08/25/2028	270,931.93	272,464.50	273,530.13
FHLMC	3137HAMS2	FHMS K-507 A2	1,787,777.66	09/28/2023	09/25/2028	1,778,484.60	1,787,400.00	1,794,600.00
FHLMC	3137HAMS2	FHMS K-507 A2	273,132.70	09/28/2023	09/25/2028	271,712.93	273,075.00	274,175.00
FHLMC	3137HAQ74	FHMS K-508 A2	1,780,450.84	10/19/2023	08/25/2028	1,760,515.20	1,784,646.00	1,791,756.00
FHLMC	3137HAQ74	FHMS K-508 A2	272,013.32	10/19/2023	08/25/2028	268,967.60	272,654.25	273,740.50
FHLMC	3137HAST4	FHMS K-509 A2	1,329,077.73	10/31/2023	09/25/2028	1,306,957.95	1,340,928.00	1,346,384.25
FHLMC	3137HAST4	FHMS K-509 A2	201,822.91	10/31/2023	09/25/2028	198,463.98	203,622.40	204,450.94
FHLMC	3137HB3D4	FHMS K-510 A2	652,933.79	11/21/2023	10/25/2028	653,106.40	652,497.90	655,264.73
FHLMC	3137HB3D4	FHMS K-510 A2	99,684.55	11/21/2023	10/25/2028	99,710.90	99,618.00	100,040.42
FHLMC	3137HDV56	FHMS K-524 A2	1,523,649.36	07/25/2024	05/25/2029	1,529,979.81	1,499,632.00	1,505,610.67
FHLMC	3137HDV56	FHMS K-524 A2	240,576.22	07/25/2024	05/25/2029	241,575.76	236,784.00	237,728.00
FHLMC	3137HDXL9	FHMS K-526 A2	1,712,322.28	08/15/2024	07/25/2029	1,720,948.57	1,671,871.85	1,678,326.70
FHLMC	3137HDXL9	FHMS K-526 A2	271,159.54	08/15/2024	07/25/2029	272,525.58	264,753.90	265,776.08
FHLMC	3137HKXJ8	FHMS K-539 A2	664,435.94	04/24/2025	01/25/2030	664,976.73	647,144.75	649,588.63
FHLMC	3137HKXJ8	FHMS K-539 A2	104,910.94	04/24/2025	01/25/2030	104,996.33	102,180.75	102,566.63
FHLMC	**---**	**---**	##########	**---**		**26,024,954.26**	**25,675,894.76**	**25,773,258.79**

FHLMC CMO

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	299,409.94	12/29/2020	09/25/2033	301,864.01	280,575.54	280,823.59
FHLMC CMO	3137F7DH5	FHR 5048 B	256,300.68	11/30/2020	05/25/2033	257,609.09	233,468.48	233,680.47
FHLMC CMO	3137F7DH5	FHR 5048 B	54,217.45	11/30/2020	05/25/2033	54,494.23	49,387.56	49,432.41
FHLMC CMO	3137HB3G7	FHMS K-511 A2	996,930.51	12/07/2023	10/25/2028	997,127.00	992,300.00	996,350.00
FHLMC CMO	3137HB3G7	FHMS K-511 A2	149,539.58	12/07/2023	10/25/2028	149,569.05	148,845.00	149,452.50

FHLMC CMO	3137HDJJ0	FHMS K-522 A2	0.00	06/13/2024	05/25/2029	0.00	0.00	(0.00)
FHLMC CMO	**---**	**---**	**1,756,398.15**	**---**	**01/09/2030**	**1,760,663.38**	**1,704,576.59**	**1,709,738.97**

FNMA

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	596,972.24	05/18/2021	03/01/2035	611,031.82	529,459.69	530,885.26
FNMA	3140K7XA6	FN BP0672	105,348.04	05/18/2021	03/01/2035	107,829.14	93,434.06	93,685.63
FNMA	3140Q9FM0	FN CA1971	622,349.92	01/18/2022	06/01/2033	633,884.02	572,321.52	574,073.70
FNMA	3140Q9FM0	FN CA1971	93,352.49	01/18/2022	06/01/2033	95,082.60	85,848.23	86,111.06
FNMA	3140QGKN6	FN CA8400	591,647.36	03/22/2021	12/01/2035	610,757.31	524,612.79	526,241.01
FNMA	3140QGKN6	FN CA8400	115,803.04	03/22/2021	12/01/2035	119,543.42	102,682.37	103,001.06
FNMA	3140X92C8	FN FM6170	419,954.54	06/25/2021	07/01/2035	428,342.91	379,170.92	380,488.39
FNMA	3140X92C8	FN FM6170	78,741.48	06/25/2021	07/01/2035	80,314.30	71,094.55	71,341.57
FNMA	3140X9K46	FN FM5714	293,548.11	03/25/2021	11/01/2035	298,657.50	262,684.26	263,598.11
FNMA	3140X9K46	FN FM5714	52,419.30	03/25/2021	11/01/2035	53,331.70	46,907.90	47,071.09
FNMA	3140XALC4	FN FM6622	768,244.31	03/29/2021	02/01/2036	782,826.40	672,691.91	674,242.83
FNMA	3140XALC4	FN FM6622	144,045.81	03/29/2021	02/01/2036	146,779.95	126,129.73	126,420.53
FNMA	3140XC4K1	FN FM8925	659,542.69	11/16/2021	08/01/2034	682,328.53	605,722.11	607,819.57
FNMA	3140XC4K1	FN FM8925	123,664.25	11/16/2021	08/01/2034	127,936.60	113,572.90	113,966.17
FNMA	3140XHQQ3	FN FS2262	932,223.27	06/30/2022	06/01/2037	935,166.44	861,263.90	864,342.16
FNMA	3140XJHF3	FN FS2929	956,509.53	10/18/2022	09/01/2037	951,712.51	913,094.65	916,364.62
FNMA	3140XJHF3	FN FS2929	159,418.25	10/18/2022	09/01/2037	158,618.75	152,182.44	152,727.44
FNMA	3140XJJ87	FN FS2986	602,271.37	10/21/2022	10/01/2032	597,977.70	596,737.45	598,791.70
FNMA	3140XJJ87	FN FS2986	85,272.24	10/21/2022	10/01/2032	84,664.33	84,488.73	84,779.58
FNMA	**---**	**---**	**7,401,328.24**	**---**	**08/01/2035**	**7,506,785.92**	**6,794,100.13**	**6,815,951.48**

FNMA CMO

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
FNMA CMO	31394CP22	FNR 2005-33 QE	946,390.07	03/31/2023	04/25/2035	951,800.18	916,587.99	920,478.89
FNMA CMO	31394CP22	FNR 2005-33 QE	143,648.49	03/31/2023	04/25/2035	144,469.67	139,124.96	139,715.55
FNMA CMO	**---**	**---**	**1,090,038.57**	**03/31/2023**	**04/25/2035**	**1,096,269.85**	**1,055,712.95**	**1,060,194.44**

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	1,799,851.66	07/19/2022	06/15/2027	1,799,064.00	1,782,288.00	1,798,850.50
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	274,977.34	07/19/2022	06/15/2027	274,857.00	272,294.00	274,824.38
SUPRANATIONAL	**---**	**---**	**2,074,829.00**	**07/19/2022**	**06/15/2027**	**2,073,921.00**	**2,054,582.00**	**2,073,674.88**

US GOV

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
US GOV	912828U24	UNITED STATES TREASURY	99,764.40	01/06/2023	11/15/2026	93,035.16	99,717.00	100,472.43
US GOV	912828U24	UNITED STATES TREASURY	49,874.33	10/11/2022	11/15/2026	46,082.03	49,858.50	50,236.22

US GOV	91282CCH2	UNITED STATES TREASURY	2,037,705.09	06/11/2024	06/30/2028	1,901,826.17	2,021,924.50	2,028,716.28
US GOV	91282CCH2	UNITED STATES TREASURY	1,561,233.70	07/03/2024	06/30/2028	1,456,705.08	1,551,709.50	1,556,921.80
US GOV	91282CCH2	UNITED STATES TREASURY	2,100,529.55	08/05/2024	06/30/2028	1,986,703.13	2,068,946.00	2,075,895.73
US GOV	91282CCH2	UNITED STATES TREASURY	1,104,790.15	09/06/2024	06/30/2028	1,054,720.70	1,081,494.50	1,085,127.31
US GOV	91282CCH2	UNITED STATES TREASURY	331,719.43	06/11/2024	06/30/2028	309,599.61	329,150.50	330,256.14
US GOV	91282CCH2	UNITED STATES TREASURY	496,756.18	07/03/2024	06/30/2028	463,497.07	493,725.75	495,384.21
US GOV	91282CCH2	UNITED STATES TREASURY	334,175.16	08/05/2024	06/30/2028	316,066.41	329,150.50	330,256.14
US GOV	91282CCH2	UNITED STATES TREASURY	96,068.71	09/06/2024	06/30/2028	91,714.84	94,043.00	94,358.90
US GOV	91282CEN7	UNITED STATES TREASURY	4,376,081.99	02/03/2023	04/30/2027	4,236,546.88	4,359,256.00	4,409,891.87
US GOV	91282CEN7	UNITED STATES TREASURY	646,466.66	02/03/2023	04/30/2027	625,853.52	643,981.00	651,461.30
US GOV	91282CEV9	UNITED STATES TREASURY	2,398,614.77	03/06/2025	06/30/2029	2,371,523.44	2,343,008.50	2,363,131.12
US GOV	91282CEV9	UNITED STATES TREASURY	3,339,866.28	08/05/2025	06/30/2029	3,316,328.13	3,251,522.00	3,279,447.27
US GOV	91282CEV9	UNITED STATES TREASURY	3,956,225.50	09/05/2025	06/30/2029	3,940,156.25	3,825,320.00	3,858,173.26
US GOV	91282CEV9	UNITED STATES TREASURY	367,134.91	03/06/2025	06/30/2029	362,988.28	358,623.75	361,703.74
US GOV	91282CEV9	UNITED STATES TREASURY	515,714.65	08/05/2025	06/30/2029	512,080.08	502,073.25	506,385.24
US GOV	91282CEV9	UNITED STATES TREASURY	618,160.23	09/05/2025	06/30/2029	615,649.41	597,706.25	602,839.57
US GOV	91282CFB2	UNITED STATES TREASURY	1,881,238.28	06/06/2023	07/31/2027	1,811,976.56	1,872,355.00	1,881,157.99
US GOV	91282CFB2	UNITED STATES TREASURY	4,915,240.95	05/05/2023	07/31/2027	4,782,744.14	4,877,977.50	4,900,911.60
US GOV	91282CFB2	UNITED STATES TREASURY	1,505,925.14	07/07/2023	07/31/2027	1,437,669.92	1,502,811.25	1,509,876.81
US GOV	91282CFB2	UNITED STATES TREASURY	1,576,807.16	09/15/2023	07/31/2027	1,498,750.00	1,576,720.00	1,584,133.04
US GOV	91282CFB2	UNITED STATES TREASURY	246,376.12	09/15/2023	07/31/2027	234,179.69	246,362.50	247,520.79
US GOV	91282CFB2	UNITED STATES TREASURY	297,037.62	06/06/2023	07/31/2027	286,101.56	295,635.00	297,024.95
US GOV	91282CFB2	UNITED STATES TREASURY	868,855.72	05/05/2023	07/31/2027	845,434.57	862,268.75	866,322.76
US GOV	91282CFB2	UNITED STATES TREASURY	222,185.68	07/07/2023	07/31/2027	212,115.23	221,726.25	222,768.71
US GOV	91282CFZ9	UNITED STATES TREASURY	3,087,313.93	12/05/2023	11/30/2027	3,058,949.22	3,071,666.00	3,112,035.88
US GOV	91282CFZ9	UNITED STATES TREASURY	3,096,299.60	01/05/2024	11/30/2027	3,088,132.81	3,071,666.00	3,112,035.88
US GOV	91282CFZ9	UNITED STATES TREASURY	323,670.01	12/05/2023	11/30/2027	320,696.29	322,029.50	326,261.83
US GOV	91282CFZ9	UNITED STATES TREASURY	449,462.84	01/05/2024	11/30/2027	448,277.34	445,887.00	451,747.14
US GOV	91282CGP0	UNITED STATES TREASURY	1,502,305.09	02/06/2024	02/29/2028	1,506,269.53	1,484,475.00	1,489,613.12
US GOV	91282CGP0	UNITED STATES TREASURY	2,087,266.44	04/05/2024	02/29/2028	2,066,613.28	2,078,265.00	2,085,458.37
US GOV	91282CGP0	UNITED STATES TREASURY	2,671,324.08	05/06/2024	02/29/2028	2,626,593.75	2,672,055.00	2,681,303.62
US GOV	91282CGP0	UNITED STATES TREASURY	225,345.76	02/06/2024	02/29/2028	225,940.43	222,671.25	223,441.97
US GOV	91282CGP0	UNITED STATES TREASURY	173,938.87	04/05/2024	02/29/2028	172,217.77	173,188.75	173,788.20
US GOV	91282CGP0	UNITED STATES TREASURY	420,486.20	05/06/2024	02/29/2028	413,445.31	420,601.25	422,057.05
US GOV	91282CJR3	UNITED STATES TREASURY	2,528,673.69	11/05/2024	12/31/2028	2,511,949.22	2,487,244.50	2,511,410.60
US GOV	91282CJR3	UNITED STATES TREASURY	4,664,639.78	12/06/2024	12/31/2028	4,638,128.91	4,584,333.00	4,628,874.44
US GOV	91282CJR3	UNITED STATES TREASURY	2,665,138.23	01/07/2025	12/31/2028	2,640,410.16	2,633,553.00	2,659,140.64
US GOV	91282CJR3	UNITED STATES TREASURY	4,840,041.01	02/06/2025	12/31/2028	4,799,320.31	4,779,411.00	4,825,847.82
US GOV	91282CJR3	UNITED STATES TREASURY	322,281.94	11/05/2024	12/31/2028	320,150.39	317,001.75	320,081.74

US GOV	91282CJR3	UNITED STATES TREASURY	793,981.24	12/06/2024	12/31/2028	789,468.75	780,312.00	787,893.52
US GOV	91282CJR3	UNITED STATES TREASURY	394,835.29	01/07/2025	12/31/2028	391,171.87	390,156.00	393,946.76
US GOV	91282CJR3	UNITED STATES TREASURY	666,740.34	02/06/2025	12/31/2028	661,130.86	658,388.25	664,785.16
US GOV	91282CLS8	UNITED STATES TREASURY	1,725,634.55	03/03/2026	10/31/2026	1,730,053.71	1,724,724.00	1,754,501.34
US GOV	91282CLS8	UNITED STATES TREASURY	175,064.37	03/03/2026	10/31/2026	175,512.70	174,972.00	177,992.89
US GOV	91282CMG3	UNITED STATES TREASURY	1,017,942.38	10/06/2025	01/31/2030	1,022,812.50	976,800.00	983,960.33
US GOV	91282CMG3	UNITED STATES TREASURY	152,691.36	10/06/2025	01/31/2030	153,421.88	146,520.00	147,594.05
US GOV	91282CNX5	UNITED STATES TREASURY	4,449,270.15	04/07/2026	08/31/2030	4,443,398.44	4,275,180.00	4,289,149.27
US GOV	91282CNX5	UNITED STATES TREASURY	3,796,156.40	05/06/2026	08/31/2030	3,790,896.48	3,657,654.00	3,669,605.48
US GOV	91282CNX5	UNITED STATES TREASURY	4,284,029.88	06/04/2026	08/31/2030	4,276,904.30	4,156,425.00	4,170,006.23
US GOV	91282CNX5	UNITED STATES TREASURY	2,208,121.72	06/30/2026	08/31/2030	2,205,527.34	2,137,590.00	2,144,574.63
US GOV	91282CNX5	UNITED STATES TREASURY	4,622,416.54	08/06/2026	08/31/2030	4,617,705.08	4,512,690.00	4,527,435.34
US GOV	91282CNX5	UNITED STATES TREASURY	5,767,050.17	09/04/2026	08/31/2030	5,763,830.08	5,652,738.00	5,671,208.48
US GOV	91282CNX5	UNITED STATES TREASURY	692,108.69	04/07/2026	08/31/2030	691,195.31	665,028.00	667,201.00
US GOV	91282CNX5	UNITED STATES TREASURY	517,657.69	05/06/2026	08/31/2030	516,940.43	498,771.00	500,400.75
US GOV	91282CNX5	UNITED STATES TREASURY	636,484.44	06/04/2026	08/31/2030	635,425.78	617,526.00	619,543.78
US GOV	91282CNX5	UNITED STATES TREASURY	343,485.60	06/30/2026	08/31/2030	343,082.03	332,514.00	333,600.50
US GOV	91282CNX5	UNITED STATES TREASURY	778,512.26	08/06/2026	08/31/2030	777,718.75	760,032.00	762,515.43
US GOV	91282CNX5	UNITED STATES TREASURY	799,633.00	09/04/2026	08/31/2030	799,186.52	783,783.00	786,344.03
US GOV	**---**	**---**	**98,824,551.90**			**97,432,525.39**	**97,122,918.00**	**97,765,732.43**

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,248,323.41	06/13/2022	06/09/2027	1,238,825.00	1,243,225.00	1,258,411.11
YANKEE	**63254ABE7**	**---**	**1,248,323.41**			**1,238,825.00**	**1,243,225.00**	**1,258,411.11**

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
---	**---**	**---**	**236,355,194.11**	**---**		**234,993,831.54**	**231,800,765.00**	**233,309,115.27**

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Chris Andrichak, Chief Financial Officer

Subject: **Accept San Mateo County Transit District (SamTrans) Capital Program Quarterly Progress Report for Fiscal Year 2027 Quarter 1**

Action

Staff recommends that the San Mateo County Transit District (District or SamTrans) Board of Directors (Board) accept the Capital Program Quarterly Progress Report, which provides a comprehensive overview of active capital projects that have received funding.

Significance

The SamTrans Capital Program Quarterly Progress Report represents an important step in strengthening SamTrans' capital project oversight, accountability, and transparency. The report consolidates information on active projects across the agency, including project scope, schedule and status, budget, funding sources, and identified risks.

The report reflects the work undertaken in recent months to establish a more comprehensive and reliable view of SamTrans' active capital project portfolio. With the establishment of a dedicated Project Controls function and the addition of a Principal Project Controls Analyst, SamTrans is building the processes and internal capacity necessary to improve the collection, validation, and reporting of project information.

Over time, staff intend to develop this report into a recurring resource for the Board to monitor the progress of capital investments across the agency, understand project-level challenges and risks, and maintain visibility into the delivery of projects of all sizes. This effort supports informed decision-making and continuous improvement in capital project management and reporting.

Budget Impact

There is no impact to the budget.

Background

In response to the need for more reliable and comprehensive project information, SamTrans has established a new Project Controls function led by a Principal Project Controls Analyst. Over the past several months, this function has worked across the agency to identify active capital

projects that have received funding and gather current, project-specific information regarding scope, status, budget, funding sources, schedules, and risks.

The report presented to the Board is the culmination of this initial effort to establish a comprehensive view of the active capital project portfolio and improve the quality and consistency of project information. It also establishes a foundation for continued refinement of project reporting processes and data validation.

Staff anticipate that the SamTrans Quarterly Capital Project Progress Report will evolve into a regular reporting mechanism that provides the Board with consistent visibility into the status and progress of SamTrans' active capital projects and supports stronger project oversight throughout the agency.

Prepared By:	Heather Salem	Director, Grants, Billing, and Project Controls	650-730-8099
	Anna Hibbard	Principal Project Controls Analyst	650-508-7749

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San Mateo County Transit District

Capital Program

Quarterly Status Report

1st Quarter Fiscal Year 2027
(July - September 2026)

Prepared for the November 04, 2026
SamTrans Board Meeting

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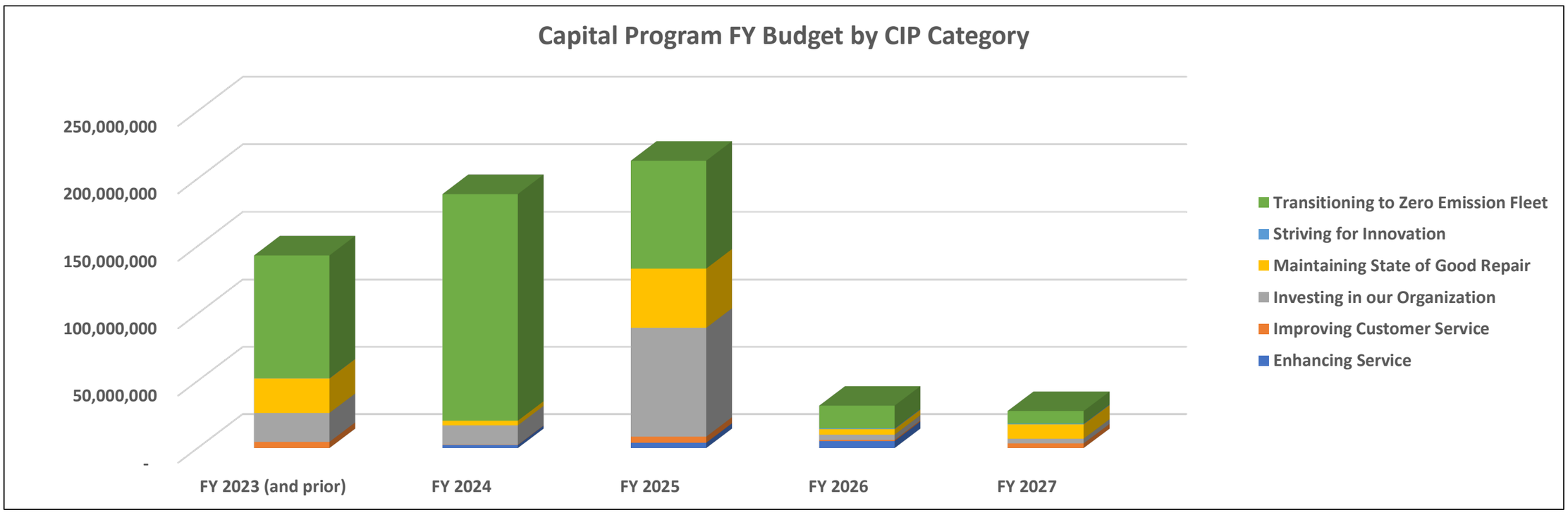
Capital Programs Quarterly Progress Report

Project Controls

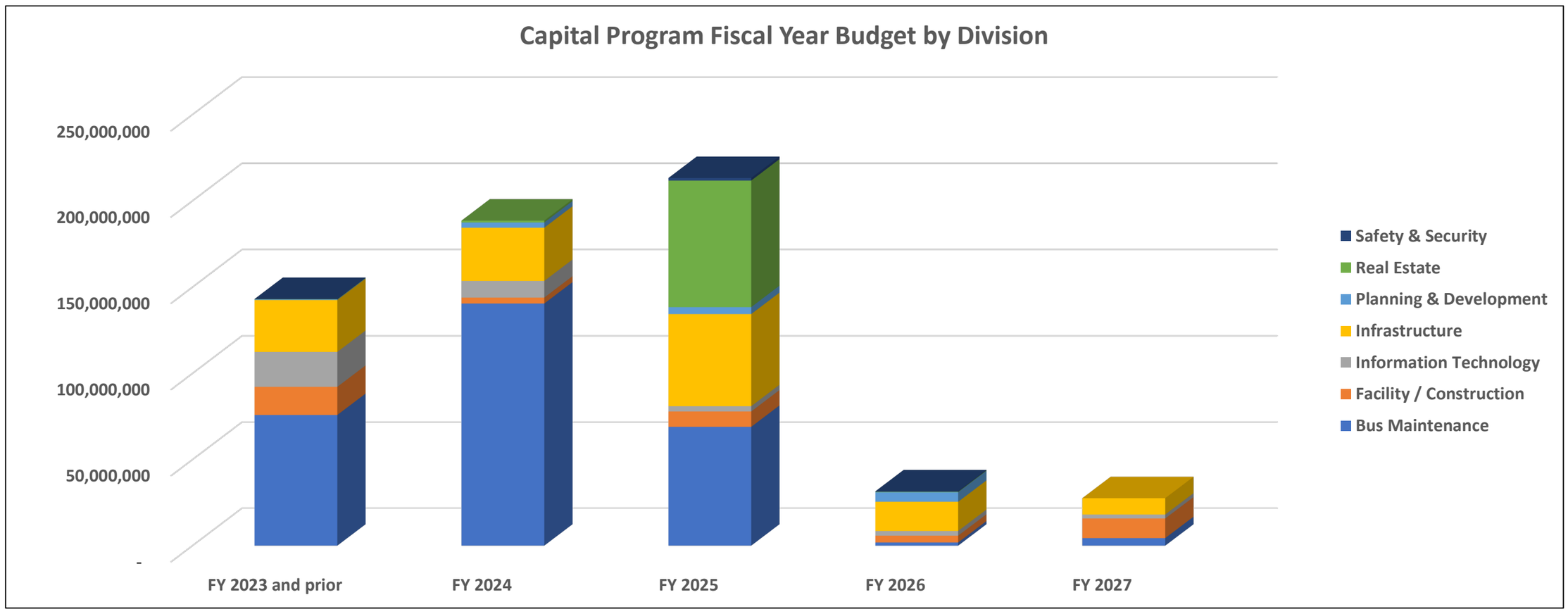
Capital Program Fiscal Year Budget by CIP Category

Budget Fiscal Year	Enhancing Service	Improving Customer Service	Investing in our Organization	Maintaining State of Good Repair	Striving for Innovation	Transitioning to Zero Emission Fleet	Total Board Approved Budget by FY*	Note
FY 2023 (and prior)		4,599,900	21,557,647	25,651,346	150,000	91,164,668	143,123,561	*The "Total Board Approved Budget by FY" represents the annual budget approved by the SamTrans Board of Directors for each fiscal year for SamTrans current active capital projects.
FY 2024	2,200,000	220,000	14,489,776	3,458,576		168,165,952	188,534,304	
FY 2025	3,924,000	4,540,000	81,027,073	43,866,575		79,886,628	213,244,276	
FY 2026	5,220,872	809,400	3,927,800	4,148,205	519,000	16,948,678	31,573,955	
FY 2027		3,488,400	3,480,200	10,661,654	450,000	9,500,000	27,580,254	



Capital Program Fiscal Year Budget by Division

Budget Fiscal Year	Bus Maintenance	Facility / Construction	Information Technology	Infrastructure	Planning & Development	Real Estate	Safety & Security	Total Board Approved Budget
FY 2023 and prior	75,893,148	16,314,458	20,234,647	30,075,308	342,000	150,000	114,000	143,123,561
FY 2024	140,481,750	3,453,000	9,647,776	30,846,778	3,005,000	1,100,000		188,534,304
FY 2025	69,003,102	8,914,121	3,063,160	53,402,980	4,024,000	73,336,913	1,500,000	213,244,276
FY 2026	1,845,105	3,949,300	2,726,000	16,948,678	5,550,872	269,000	285,000	31,573,955
FY 2027	4,380,654	11,399,600	2,300,000	9,500,000				27,580,254



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Capital Programs Quarterly Progress Report

Project Performance Status Light Criteria

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

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).

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Capital Programs Quarterly Progress Report

Project Controls

SamTrans Capital Projects Summary Report - Q1 FY2027

Project ID	Project Name	Division	Project Manager	Schedule FY27 Q1	Budget FY27 Q1	Funding FY27 Q1	Page
Enhancing Service							
100773	El Camino Real (ECR) Transit Priority Program Fund	Planning & Development	Cassie Halls	🟢	🟢	🟢	9
100887	Dumbarton Busway Feasibility Study	Planning & Development	Millie Tolleson	🟢	🟢	🟢	11
100967	Grand Boulevard Initiative	Planning & Development	Cassie Halls	🟢	🟢	🟢	13
Improving Customer Service							
100475	ADA Study & Phase 1 Retrofits	Facility / Construction	Ron Robertson	🟢	🟢	🟢	15
100711	Bus Shelter Upgrade & Replacement	Facility / Construction	George Gamoney	🟢	🟢	🟢	17
100769	Bus Stop Improvement Plan	Facility / Construction	George Gamoney	🟢	🟢	🟢	19
100706	Intelligent Transportation System (ITS)	Information Technology	Mehul Kumar	🟢	🟢	🟢	21
Investing in our Organization							
100466	Remodel North and South Base Employee Areas	Facility / Construction	Zahra Babaei	🟢	🟢	🟢	23
100629	EV Chargers Non-Rev Vehicles	Facility / Construction	Zahra Babaei	🟢	🟢	🟢	25
100770	Bus Operator Restroom Access	Facility / Construction	George Gamoney	🟢	🟢	🟢	27
100997	Dumbarton Corridor Fencing	Facility / Construction	Harkirpal Sehmbey	🟢	🟢	🟢	29
021505	Technology Refresh Project	Information Technology	Michael Salazar	🟢	🟢	🟢	31
100248	EPM System Replacement	Information Technology	Anand Maurya	🟡	🟢	🟢	33
100463	SPEAR System Improvement	Information Technology	David Harbour	🟢	🟢	🟢	35
100546	Automating Daily Dispatch	Information Technology	Nabila Syed	🟢	🟢	🟢	37
100628	APC Validation	Information Technology	Kate Christopherson	🟢	🟢	🟢	39
100707	Cybersecurity Program	Information Technology	Michael Salazar	🟢	🟢	🟢	41
100715	Multi-Platform Upgrades	Information Technology	Michael Salazar	🟡	🟢	🟢	43
100772	Technology Modernization	Information Technology	Mehul Kumar	🟢	🟢	🟢	45
100820	ERP System Upgrade 9.1 to 9.2	Information Technology	Mike Torres	🟢	🟢	🟢	47
100885	Safety Incident Management System	Information Technology	Mehul Kumar	🟢	🟢	🟢	49
100954	Data Center Modernization	Information Technology	Mehul Kumar	🟢	🟢	🟢	51
100956	Customer Rel Mgmt CX	Information Technology	Mehul Kumar	🟢	🟢	🟢	53
100713	Property Mapping Support	Planning & Development	Julia MacRory	🟢	🟢	🟢	55
100775	SAMTR Oper Facility Assessment	Planning & Development	Chelsea Schultz	🟢	🟢	🟢	57
100472	Central Building (Real Estate)	Real Estate	Kris McGee	🟢	🟢	🟢	59
100709	Security Assessment at Bases	Safety & Security	Scott Kirkpatrick	🟢	🟢	🟢	61
100878	CCTV Assessment for District Facilities	Safety & Security	Tabby Davenport	🟢	🟢	🟢	63
100882	NB/SB Hardening	Infrastructure	Mieko McCue	🟢	🟢	🟢	65

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Capital Programs Quarterly Progress Report

Project Controls

SamTrans Capital Projects Summary Report - Q1 FY2027

Project ID	Project Name	Division	Project Manager	Schedule FY27 Q1	Budget FY27 Q1	Funding FY27 Q1	Page
Maintaining State of Good Repair							
021502	Major Bus Components	Bus Maintenance	Joe Almondia	🟢	🟢	🟢	67
100353	Maintenance Support Equipment	Bus Maintenance	Juan Villanueva	🟢	🟢	🟢	69
100462	Replacement Non-Rev Toyota Priuses	Bus Maintenance	Juan Villanueva	🟢	🟢	🟢	71
100549	Replacement Non-Rev Vehicles	Bus Maintenance	Juan Villanueva	🟡	🟢	🟢	73
100766	ITS Dept. Vehicle Expansion	Bus Maintenance	Juan Villanueva	🟢	🟢	🟢	75
100844	Repl (12) Paratransit Cutaway	Bus Maintenance	Natalie Chi Rasmussen	🟢	🟢	🟢	77
100876	Purchase 14 Paratransit Minivans	Bus Maintenance	Natalie Chi Rasmussen	🟢	🟢	🟢	79
100996	Redi-Wheels Replacement of (13) Paratransit	Bus Maintenance	Natalie Chi Rasmussen	🟢	🟢	🟢	81
021507	Facilities Smaller Projects	Facility / Construction	Ron Robertson	🟢	🟢	🟢	83
100252	FY18 Ctrl Bldg Roof Replace	Facility / Construction	Hubert Chan	🟢	🟢	🟢	85
100473	Central Building Refresh (Fac)	Facility / Construction	Ron Robertson	🟢	🟢	🟢	87
100474	SB Bus Washer Walls	Facility / Construction	Hubert Chan	🟢	🟢	🟢	89
100476	North and South Base Exterior	Facility / Construction	Zahra Babaei	🟢	🟢	🟢	91
100548	North Base 200 Oper Bldg	Infrastructure	Lisha Mai	🟢	🟢	🟢	93
100710	SB Water Utility Lines Replace	Facility / Construction	Kyle Gostkowski	🟢	🟢	🟢	95
100763	Interim Workspace Enhancement	Facility / Construction	Ron Robertson	🟢	🟢	🟢	97
100768	NB and SB Cond. & Needs Assess	Infrastructure	Lisha Mai	🟢	🟢	🟢	99
100812	SamTrans Building Demolition	Facility / Construction	Ron Robertson	🟢	🟢	🟢	101
100879	Concrete Repl Dist Facilities	Facility / Construction	Doug Deming	🟢	🟢	🟢	103
100880	Rehab NB/SB Steam Bay Equip	Facility / Construction	Ron Robertson	🟢	🟢	🟢	105
100898	Repl NB Underground Utilities	Facility / Construction	Kyle Gostkowski	🟢	🟢	🟢	107
100926	NB Sewer: Assess, Repair, Repl	Facility / Construction	Hubert Chan	🟢	🟢	🟢	109
100927	NB & SB In-Shop Hydraulic Lift	Facility / Construction	Hubert Chan	🟢	🟢	🟢	111
100949	Facility Smaller Proj & Repair	Facility / Construction	Harkirpal Sehmbey	🟢	🟢	🟢	113
100977	NB-SB Roof Replacement Assessm	Facility / Construction	Hubert Chan	🟢	🟢	🟢	115
100979	Dumbarton Brdg Safety/Maint As	Facility / Construction	Harkirpal Sehmbey	🟢	🟢	🟢	117
100712	NB Sea Level Rise & Erosion Mi	Infrastructure	Lisha Mai	🟢	🟢	🟢	119
100883	NB Shoreline Erosion Mitigatio	Infrastructure	Lisha Mai	🟢	🟢	🟢	121
100884	SB Levee System Assessment	Infrastructure	Lisha Mai	🟢	🟢	🟢	123
Striving for Innovation							
100980	Artificial Intelligence	Information Technology	Susmita Pattnaik	🟢	🟢	🟢	125
100265	SamTrans TOD Program	Real Estate	Charla Gomez	🟢	🟢	🟢	127

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Capital Programs Quarterly Progress Report

Project Controls

SamTrans Capital Projects Summary Report - Q1 FY2027

Project ID	Project Name	Division	Project Manager	Schedule FY27 Q1	Budget FY27 Q1	Funding FY27 Q1	Page
Transitioning to Zero Emission Fleet							
100585	Purchase 17 Battery Electr Bus	Bus Maintenance	Natalie Chi Rasmussen	🟢	🟢	🟢	129
100635	Repl (135) 2009 Gillig Buses	Bus Maintenance	Natalie Chi Rasmussen	🟡	🟢	🟢	131
100877	Purchase 25 BEBs	Bus Maintenance	Natalie Chi Rasmussen	🟢	🟢	🟢	133
100547	South Base Switchgear Replacement	Infrastructure	Jeffrey Shu	🟢	🟢	🟢	135
100631	ZEB Implementation and Deployment	Infrastructure	Jeffrey Shu	🟢	🟢	🟢	137
100723-02	Hydrogen Supply and Infrastructure	Infrastructure	Daniel Nhan	🔴	🟢	🟢	139
100723-03	Hydrogen Supply and Infrastructure	Infrastructure	Daniel Nhan	🟢	🟢	🟡	142
100942	NB Power Resilience & EV Charger	Infrastructure	Lisha Mai	🟢	🟢	🟢	144

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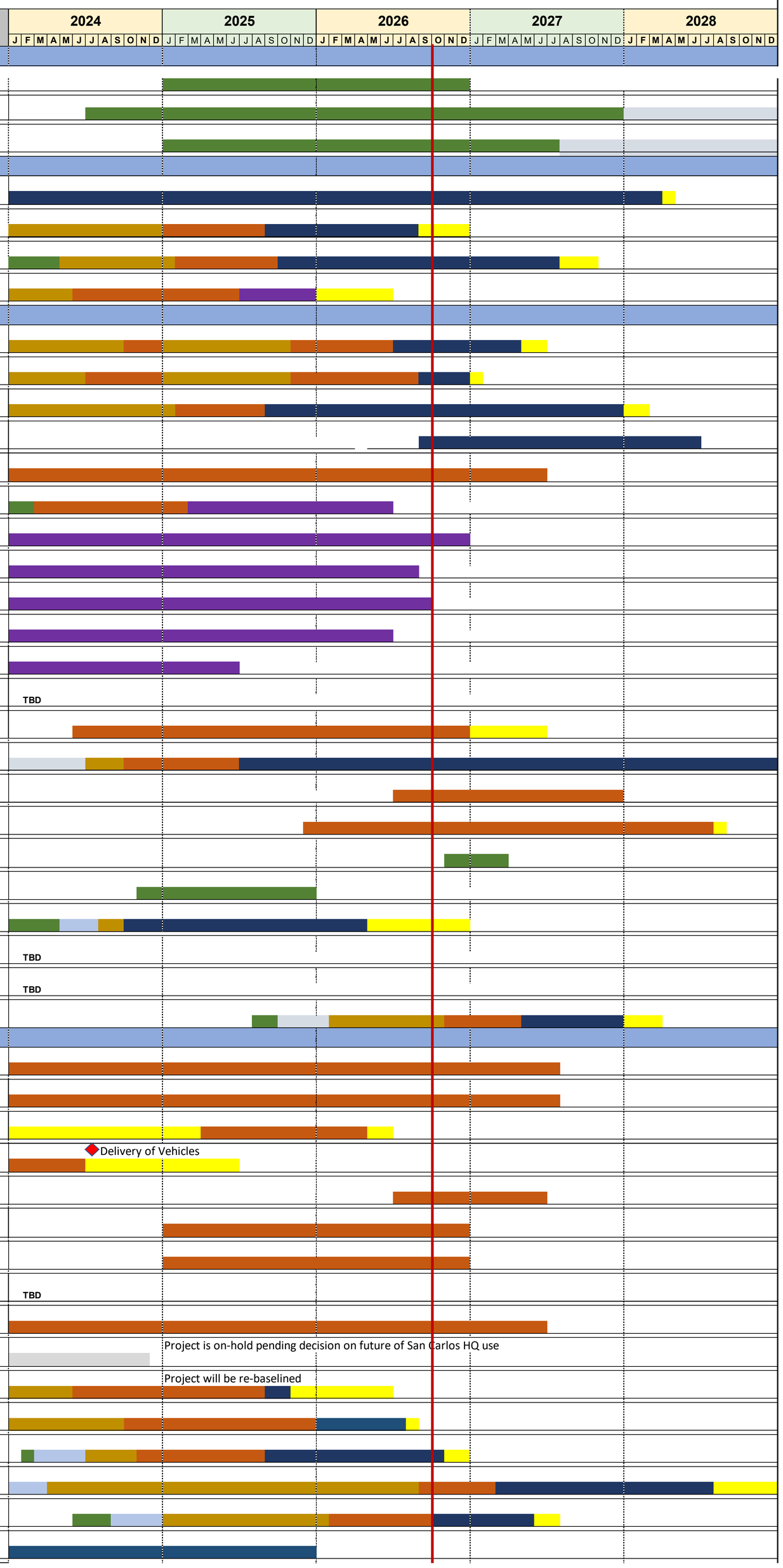
Capital Programs Quarterly Progress Report

Project Controls

SamTrans Capital Projects Master Schedule

Legend: Planning · PE/ENV/PSE · Final Design · Right of Way · Procurement · Construction · Implementation · Close out

Prj. ID	Project Name	Project Manager
	Enhancing Service	
100773	El Camino Real (ECR) Transit Priority Program Fund	Cassie Halls
100887	Dumbarton Busway Feasibility Study	Millie Tolleson
100967	Grand Boulevard Initiative	Cassie Halls
	Improving Customer Service	
100475	ADA Study & Phase 1 Retrofits	Ron Robertson
100711	Bus Shelter Upgrade & Replacement	George Gamoney
100769	Bus Stop Improvement Plan	George Gamoney
100706	Intelligent Transportation System (ITS)	Karambir Cheema
	Investing in our Oganization	
100466	Remodel North and South Base Employee Areas	Zahra Babaei
100629	EV Chargers Non-Rev Vehicles	Zahra Babaei
100770	Bus Operator Restroom Access	George Gamoney
100997	Dumbarton Corridor Fencing	Harkirpal Sehmbey
021505	Technology Refresh Project	Michael Salazar
100248	EPM System Replacement	Anand Maurya
100463	SPEAR System Improvement	David Harbour
100546	Automating Daily Dispatch	Nabila Syed
100628	APC Validation	Kate Christopherson
100707	Cybersecurity Program	Michael Salazar
100715	Multi-Platform Upgrades	Michael Salazar
100772	Technology Modernization	Mehul Kumar
100820	ERP System Upgrade 9.1 to 9.2	Mike Torres
100885	Safety Incident Management System	Mehul Kumar
100954	Data Center Modernization	Mehul Kumar
100956	Customer Rel Mgmt CX	Mehul Kumar
100713	Property Mapping Support	Julia MacRory
100775	SAMTR Oper Facility Assessment	Millie Tolleson
100472	Central Building (Real Estate)	Kris McGee
100709	Security Assessment at Bases	Scott Kirkpatrick
100878	CCTV Assessment for District Facilities	Tabby Davenport
100882	NB/SB Hardening	Mieko McCue
	Maintaining State of Good Repair	
021502	Major Bus Components	Joe Almondia
100353	Maintenance Support Equipment	Juan Villanueva
100462	Replacement of Non-Rev Toyota Priuses	Juan Villanueva
100549	Replacement of Non-Rev Vehicles	Juan Villanueva
100766	ITS Dept. Vehicle Expansion	Juan Villanueva
100844	Replace (12) Paratransit Cutaway	Natalie Chi Rasmussen
100876	Purchase (14) Paratransit Minivans	Natalie Chi Rasmussen
100996	Redi-Wheels Replacement of (13) Paratransit	Natalie Chi Rasmussen
021507	Facilities Smaller Projects	Ron Robertson
100252	Ctrl Bldg Roof Replace	Hubert Chan
100473	Central Building Refresh (Fac)	Ron Robertson
100474	SB Bus Washer Walls	Hubert Chan
100476	North and South Base Exterior	Zahra Babaei
100548	North Base 200 Oper Bldg	Lisha Mai
100710	SB Water Utility Lines Replacement	Kyle Gostkowski
100763	Interim Workspace Enhancement	Ron Robertson



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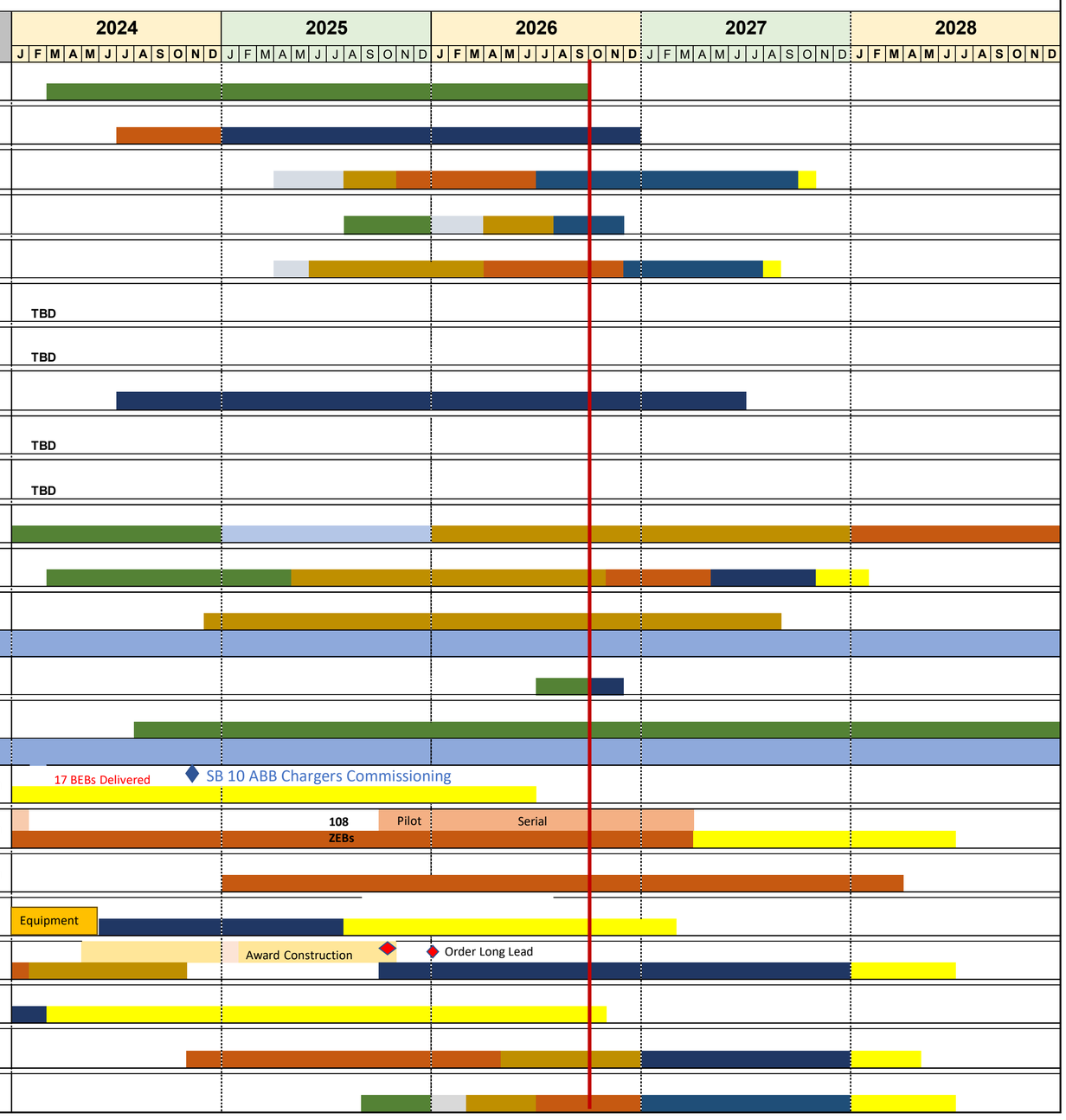
Capital Programs Quarterly Progress Report

Project Controls

SamTrans Capital Projects Master Schedule

Legend: Planning · PE/ENV/PSE · Final Design · Right of Way · Procurement · Construction · Implementation · Close out

Prj. ID	Project Name	Project Manager
100768	NB and SB Cond. & Needs Assess	Lisha Mai
100812	SamTrans Building Demolition	Charla Gomez
100879	Concrete Repl Dist Facilities	Ron Robertson
100880	Rehab NB/SB Steam Bay Equip	Ron Robertson
100898	Repl NB Underground Utilities	Kyle Gostkowski
100926	NB Sewer: Assess, Repair, Repl	Hubert Chan
100927	NB & SB In-Shop Hydraulic Lift	Hubert Chan
100949	Facility Smaller Proj & Repair	Harkirpal Sehmbey
100977	NB-SB Roof Replacement Assessm	Hubert Chan
100979	Dumbarton Brdg Safety/Maint As	Harkirpal Sehmbey
100712	NB Sea Level Rise & Erosion Mi	Lisha Mai
100883	NB Shoreline Erosion Mitigatio	Lisha Mai
100884	SB Levee System Assessment	Lisha Mai
	Striving for Innovation	
100980	Artificial Intelligence	Susmita Pattnaik
100265	SamTrans TOD Program	Charla Gomez
	Transitioning to Zero Emission Fleet	
100585	Purchase 17 Battery Electr Bus	Natalie Chi Rasmussen
100635	Repl (135) 2009 Gillig Buses	Natalie Chi Rasmussen
100877	Purchase 25 BEBs	Natalie Chi Rasmussen
100547	South Base Switchgear Replacement	Jeffrey Shu
100631	ZEB Implementation and Deployment	Jeffrey Shu
100723-02	Hydrogen Supply and Infrastructure	David Nhan
100723-03	Hydrogen Supply and Infrastructure	David Nhan
100942	NB Power Resillience & EV Charger	Lisha Mai



Capital Programs Quarterly Progress Report

Project Controls

El Camino Real (ECR) Transit Priority Program Fund **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100773**

Project Manager: Cassie Halls

SCOPE Summary

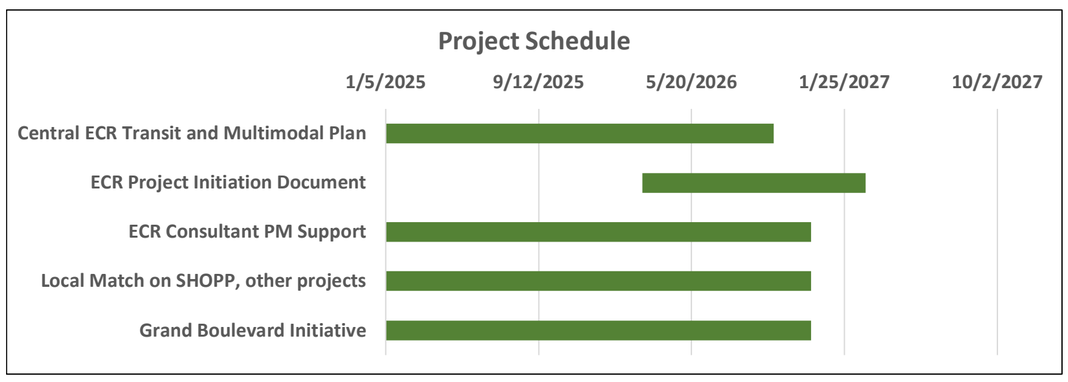
This project will establish a dedicated Transit Capital Improvement Fund to integrate transit improvements into Caltrans-led projects or advance transit improvements through the Caltrans design and permitting process along the El Camino Real corridor. Caltrans is active in implementing small-scale improvements 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.

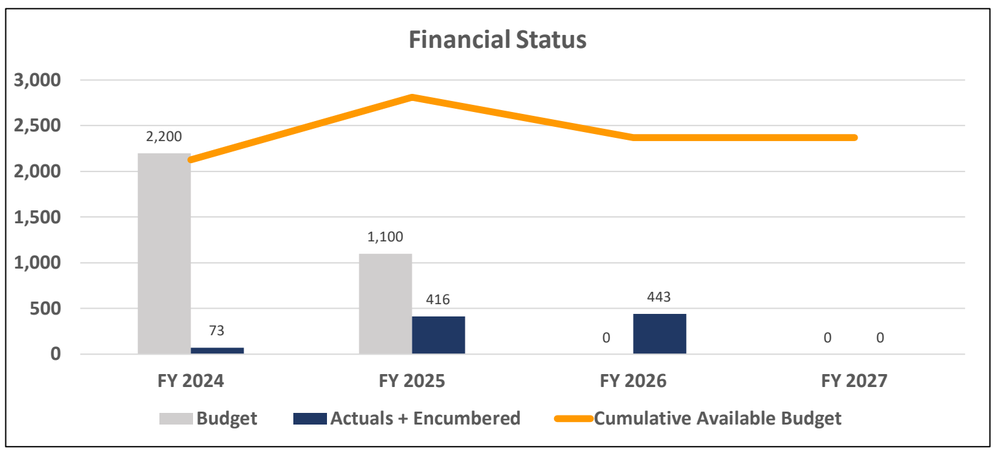
STATUS Summary

Phase: Planning

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

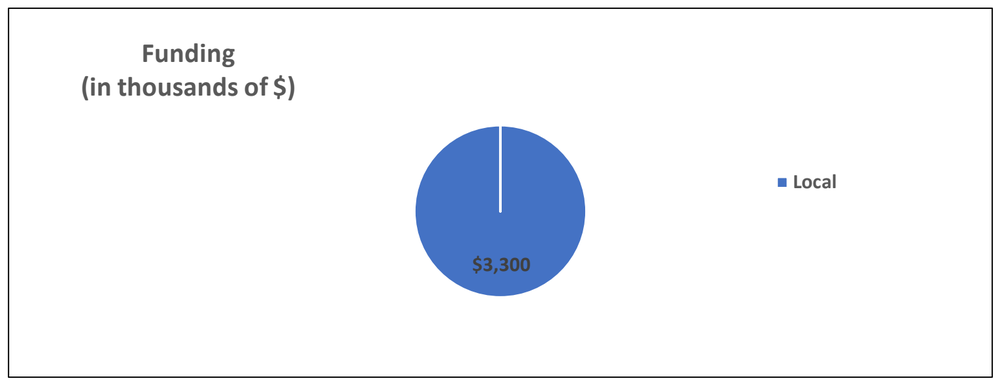
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 3,300,000	85.8%	28.2%	$ 3,300,000





KEY ACTIVITIES - Current Reporting Quarter

SamTrans CAC meeting in August 2026; Task Force Meeting in September 2026; Presentations to City Councils in September 2026.



KEY ACTIVITIES - Next Reporting Quarter

Planning for presentation to SamTrans Board in October 2026.

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

Potential Risk	Mitigation
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
Funding agreement held up due to state	Preaward spend authority established

samTrans

Capital Programs Quarterly Progress Report

Project Controls

El Camino Real (ECR) Transit Priority Program Fund **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100773**

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	1/5/2025	8/1/2026	10/1/2026	-35	-61	
Supplemental Funds for ECR Project Initiation Document	12/1/2025	3/1/2026	12/1/2026	3/1/2027	-90	-90	
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 Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	3,300		3,300	119	3,300	-	-	812	931	2,369
Totals	**3,300**	**-**	**3,300**	**119**	**3,300**	**-**	**-**	**812**	**931**	**2,369**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2024	2,200		2,200	15			-	58	73	2,127
FY 2025	1,100		1,100	85			-	331	416	2,811
FY 2026			-	19			-	423	443	2,369
FY 2027			-	-			-	-	-	2,369
Totals	**3,300**	**-**	**3,300**	**119**	**3,300**	**-**	**-**	**812**	**931**	**2,369**

FUNDING (in thousands of $)

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

Project Notes

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Dumbarton Busway Feasibility Study **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100887**

Project Manager: Millie Tolesson

SCOPE Summary

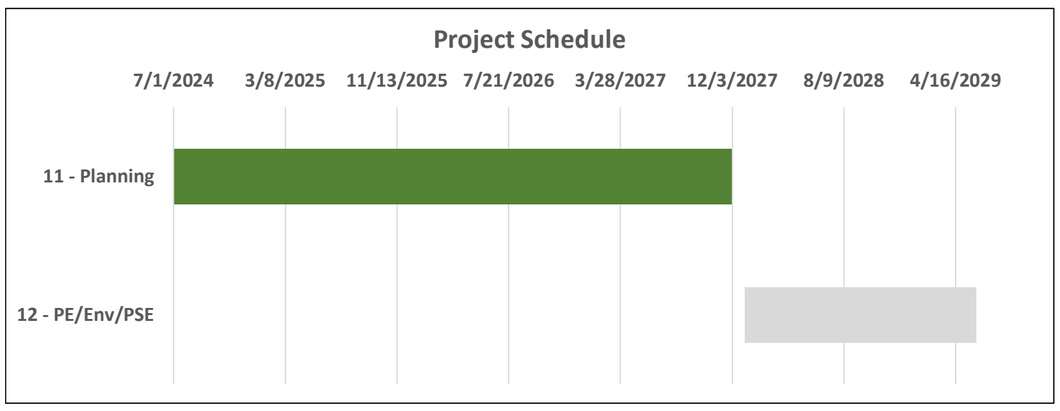
The Dumbarton Busway Feasibility Study will conduct the necessary planning feasibility study, environmental and partner agency approvals, and initial design for a busway and multimodal connections within the Dumbarton Rail Corridor (DRC) in San Mateo County

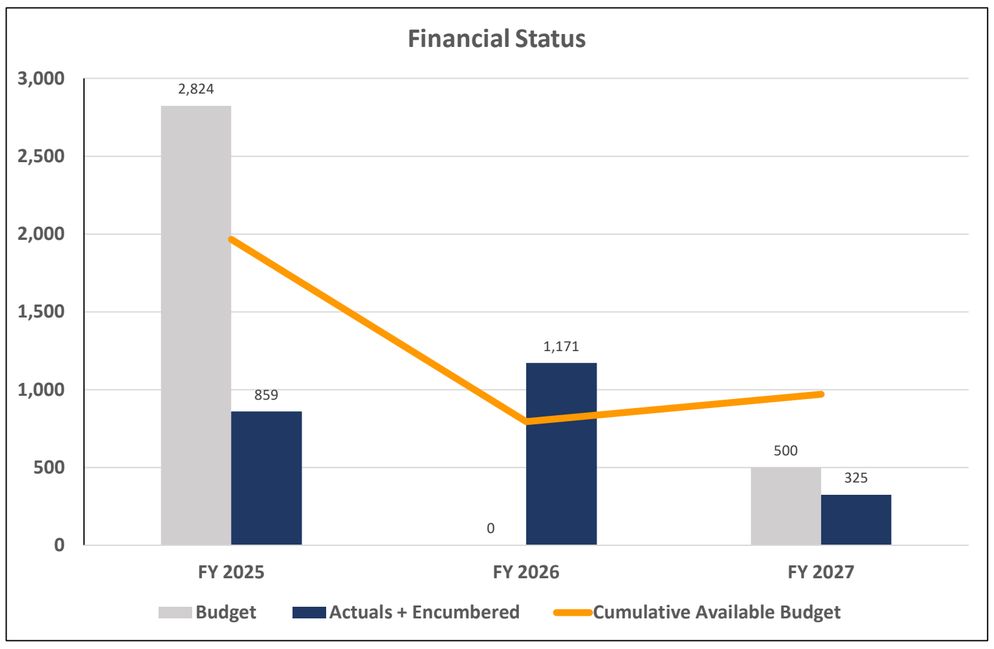
STATUS Summary

Phase: Planning / PE

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 3,324,000	46.7%	70.9%	$ 3,324,000



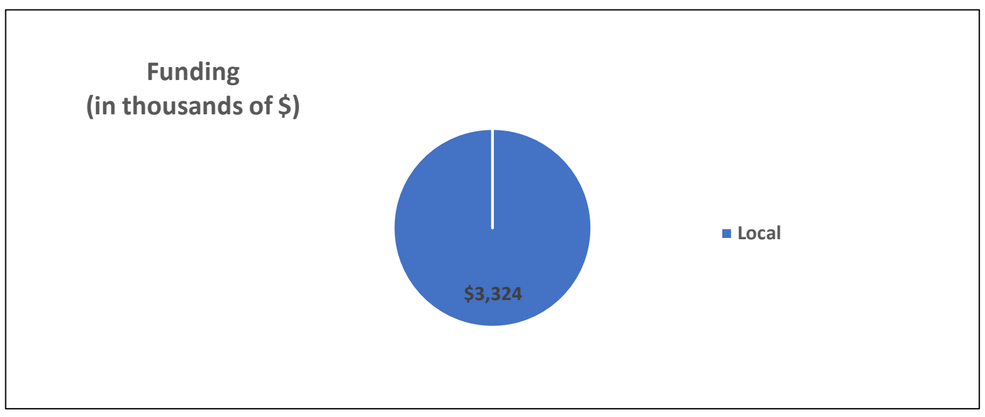


KEY ACTIVITIES - Current Reporting Quarter

Presentation to Stakeholders (City Council Meetings); Pop-up Outreach Events; Coordination Meetings (RWC, Caltrans & SM County); Cost Benefit Analysis.

KEY ACTIVITIES - Next Reporting Quarter

Continue work on Data Collection with Record of Survey (ROS) work, Outreach and Engemanent Phase 2, and Alternatives Analysis.



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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Dumbarton Busway Feasibility Study **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100887**

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	11 - Planning	7/1/2024	7/1/2024	12/1/2027	12/1/2027	0	0	
12 - PE/Env/PSE	12 - PE/Env/PSE	1/1/2028	1/1/2028	6/1/2029	6/1/2029	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	2,824		2,824	847	2,824	-	325	1,508	2,355	469
12 - PE/Env/PSE	500		500		500		-	-	-	500
Totals	**3,324**	**-**	**3,324**	**847**	**3,324**	**-**	**325**	**1,508**	**2,355**	**969**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2025	2,824		2,824	847			-	11	859	1,965
FY 2026			-				-	1,171	1,171	794
FY 2027	500		500				325	325	325	969
Totals	**3,324**	**-**	**3,324**	**847**	**3,324**	**-**	**325**	**1,508**	**2,355**	**969**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Approved	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
Measure W Sales Tax - Capital (01024)	Local	3,324			3,324	2,824	500	
Totals		**3,324**	**-**	**-**	**3,324**	**2,824**	**500**	

Project Notes

samTrans

Capital Programs Quarterly Progress Report

Project Controls

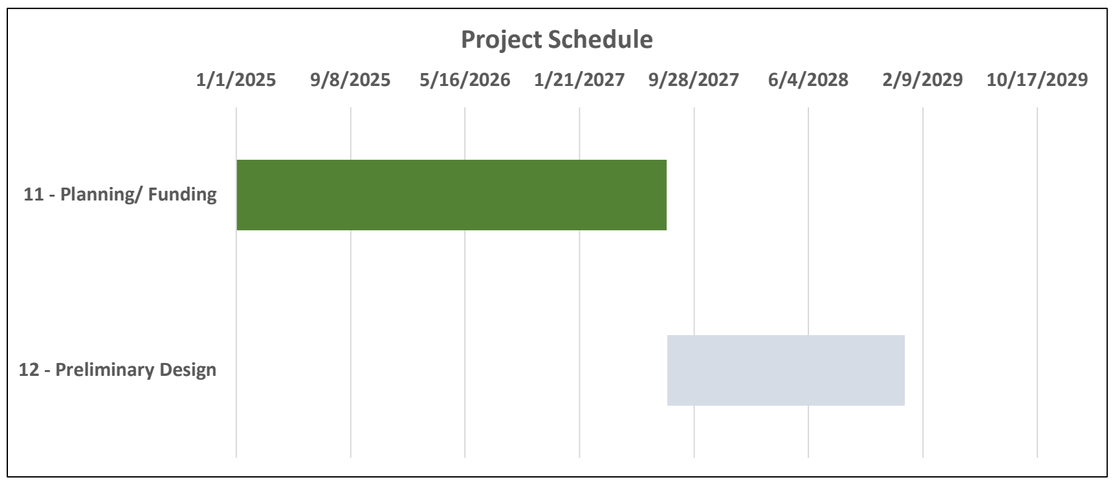
Grand Boulevard Initiative **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100967**

Project Manager: Cassie Halls

SCOPE Summary

Grand Boulevard Initiative (GBI) seeks to transform El Camino Real into a safe and vibrant street where people of all ages and abilities can travel comfortably. Currently in GBI is the planning phase to strategize on the following streetscape changes:

- Safety improvements: traffic calming, traffic signal gap closures, medians, and lighting.
- Active transportation improvements: wider crosswalks, crosswalk improvements, separated bikeways, and street trees.
- Transit improvements: bus stop enhancements, bus lanes, transit signal priority, and improved access to bus stops.



KEY ACTIVITIES - Current Reporting Quarter

Work with consultant on developing alternatives, key deliverables for Caltrans. Had a roadshow with City Managers, presented to Daly City Council to provide update on the PID.

KEY ACTIVITIES - Next Reporting Quarter

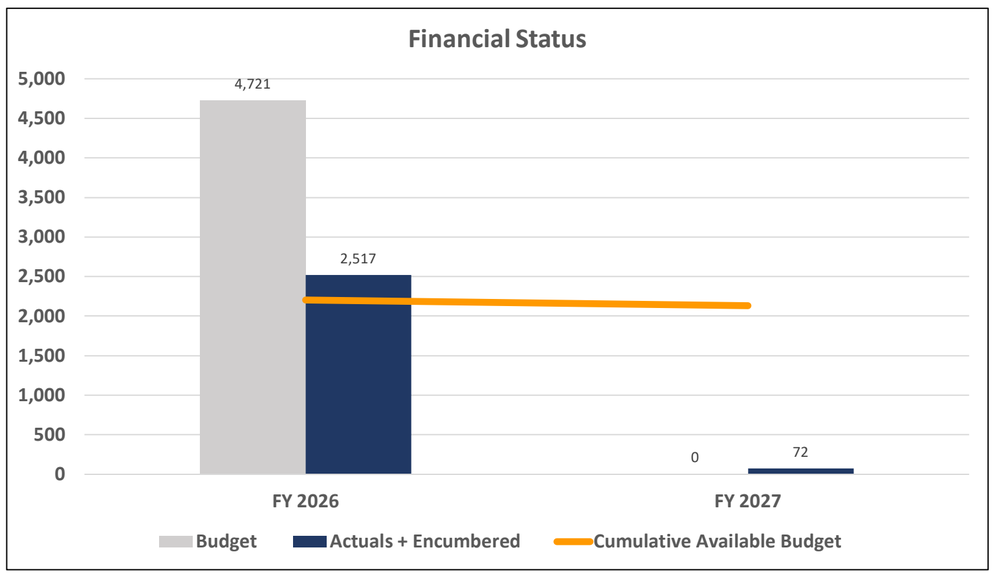
Continue working with consultant to develop and refine key deliverables for Caltrans.

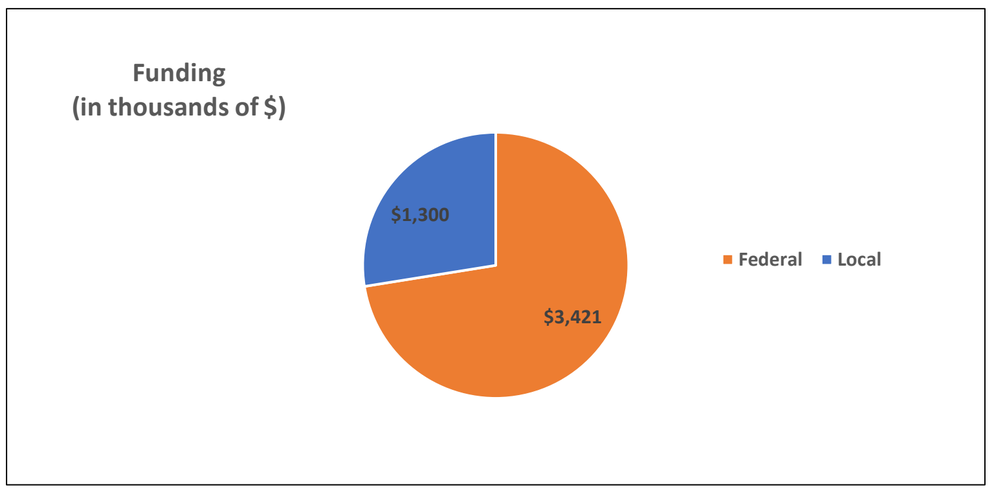
STATUS Summary

Phase: Planning

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 4,720,872	43.4%	54.8%	$ 4,720,872





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Grand Boulevard Initiative **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100967**

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	1/1/2025	1/1/2025	7/30/2027	7/30/2027	0	0	
12 - Preliminary Design	8/1/2027	8/1/2027	12/31/2028	12/31/2028	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	2,875		2,875	2,285	2,875	-	72	243	2,528	347
12 - Preliminary Design	1,846		1,846	61	1,846			-	61	1,785
Totals	**4,721**	**-**	**4,721**	**2,346**	**4,721**	**-**	**72**	**243**	**2,589**	**2,132**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2026	4,721		4,721	2,346			-	171	2,517	2,204
FY 2027			-				72	72	72	2,132
Totals	**4,721**	**-**	**4,721**	**2,346**	**4,721**	**-**	**72**	**243**	**2,589**	**2,132**

FUNDING (in thousands of $)

Fund Source	Type	Budget		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Approved	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
FTA - Sec 5307 (02916)	Federal	2,000			2,000		2,000	
FTA - Sec 5307 (02918)	Federal	1,421			1,421		1,421	
Meas W Sales Tax (01025)	Local	1,050			1,050		1,050	
SMCTA Measure A (04310)	Local	250			250		250	
Totals		**4,721**	**-**	**-**	**4,721**	**-**	**4,721**	

Project Notes

Capital Programs Quarterly Progress Report

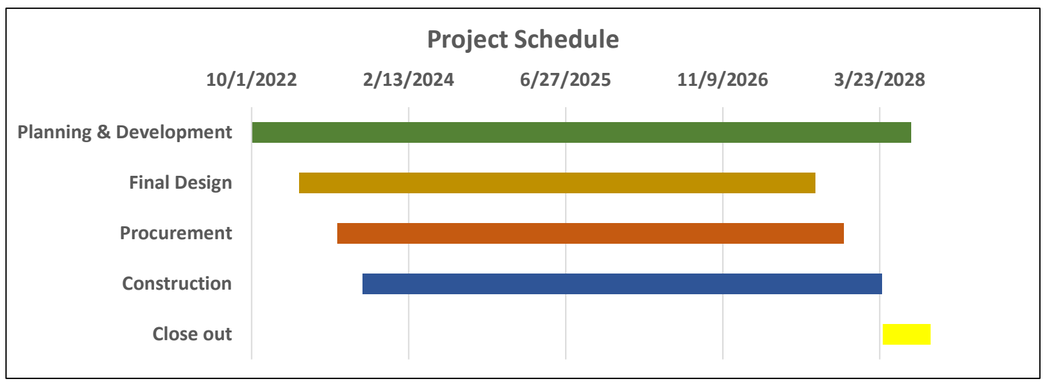
Project Controls

ADA Study & Phase 1 Retrofits **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100475**

Project Manager: Hubert Chan

SCOPE Summary

Concurrent to District's development of a Title II ADA self-evaluation report and ADA Transition Plan, this project also supports 'interim' ADA site improvements while the plan reaches 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.



KEY ACTIVITIES - Current Reporting Quarter

ADA Transition Plan allows for select construction during plan development/implementation; ADA Transition Plan is the focal delivery, but incidential field work may arise while Plan is yet in development; Bidding & construction of select bus stop improvements at various sites will be recurrent throughout this program.

KEY ACTIVITIES - Next Reporting Quarter

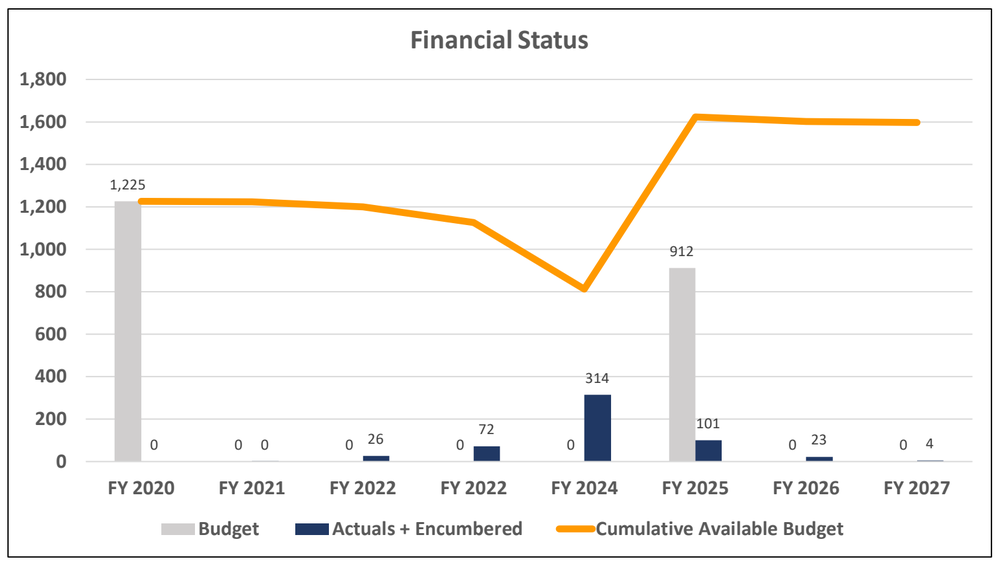
District has hired an ADA Analyst (eff. 6/1/26) to accelerate the ADA Transition Plan and related building/site improvement

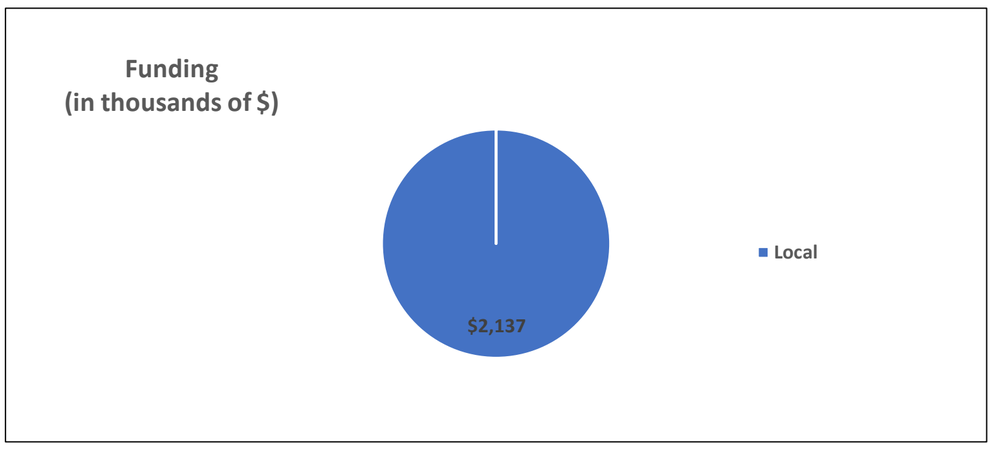
STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 2,137,000	37.3%	25.3%	$ 2,137,000





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

Potential 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
Phased work herein is collaborative with SamTrans and 20+ local agencies	Construction work is incremental in nature; as 1-4 individual sites are designed and construction in phases.

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Capital Programs Quarterly Progress Report

Project Controls

ADA Study & Phase 1 Retrofits **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100475**

Schedule

Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (Days) (E= A-B)	Completion Variance (Days)	Comments
Planning & Development	7/1/2022	10/1/2022	6/30/2028	6/30/2028	-92	0	Schedule re-baselined
Final Design	3/1/2023	3/1/2023	8/31/2027	8/31/2027	0	0	
Procurement	7/1/2023	7/1/2023	11/30/2027	11/30/2027	0	0	
Construction	9/20/2023	9/20/2023	3/30/2028	3/30/2028	0	0	
Close out	4/1/2028	4/1/2028	8/31/2028	8/31/2028	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
11 - Planning/CD/Env	200		200	6	200	-	4	148	154	46
13 - Final Design	100		100	15	100	-		57	73	27
15 - Procurement	25		25	-	25	-		0	0	25
16 - Construction	1,812		1,812	11	1,812	-		302	313	1,499
Totals	**2,137**	**-**	**2,137**	**32**	**2,137**	**-**	**4**	**508**	**541**	**1,596**

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

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY 2020	1,225		1,225					-	-	1,225
FY 2021			-					0	0	1,225
FY 2022			-	14				12	26	1,199
FY 2023			-	-				72	72	1,126
FY 2024			-	14				301	314	812
FY 2025	912		912	5				96	101	1,623
FY 2026			-					23	23	1,601
FY 2027			-				4	4	4	1,596
Totals	**2,137**	**-**	**2,137**	**32**	**2,137**	**-**	**4**	**508**	**541**	**1,596**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original (A)	Changes (B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
Measure W Sales Tax (01024)	Local	1,225	-		1,225	1,225	-	
General Capital Fund (01050)	Local	912			912	912	-	
Totals		**2,137**	**-**	**-**	**2,137**	**2,137**	**-**	

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

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Capital Programs Quarterly Progress Report

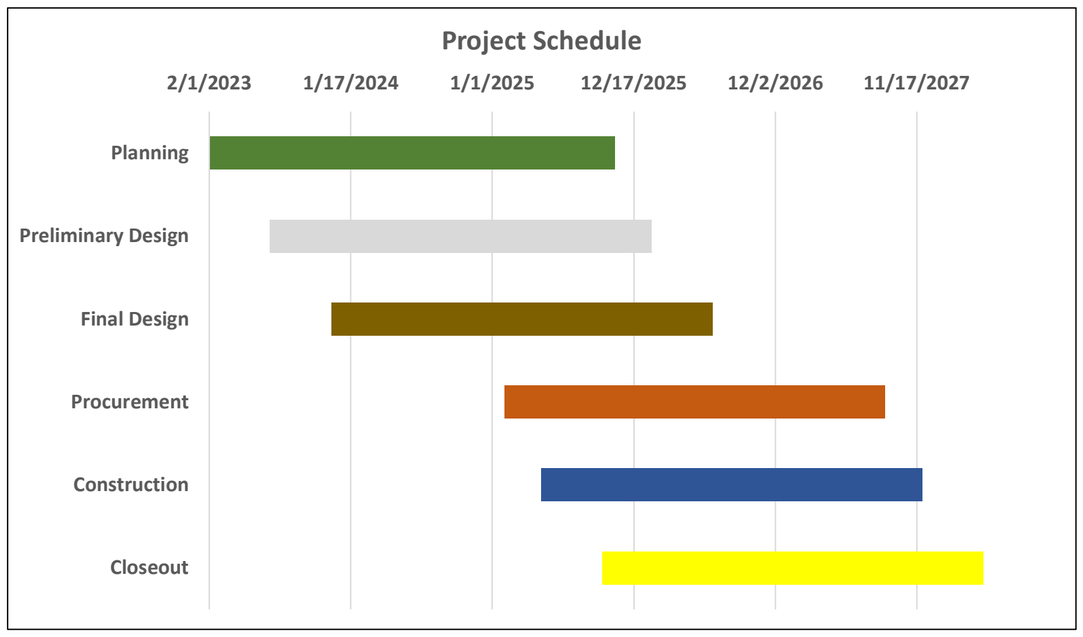
Project Controls

Bus Shelter Upgrades and Replacements **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100711**

Project Manager: George Gamoney

SCOPE Summary

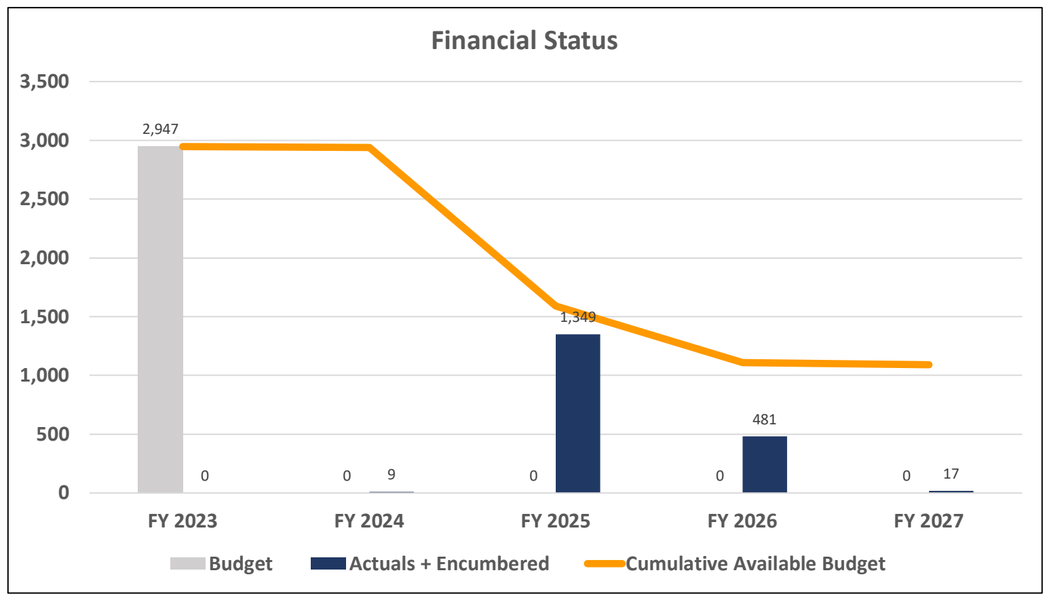
This is a State of Good Repair project where District will systematically remove and replace 52 bus stop shelters that are worn and beyond their useful life. This project will also provide site improvements to applicable standards of the Americans with Disabilities Act (ADA). Such improvements will be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



STATUS Summary **Phase:** Planning

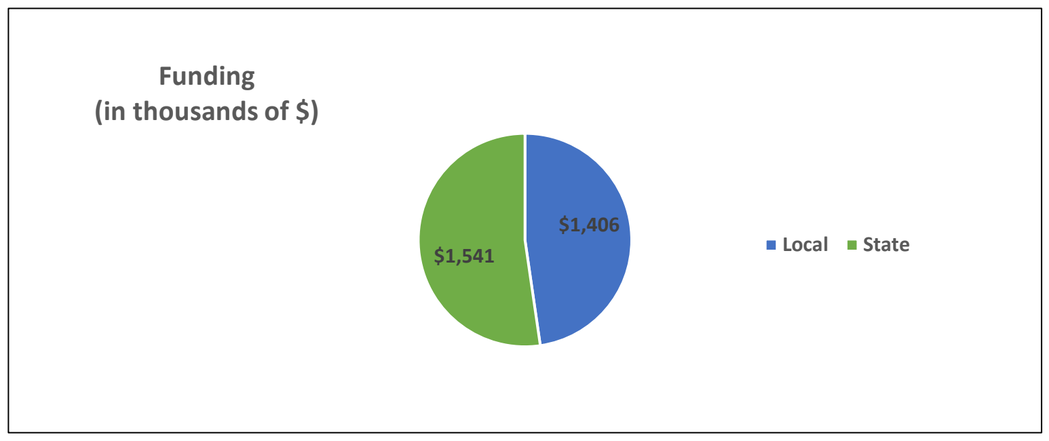
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 2,946,900	50.0%	63.0%	$ 2,946,900



KEY ACTIVITIES - Current Reporting Quarter

This project occurs in multiple phases to replace bus shelters; This project features phased work with cyclical design-bid-construction work.
Packages A1, A2, A3, B3 and C1 are fully complete. This is a total of 14 shelters completed to date.; Package B1 started construction work, Package C1 completed, Package D1, D2 & D3 at various phases in construction waiting on City permits.



KEY ACTIVITIES - Next Reporting Quarter

Package D1, D2 & D3 expected to be completed along with Package B1.

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Bus Shelter Upgrades and Replacements **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100711**

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	10/01/22	10/01/22			0	0	Planning will be phased to each package
11- Planning	02/01/23	02/01/23	10/30/25	10/30/25	0	0	
12- Preliminary Design	07/01/23	07/01/23	01/30/26	01/30/26	0	0	
13- Final Design	12/01/23	12/01/23	06/30/26	06/30/26	0	0	
15- Procurement	02/01/25	02/01/25	08/30/27	08/30/27	0	0	
16- Construction	05/01/25	05/01/25	11/30/27	11/30/27	0	0	
19- Close out	10/01/25	10/01/25	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 Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	(E)	(F=C-E)				
11- Planning	103		103	28	103	-		74	102	0
12- Preliminary Design	103		103	-	103	-		94	94	9
13- Final Design	387		387	40	387	-		286	326	60
15- Procurement	40		40	-	40	-		3	3	37
16- Construction	2,258		2,258	166	2,258	-	17	1,164	1,331	927
19- Close out	57		57	-	57	-		-	-	57
Totals	**2,947**	**-**	**2,947**	**234**	**2,947**	**-**	**17**	**1,621**	**1,856**	**1,091**

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

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	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				-	2,947
FY 2024			-	-	-			9	9	2,938
FY 2025			-	234	-			1,115	1,349	1,589
FY 2026			-	-	-			481	481	1,109
FY 2027			-	-	-		17	17	17	1,091
Totals	**2,947**	**-**	**2,947**	**234**	**2,947**	**-**	**17**	**1,621**	**1,856**	**1,091**

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)	
STA State of Good Repair-Capital (03139)	State	1,541	-		1,541	1,541	-	
Measure W Sales Tax - Capital (01024)	Local	1,406	-		1,406	1,406	-	
Totals		**2,947**	**-**	**-**	**2,947**	**2,947**	**-**	

Project Notes

Site plans and ADA requirements are developed by District staff on a phased basis

Capital Programs Quarterly Progress Report

Project Controls

Bus Stop Improvement Plan **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100769**

Project Manager: George Gamoney

SCOPE Summary

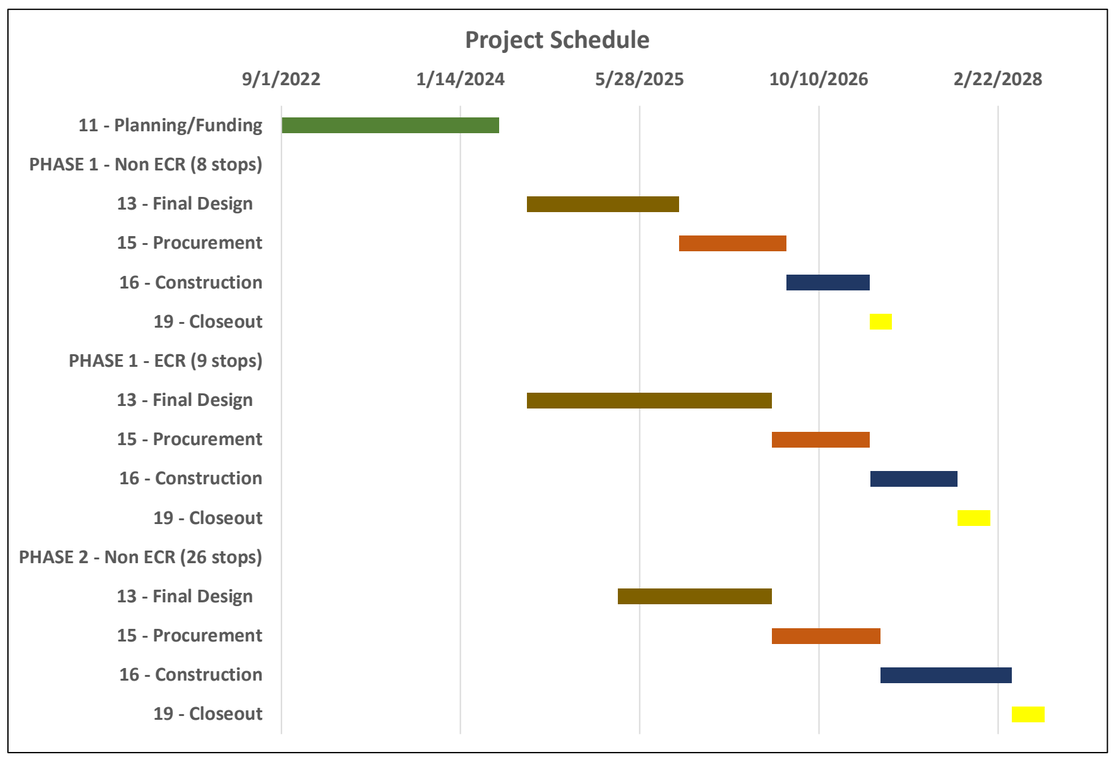
District has launched the Bus Stop Improvement Plan (BSIP) in 2022 with the goal of improving the bus stop experience for all SamTrans customers through enhanced bus stop amenities and facilities. The total number of bus stops is approx. 1,866 sites, of which 225 bus stop locations are prioritized to 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.

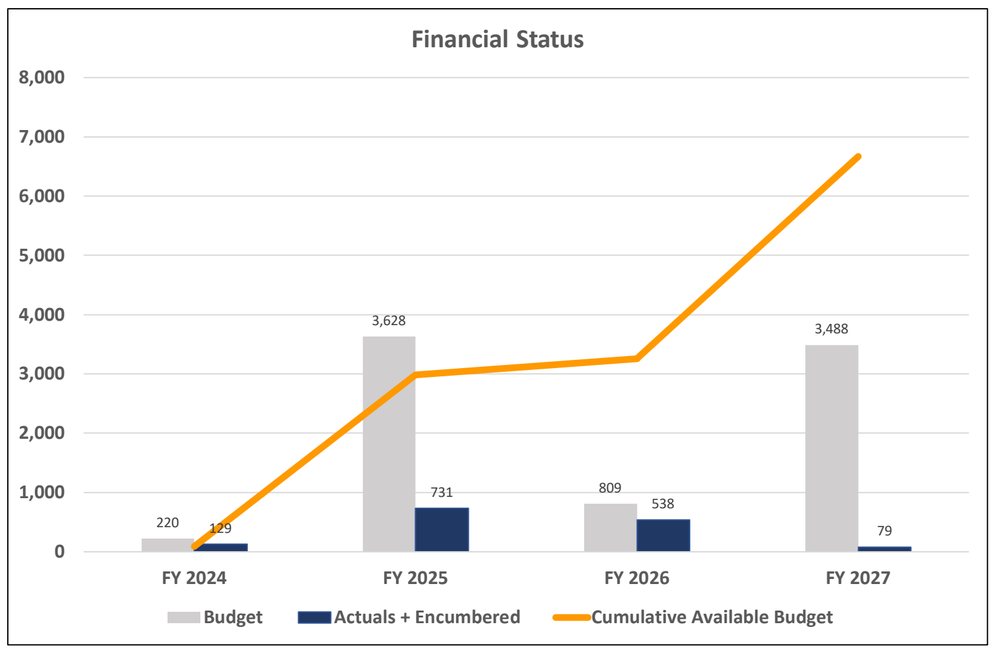
STATUS Summary

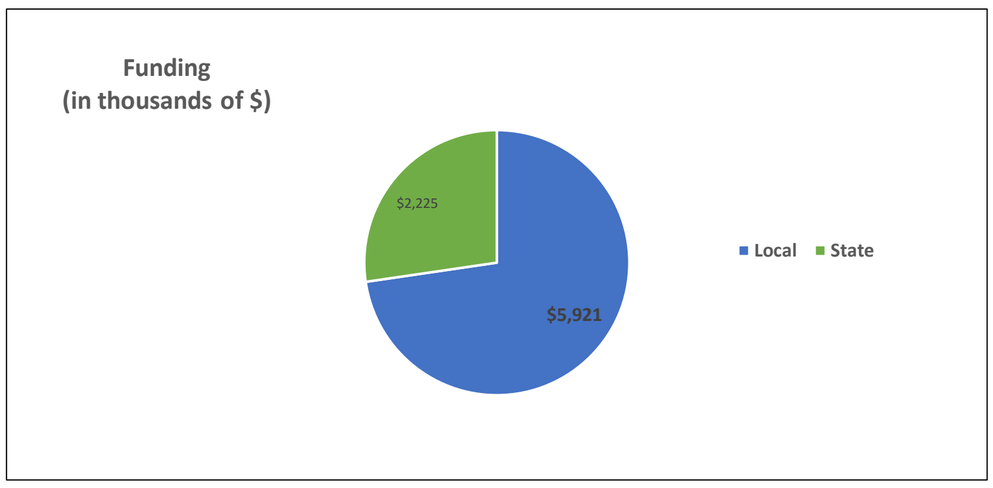
Phase: Design

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 8,145,800	22.6%	18.1%	$ 8,145,800







KEY ACTIVITIES - Current Reporting Quarter

Phase 1SF (San Francisco, 2 stops) Contract Awarded
Phase 1DC (Daly City 2 Stops) Published for bid

KEY ACTIVITIES - Next Reporting Quarter

Phase 1 DC (2 Stops) Construction Start;
Phase 1A (5 Stops) will be published for bid, contract awarded, start construction Phase
1ECR (El Camino Real) with Procurement for bid phase

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

Potential Risk	Mitigation
Current District design guidelines need to be updated	BOD approved proposed designs for bus shelters in March'26; Final specs pending RFP
Caltrans future ECR improvements are highly collaborative with other agencies; the details are yet evolving	Caltrans has been responsive but will require a Maintenance Agreement (MA) with the District for each stop

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

Issue	Status
C/CAG Funding for 14 specific stops expires 06/30/2026	Budget & Grants office has extended funding deadline till 2/28/2027

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Capital Programs Quarterly Progress Report

Project Controls

Bus Stop Improvement Plan **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100769**

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	
Project Schedule Rebaselined 6/9/2026							
PHASE 1 - Non ECR (8 stops)							
13 - Final Design	7/17/2024	7/17/2024	9/14/2025	9/14/2025	0	0	Includes City Review
15 - Procurement	9/15/2025	9/15/2025	7/10/2026	7/10/2026	0	0	
16 - Construction	7/11/2026	7/11/2026	2/28/2027	2/28/2027	0	0	
19 - Closeout	3/1/2027	3/1/2027	5/1/2027	5/1/2027	0	0	
PHASE 1 - ECR (9 stops)							
13 - Final Design	7/17/2024	7/17/2024	5/31/2026	5/31/2026	0	0	Includes City & Caltrans Review
15 - Procurement	6/1/2026	6/1/2026	3/1/2027	3/1/2027	0	0	
16 - Construction	3/2/2027	3/2/2027	10/31/2027	10/31/2027	0	0	
19 - Closeout	11/1/2027	11/1/2027	1/31/2028	1/31/2028	0	0	
PHASE 2 - Non ECR (26 stops)							
13 - Final Design	3/28/2025	3/28/2025	5/31/2026	5/31/2026	0	0	Includes City Review
15 - Procurement	6/1/2026	6/1/2026	3/31/2027	3/31/2027	0	0	
16 - Construction	4/1/2027	4/1/2027	3/31/2028	3/31/2028	0	0	
19 - Closeout	4/1/2028	4/1/2028	6/30/2028	6/30/2028	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	285		285		285	-		300	300	(15)
13 - Final Design	970		970	130	970	-	21	825	955	15
15 - Procurement	50		50	25	50	-	15	23	47	3
16 - Construction	6,841		6,841	-	6,841	-	43	175	175	6,666
Totals	**8,146**	**-**	**8,146**	**154**	**8,146**	**-**	**79**	**1,322**	**1,477**	**6,669**

Credit due to payroll charges after PO Correction TBD (Budget Transfer or Reclass)

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2024	220		220	49				81	129	91
FY 2025	3,628		3,628	106				625	731	2,988
FY 2026	809		809	-				538	538	3,260
FY 2027	3,488		3,488				79	79	79	6,669
Totals	**8,146**	**-**	**8,146**	**154**	**8,146**	**-**	**79**	**1,322**	**1,477**	**6,669**

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)	(E=C-D)	
Measure W Sales Tax - Capital (01024)	Local	2,598			2,598	2,598	-	
STA LTP - SMC Bus Stop Improv (03972)	State	625			625	625	-	
STA LTP - DC Bus Stop Improv (03973)	State	625			625	625	-	
Measure W Sales Tax Reserves (01025)	Local	2,043			2,043	160	1,883	
TA (04000)	Local	1,280			1,280			
BSIP (04463)	State	475			475	475	-	
BSIP (04464)	State	500			500	500	-	
Totals		**8,146**	**-**	**-**	**8,146**	**4,983**	**3,163**	

Project Notes

- New BSIP fixtures over the project lifecycle to include 330 shelters, 580 benches, 650 shade structures and related signage/amenities
- BSIP staff prioritized approximiated 225 sites for "Near Term" improvements; Project is phased to available funding per the chart below.
- Each of 1800 sites were evaluated to seven criteria for placement in Near Term, Mid Term and Long Term planning schedules.
- Project Rebaselined 6/9/2026 due to delay in City reviews and Shelter Design Guidelines approval

NEAR TERM SUMMARY		Total Stops	Shelters	Pole & Sign	Shade	Bench	Rt Info- Color	Rt info- Marquee	Bus Pullout / Loading Island	Paper Cast
Priority Score	7	23	22	2	0	0	18	0	11	4
Priority Score	6	56	52	1	0	0	35	7	25	0
Priority Score	5	110	92	3	8	4	11	51	40	38
Priority Score	4	14	5	0	5	5	0	0	0	10
Priority Score	3	9	3	0	5	4	0	0	0	8
Priority Score	2	11	0	0	8	8	0	0	0	8
Priority Score	1	1	0	0	1	1	0	0	0	1
Priority Score	0	1	1	0	0	0	0	0	0	1
Near Term Subtotal		225	175	6	27	22	64	58	76	70

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Capital Programs Quarterly Progress Report

Project Controls

Intelligent Transportation System (ITS) **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100706**

Project Manager: Mehul Kumar

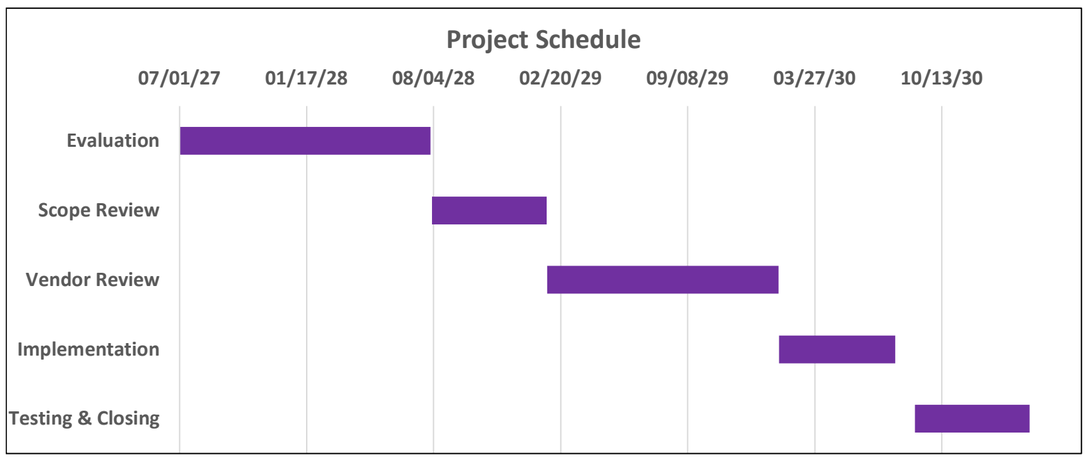
SCOPE Summary

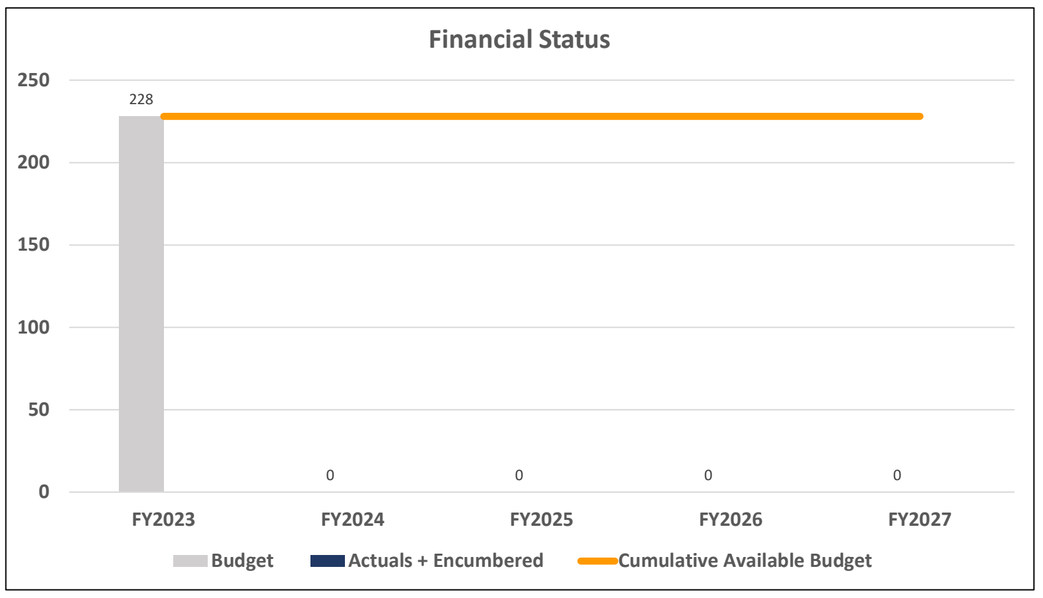
The objective of this project is to seek subject matter expertise, and qualified consulting and guidance in order to develop a detailed scope for replacement or refresh of the current Intelligent Transportation System (ITS) which includes, but not limited to, ACS/Orbital CAD/AVL system and Automated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

STATUS Summary **Phase:** Procurement

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

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



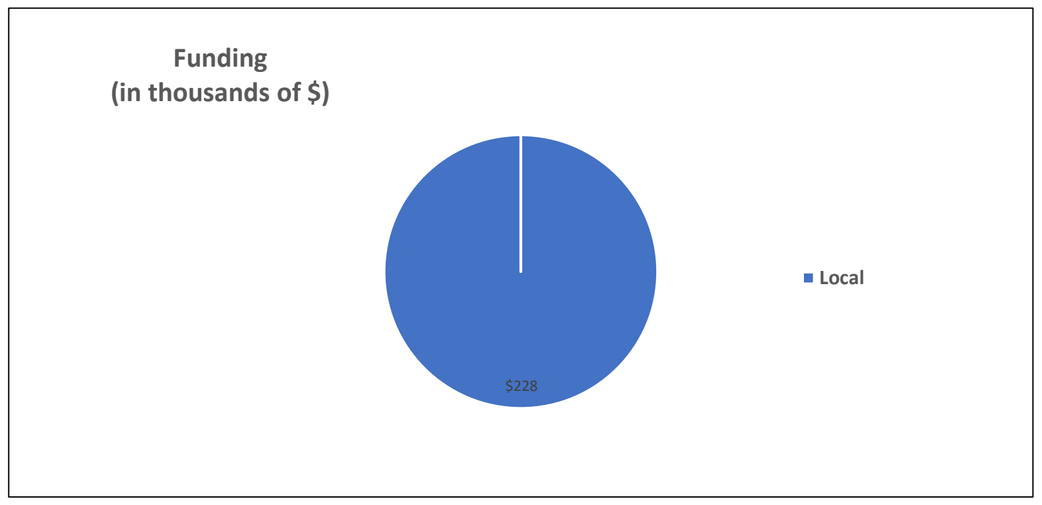


KEY ACTIVITIES - Current Reporting Quarter

Asked IT to take over the project since the annual contract with Conduent is managed and paid by IT.; IT will be working on identifying an evaluator to research CAD/AVL vendors that offer robust systems with less hardware dependency while providing enhanced functionality.

KEY ACTIVITIES - Next Reporting Quarter

The project will relaunch with the assessment phase staring in Jan 2027.



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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Intelligent Transportation System (ITS) **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100706**

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	07/01/27	07/01/27	07/30/28	07/30/28	0	0	The project is relaunching with the assessment phase staring in Jan 2027.
Reviewing the scope with stake holders and inter-department discussions	08/01/28	08/01/28	01/29/29	01/29/29	0	0	
Finding a consulting service or upgrade the ITS systems	01/30/29	01/30/29	01/29/30	01/29/30	0	0	
Implementation	01/30/30	01/30/30	08/01/30	08/01/30	0	0	
Testing & Closing	09/01/30	09/01/30	02/28/31	02/28/31	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15- Procurement	228		228		228	-	-	-		228
Totals	**228**	**-**	**228**	**-**	**228**	**-**	**-**	**-**	**-**	**228**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2023	228		228						-	228
FY2024			-						-	228
FY2025			-				-		-	228
FY2026			-				-		-	228
FY2027			-				-		-	228
Totals	**228**	**-**	**228**	**-**	**-**	**-**	**-**	**-**	**-**	**228**

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	228	-		228	228	-	
Totals		**228**	**-**	**-**	**228**	**228**	**-**	

Project Notes

This project needs to be transferred to IT - they will be utilizing the funding to find the evaluator to evaluate the CAD/AVL system for SamTrans.

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Capital Programs Quarterly Progress Report

Project Controls

Remodel North and South Base Employee Areas **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100466**

Project Manager: Zahra Babaei

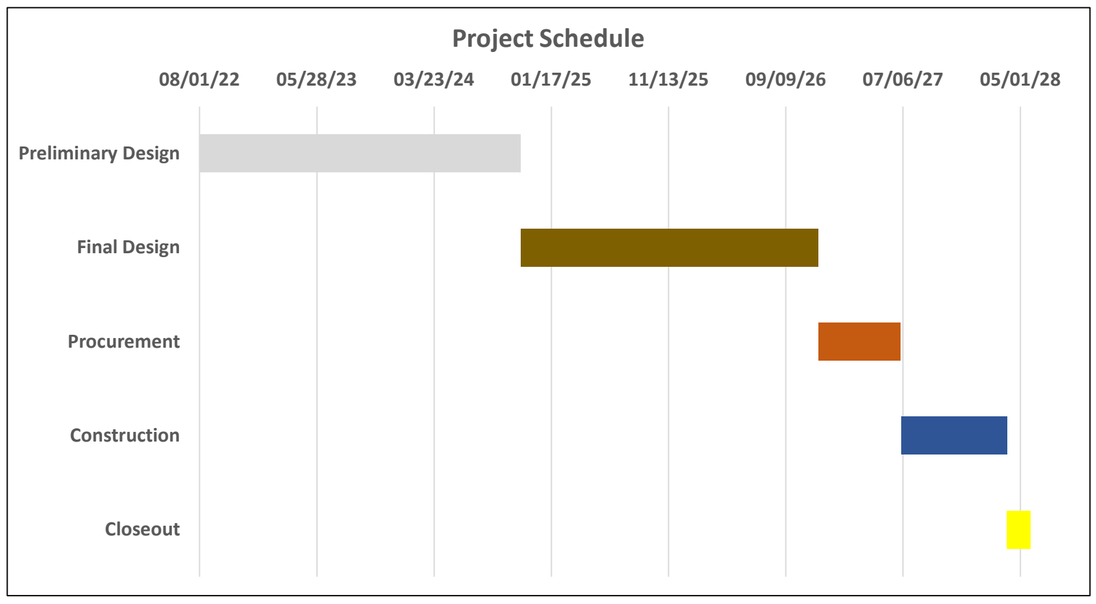
SCOPE Summary

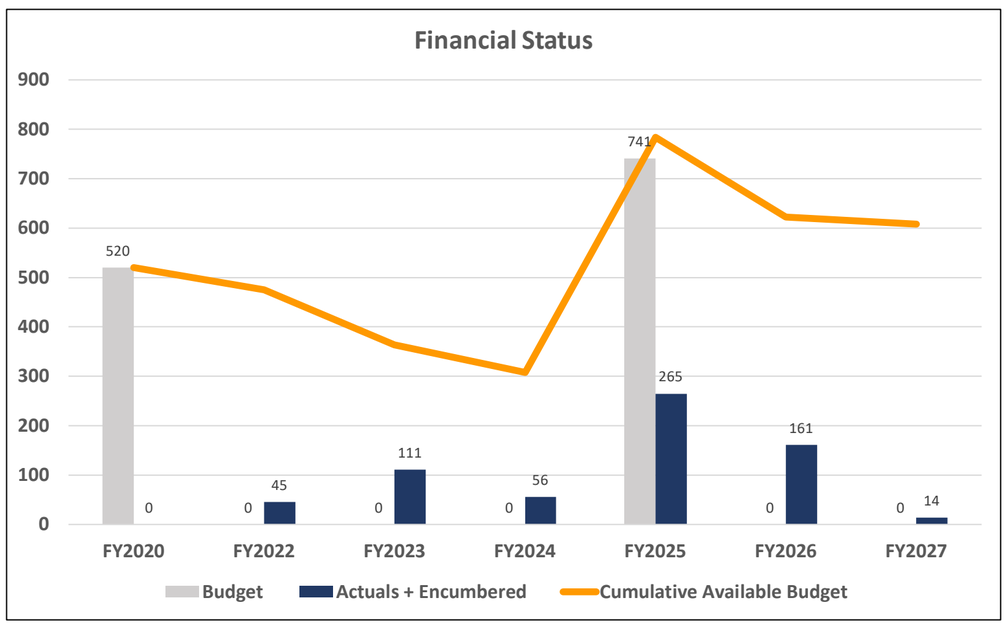
This project with reconfigure and modernize four (4) existing employee breakrooms at North/South Bases. The project will remove worn cabinets/carpeting and fixtures after 30+ years usage. Improvements will include staff/users participating in new room layout and equipment selection; increased seating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

STATUS Summary **Phase:** Planning

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

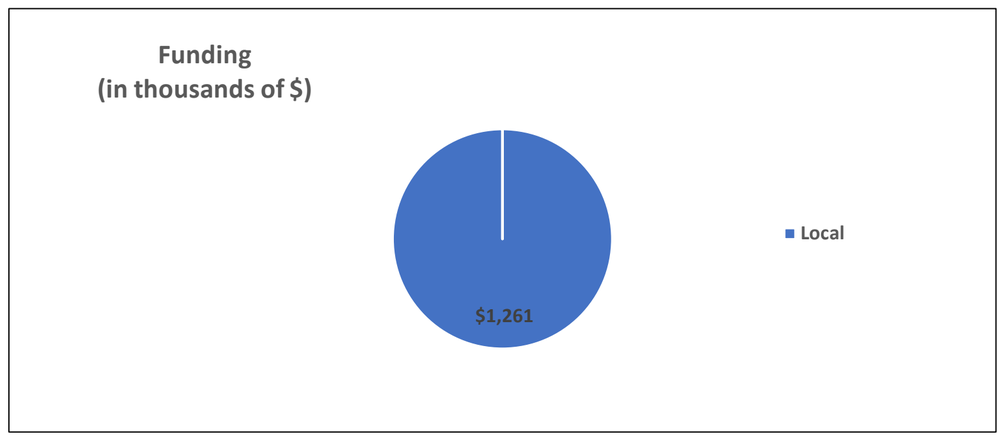
Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 1,261,000	43.2%	51.8%	$ 1,261,000





KEY ACTIVITIES - Current Reporting Quarter

Facilities worked on budget and revised design package.



KEY ACTIVITIES - Next Reporting Quarter

Facilities will further develop the procurement package including CSI documents, furniture and fixtures.

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

Potential Risk	Mitigation
Conflicting interests by stakeholders	Stakeholders/Design Team assesses and prioritize usable space
Space constraints within existing floorspace	Stakeholders/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	Facilities will propose another Capital Project to address these larger issues.

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Capital Programs Quarterly Progress Report

Project Controls

Remodel North and South Base Employee Areas **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100466**

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			-700	0	Schedule re-baselined in August 2026
12 - PE/Env/PSE (Prelim. Design)	08/01/22	8/1/2022	10/31/24	10/31/2024	0	0	
13 - Final Design	11/01/24	11/1/2024	12/01/26	12/1/2026	0	0	
15 - Procurement	12/02/26	12/2/2026	06/30/27	6/30/2027	0	0	
16 - Construction	07/01/27	7/1/2027	03/27/28	3/27/2028	0	0	
19 - Close out	03/28/28	3/28/2028	05/27/28	5/27/2028	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning/CD/Env	41		41	-	41	-		41	41	(0)
12- PE/Env/PSE	50		50	-	50	-		50	50	(0)
13 - Final Design	344		344	12	344	-	10	337	349	(6)
15 - Procurement	20		20	-	20	-		9	9	11
16 - Construction	797		797	14	797	-	5	190	204	593
19 - Closeout	10		10	-	10	-		-	-	10
Totals	**1,261**	**-**	**1,261**	**26**	**1,261**	**-**	**14**	**627**	**653**	**608**

Activity 13 Release for encumbrance for PO overage

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2020	520		520	-					-	520
FY2022			-	12				33	45	475
FY2023			-	-				111	111	363
FY2024			-	-				56	56	308
FY2025	741		741	14				251	265	784
FY2026			-	-				161	161	623
FY2027			-	-			14	14	14	608
Totals	**1,261**	**-**	**1,261**	**26**	**1,261**	**-**	**14**	**627**	**653**	**608**

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	-		1,261	1,261	-	
Totals		**1,261**	**-**	**-**	**1,261**	**1,261**	**-**	

Project Notes

Schedule updated on 09/14/2026

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Capital Programs Quarterly Progress Report

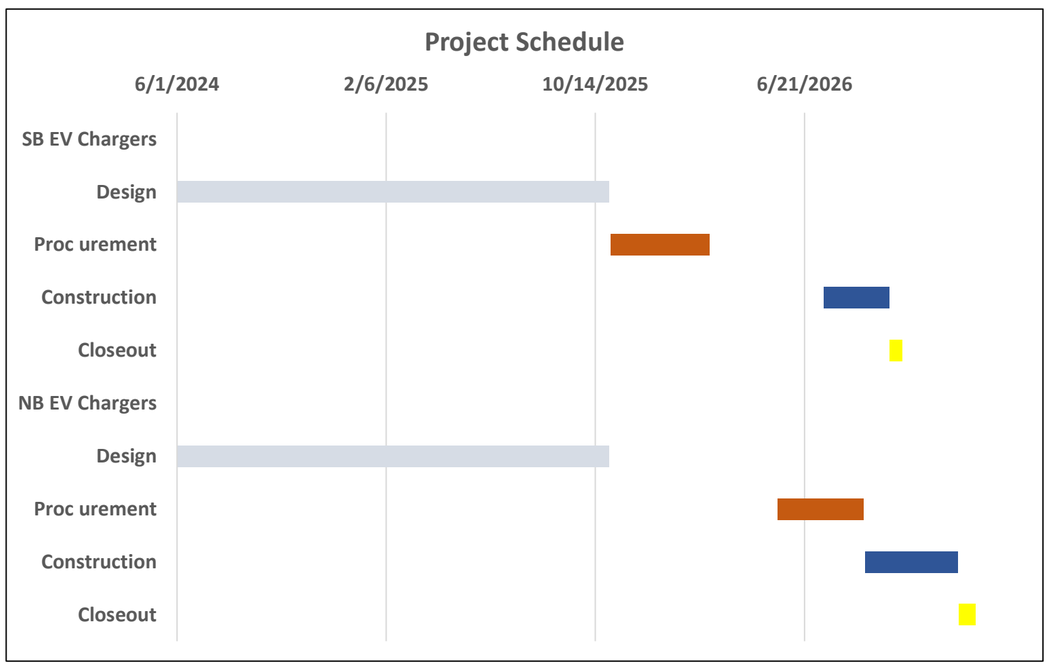
Project Controls

EV Chargers Non-Rev Vehicles at NB and SB **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100629**

Project Manager: Zahra Babaei

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.



KEY ACTIVITIES - Current Reporting Quarter

North base EV Chargers construction will start by end of October'26.

KEY ACTIVITIES - Next Reporting Quarter

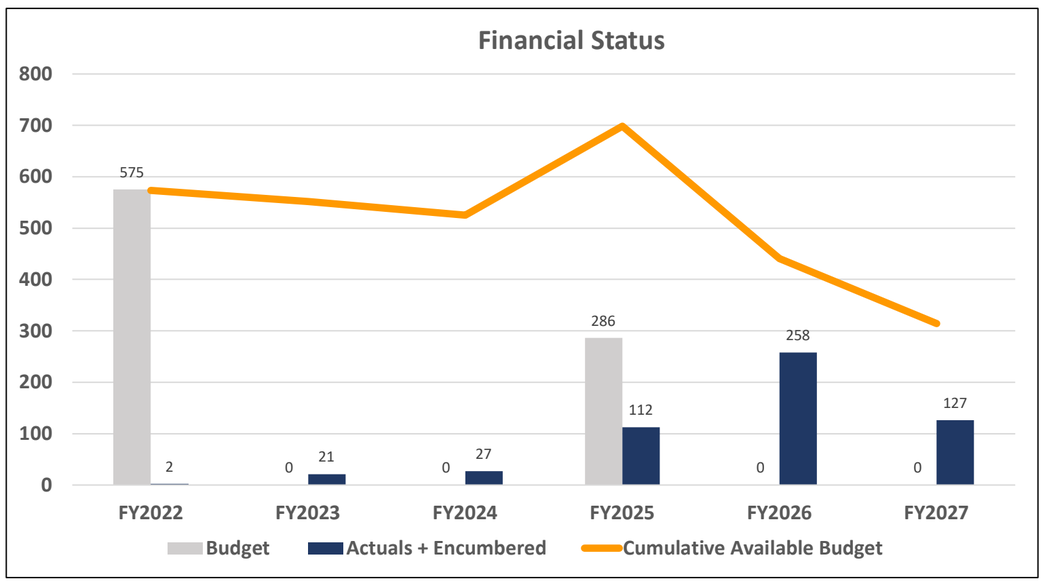
North base EV Chargers project submittals.
Finalize South base Contractor project closeout.

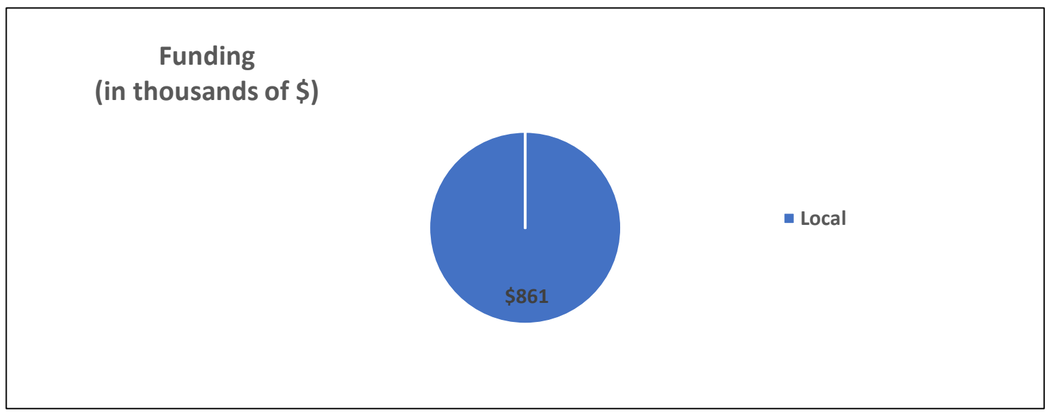
STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 861,000	63.8%	63.5%	$ 861,000





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

Potential Risk	Mitigation
North base fire water line requiring urgent repairs; Fire Marshall not allowing new construction	Facilities team expediting start of construction to repair the water line.

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
North base fire water line requiring urgent repairs	

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Capital Programs Quarterly Progress Report

Project Controls

EV Chargers Non-Rev Vehicles at NB and SB **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100629**

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)	
SB EV Chargers							
Start	11/01/21	11/01/21			0	0	Design #1 was Central
12 - Design	06/01/24	06/01/24	10/30/25	10/30/25	0	0	Design #2 is for NB+SB
15 - Procurement	11/01/25	11/01/25	02/27/26	02/27/26	0	0	Proceed to SB Constrxn
16 - Construction	07/14/26	07/14/26	09/30/26	09/30/26	0	0	NB Constrxn to follow SB
19 - Close out	10/01/26	10/01/26	10/16/26	10/16/26	0	0	
NB EV Chargers							
12 - Design	06/01/24	06/01/24	10/30/25	10/30/25	0	0	Design #2 is for NB+SB
15 - Procurement	05/20/26	05/20/26	08/31/26	08/31/26	0	0	Proceed to NB Constrxn
16 - Construction	09/01/26	09/01/26	12/21/26	12/21/26	0	0	NB Constrxn to follow SB
19 - Close out	12/22/26	12/22/26	01/11/27	01/11/27	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
12 - Design	225		225	8	225	-	0	212	220	5
15 - Procurement	25		25	4	25	-	16	18	22	3
16 - Construction	599		599	101	599	-	110	204	305	294
19 - Closeout	12		12	-	12	-			-	12
Totals	**861**	**-**	**861**	**113**	**861**	**-**	**127**	**434**	**547**	**314**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=E-D)				
FY2022	575		575					2	2	573
FY2023			-					21	21	552
FY2024			-					27	27	525
FY2025	286		286	12				100	112	698
FY2026			-	101				157	258	441
FY2027			-				127	127	127	314
Totals	**861**	**-**	**861**	**113**	**861**	**-**	**127**	**434**	**547**	**314**

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	-		859	859	-	
Measure W Sales Tax (01024)	Local	2	-		2	2	-	
Totals		**861**	**-**	**-**	**861**	**861**	-	

Project Notes

Schedule was Updated on July'26.

Capital Programs Quarterly Progress Report

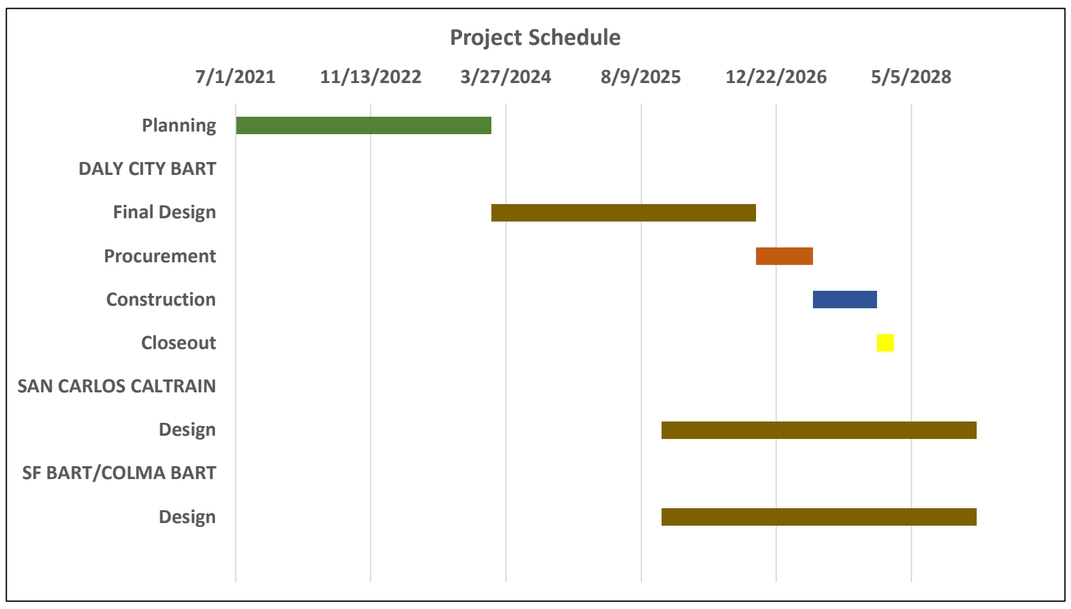
Project Controls

Bus Operator Restroom Access Improvements **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100770**

Project Manager: George Gamoney

SCOPE Summary

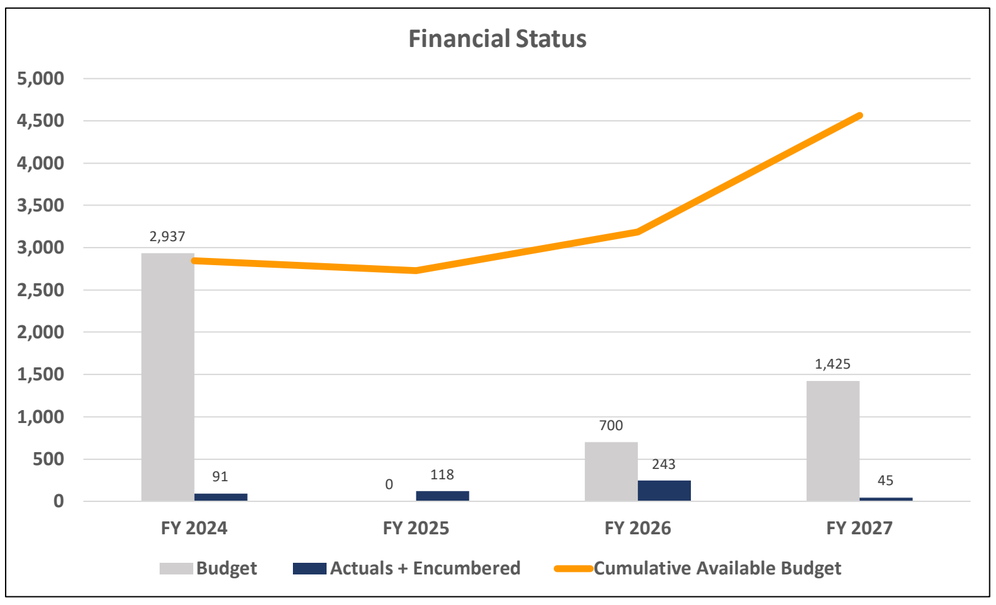
The project is to design and construct dedicated bus operator restroom facilities, as recommended in the SamTrans Operator Restroom Facility & Site Assessments Study (2023).
FY24 funds are requested to design and construct 2 initial restroom facilities at priority layover or end of line locations, as 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. 2026
Update: 3
Additional Sites (Colma BART, South San Fracisco BART and San Carlos Caltrain Parking lot) are added as potential restrooms locations.

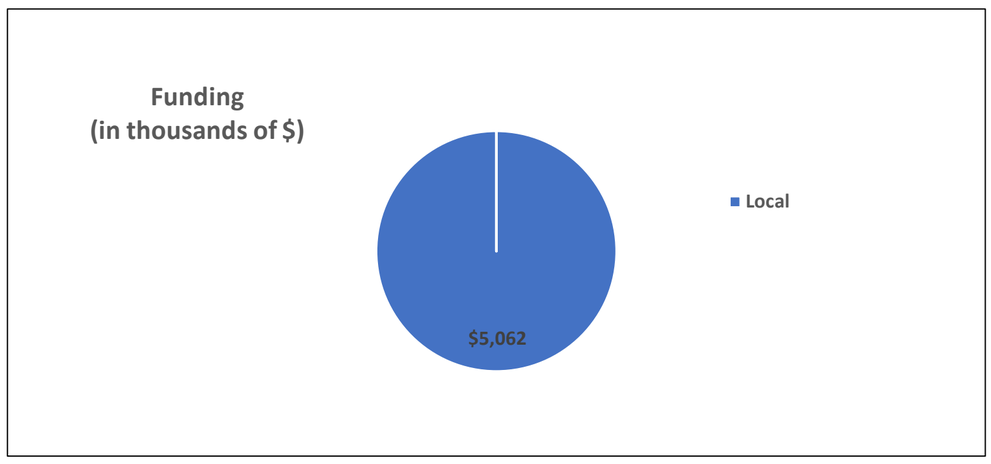


STATUS Summary **Phase:** Design

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 5,062,000	8.0%	9.8%	$ 5,062,000





KEY ACTIVITIES - Current Reporting Quarter

Daly City 95% Design submitted and reviewed; PG&E start of Electrical Service design; San Carlos 35% design reviewed; Colma and SSF BART 35% design reviewed.

KEY ACTIVITIES - Next Reporting Quarter

Daly City 95% design will be modified to relocate the restroom per request from BART; 95% Design for SSF, Colma & San Carlos sites to be completed; Permit application to be submitted to BART for Colma & SSF sites.

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

Potential Risk	Mitigation
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 design team in future coordination meetings

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

Issue	Status
Restrooms require permanent utility hook-ups	Facilities team will review design plans and address with the design team
Hillsdale Mall owners not Responsive	Pending - No response from owners
Stanford location not accepted	Bus Ops negociating alternate location with Stanford Real Estate

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Capital Programs Quarterly Progress Report

Project Controls

Bus Operator Restroom Access Improvements **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100770**

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	
DALY CITY BART							
13 - Final Design	2/2/2024	2/2/2024	10/8/2026	10/8/2026	0	0	
15 - Procurement	10/9/2026	10/9/2026	5/6/2027	5/6/2027	0	0	
16 - Construction	5/7/2027	5/7/2027	12/30/2027	12/30/2027	0	0	
19 - Closeout	12/31/2027	12/31/2027	2/29/2028	2/29/2028	0	0	
HILLSDALE MALL							TBD- Property Owners not responsive
STANFORD							TBD - Location not accepted by Stanford
SAN CARLOS CALTRAIN	10/24/2025	10/24/2025	12/31/2028	12/31/2028	0	0	Design Phase
SSF BART/ COLMA BART	10/24/2025	10/24/2025	12/31/2028	12/31/2028	0	0	Design Phase

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
12 - PE/Env/PSE	149		149	0	149	-	4	147	147	2
13 - Final Design	824		824	84	824	-	41	206	290	533
15 - Procurement	1,320		1,320		1,320	-			-	1,320
16 - Construction	2,770		2,770		2,770	-		60	60	2,710
Totals	**5,062**	**-**	**5,062**	**84**	**5,062**	**-**	**45**	**413**	**497**	**4,565**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2024	2,937		2,937	0				91	91	2,846
FY 2025			-	17				101	118	2,728
FY 2026	700		700	67				176	243	3,185
FY 2027	1,425		1,425				45	45	45	4,565
Totals	**5,062**	**-**	**5,062**	**84**	**5,062**	**-**	**45**	**413**	**497**	**4,565**

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)	(E=C-D)	
Measure W Sales Tax - Capital (01024)- 01025	Local	5,062			5,062	5,062	-	
Totals		**5,062**	**-**	**-**	**5,062**	**5,062**	**-**	

Project Notes

11/6/2025 Project schedule rebaselined by restroom locations

Capital Programs Quarterly Progress Report

Project Controls

Dumbarton Corridor Fencing **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100997**

Project Manager: Harkirpal Sehmbey

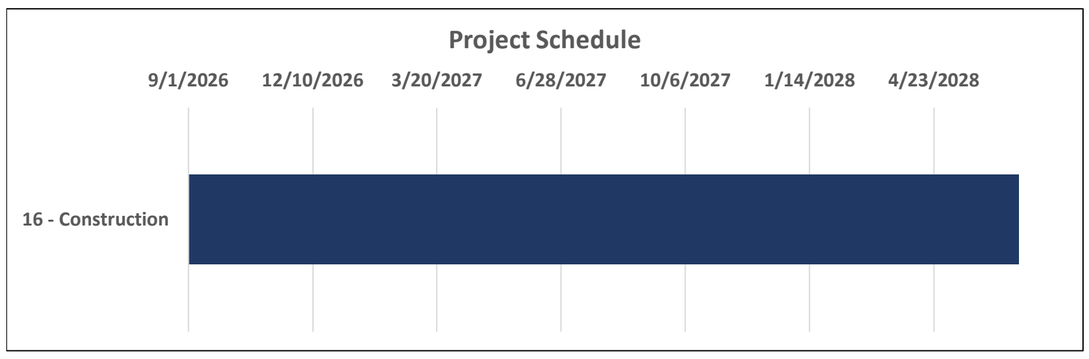
SCOPE Summary

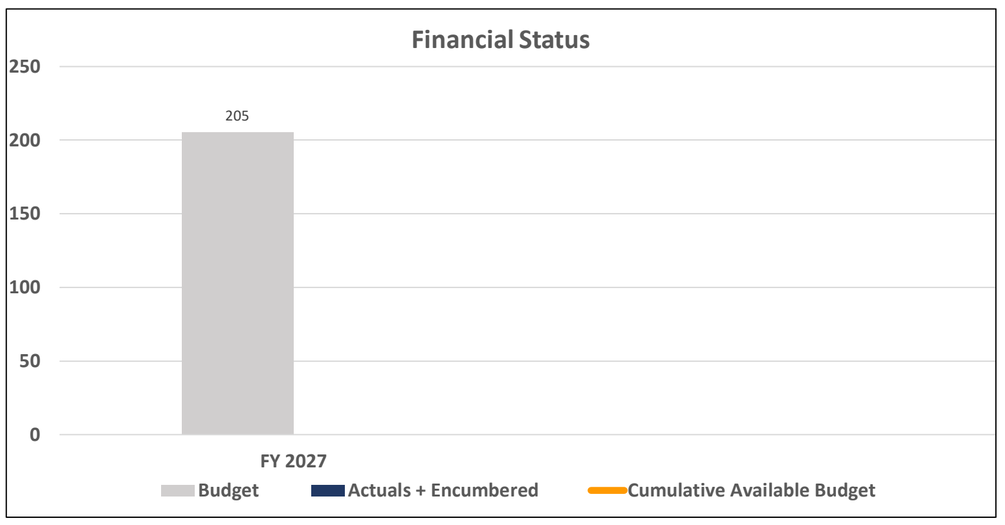
District maintains control of the Dumbarton ROW Corridor which faces multiple safety/security issues on both the Peninsula and Newark sides. Staff seeks to close access by errant/wayward individuals by installing no-climb fencing across select areas of District property along the track. This project will furnish and install no-climb fencing with posts-in-concrete and key-controlled gates to perimeter areas.
Conduct planning, site assessment, and design to identify priority locations, refine cost estimates, and prepare for future construction authorization.

STATUS Summary **Phase:** CON

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

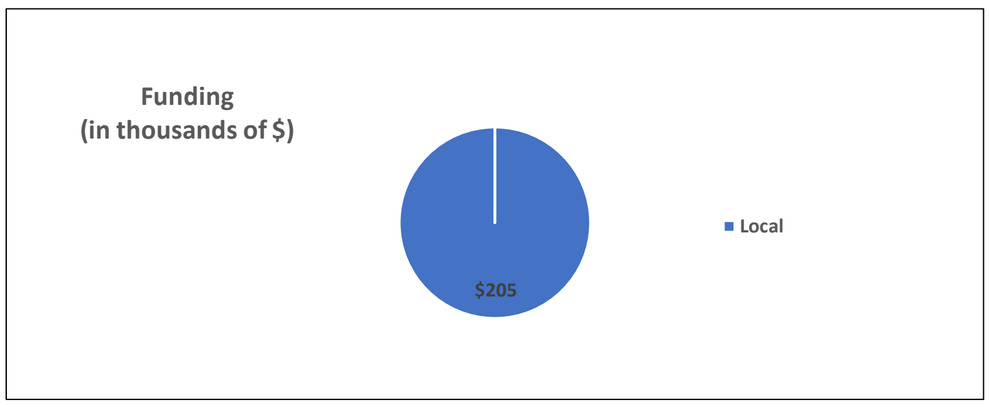
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 205,200	0.0%	0.0%	$ 205,200





KEY ACTIVITIES - Current Reporting Quarter

Facilities staff currently reviewing options.



KEY ACTIVITIES - Next Reporting Quarter

Began planning and cost estimating.

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

Potential Risk	Mitigation
City Access & Existing fence & gate	Coordinate with the City

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Dumbarton Corridor Fencing **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100997**

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	9/1/2026	9/1/2026	6/30/2028	6/30/2028	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	68		68		68	-			-	68
12 - Preliminary Design			-			-			-	-
13 - Final Design	108		108		108	-			-	108
15 - Procurement	29		29		29	-			-	29
16 - Construction			-		-	-			-	-
19 - Closeout			-		-	-			-	-
Totals	**205**	**-**	**205**	**-**	**205**	**-**	**-**	**-**	**-**	**205**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2027	205		205				-		-	205
Totals	**205**	**-**	**205**	**-**	**205**	**-**	**-**	**-**	**-**	**205**

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)	(E=C-D)	
Dumbarton MOU Reserve (01028)	Local	205			205		205	
Totals		**205**	**-**	**-**	**205**	**-**	**205**	

Project Notes

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Capital Programs Quarterly Progress Report

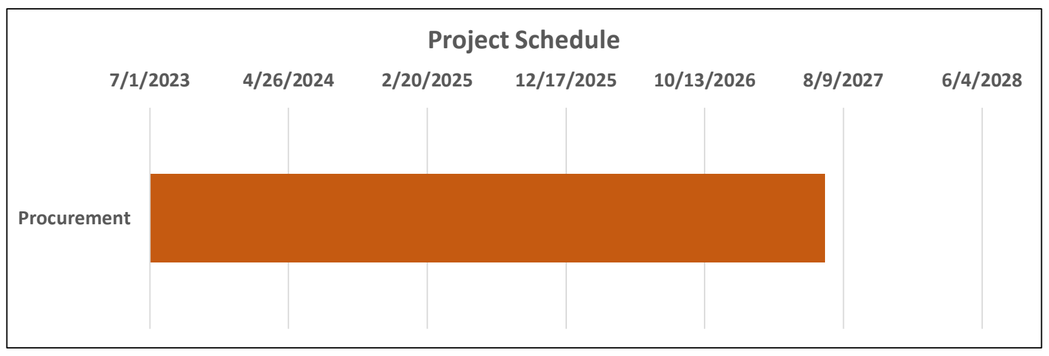
Project Controls

Replace & Upgrade Servers & Out of Warranty Equipment **Period: FY27 Q1 (Jul-Sep)** **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.



KEY ACTIVITIES - Current Reporting Quarter

Continued replacement of District's IT equipment on an as needed basis.; Continue programming replacement priorities. Began planning and costing of planned upgrades.

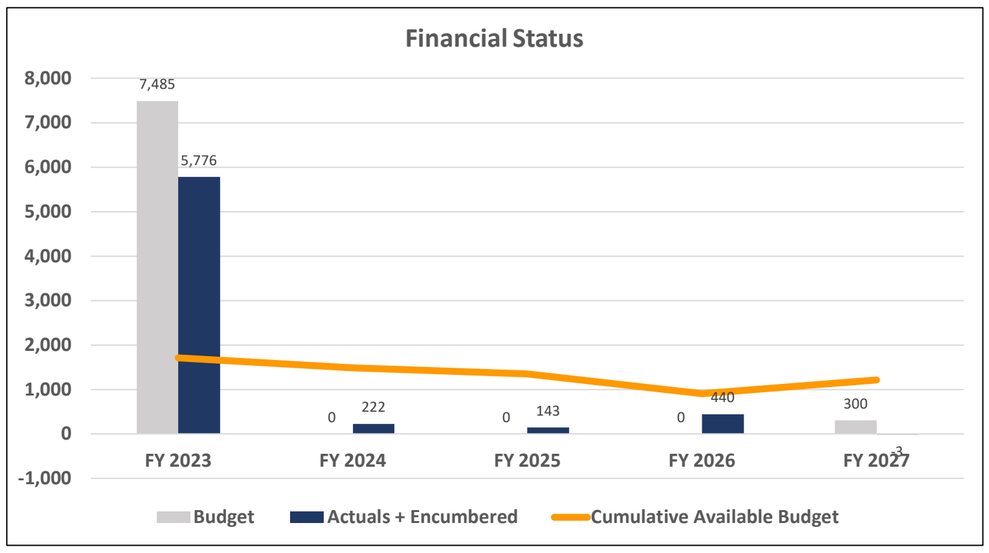
KEY ACTIVITIES - Next Reporting Quarter

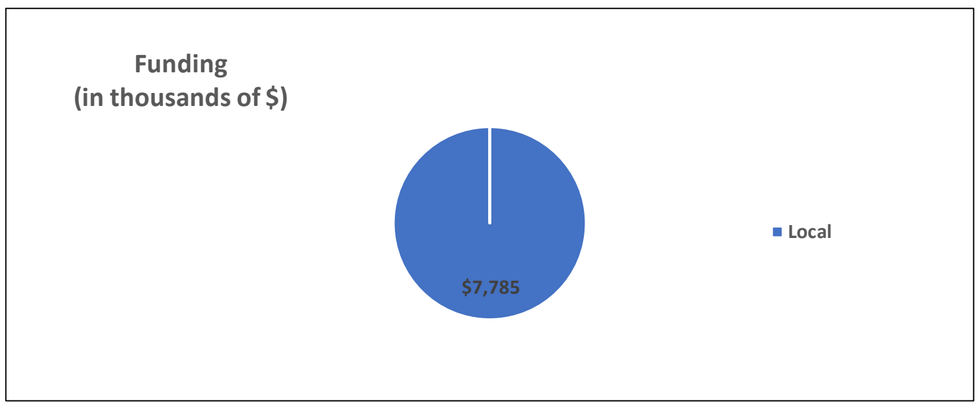
Procurement of new hyper-converged system to replaced end of life equipment.

STATUS Summary **Phase:** Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 7,785,421	80.8%	84.5%	$ 7,785,421





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

Potential Risk	Mitigation
Computer hardware costs are volatile and increasing rapidly	Work with vendors / quotes

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Replace & Upgrade Servers & Out of Warranty Equipment **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 021505**

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)	
15 - Procurement	07/01/23	07/01/23	06/30/27	06/30/27	0	0	This project will span multiple years. Procurements will occur as needed throughout the project lifecycle.

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	7,785		7,785	487	7,785	-	(3)	6,091	6,578	1,208
Totals	**7,785**	**-**	**7,785**	**487**	**7,785**	**-**	**(3)**	**6,091**	**6,578**	**1,208**

$6K Konica Minolta Refund Check #5258849 /+$3K Payroll

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2023 / Prior	7,485		7,485	166				5,610	5,776	1,710
FY2024			-	8				214	222	1,488
FY2025			-	10				133	143	1,345
FY2026			-	303				137	440	905
FY2027	300		300	-			(3)	(3)	(3)	1,208
Totals	**7,785**	**-**	**7,785**	**487**	**7,785**	**(0)**	**(3)**	**6,091**	**6,578**	**1,208**

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	6,760	-		6,760	6,760	-	
Measure W (01024)	Local	725			725	725	-	
Capital Reserve (01100)	Local	300			300	300	-	
Totals		**7,785**	**-**	**-**	**7,785**	**7,785**	**-**	

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.

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Capital Programs Quarterly Progress Report

Project Controls

FY18 EPM Replacement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100248**

Project Manager: Anand Maurya

SCOPE Summary

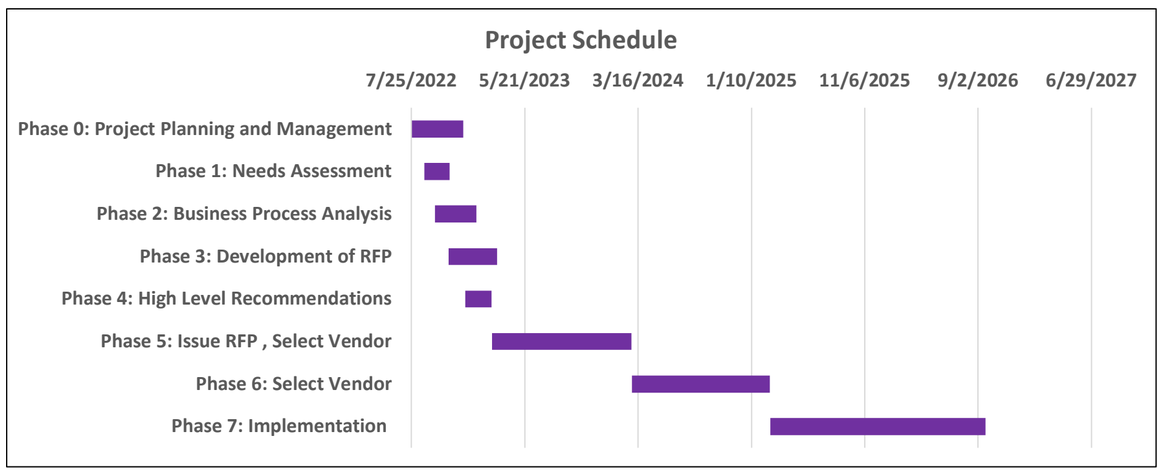
The current functionality of PeopleSoft EPM fails to provide the District with a solution to meet all Budgeting, Planning and Reporting requirements.
This project will identify and procure a replacement solution that is supported and meets a minimum of 90% of the districts requirements.
Scope
1. Develop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

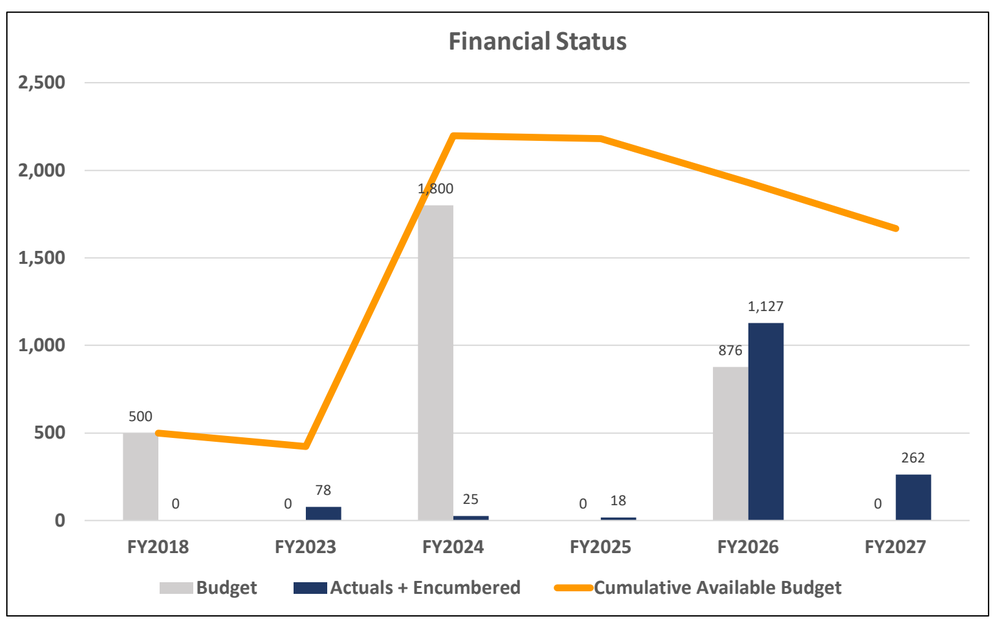
STATUS Summary

Phase: Implementation

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

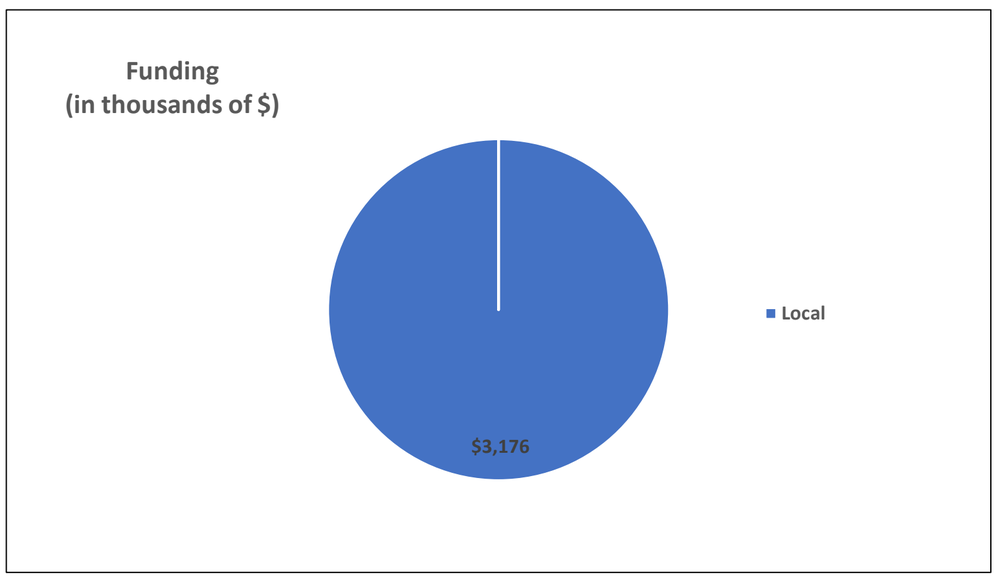
Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 3,176,000	52.3%	47.5%	$ 3,176,000





KEY ACTIVITIES - Current Reporting Quarter

Procurement for Needs Assessment completed.
Successfully implemented Oracle EPM Cloud to replace Excel-based budgeting and improve the District's enterprise budgeting and forecasting capabilities.
Delivered Operating, Capital, CIP, and Smart View budgeting capabilities, including integrations with General Ledger, HR, Grants, and PeopleSoft source systems.
Led end-to-end testing and business readiness, coordinating SIT, UAT, defect management, ALM, and business validation to support the planned production deployment.
Established standardized budgeting processes and governance, improving data consistency, transparency, workflow, and accountability across Budget Office and business stakeholders.
Coordinated cross-functional delivery across IT, Finance/Budget, Deloitte, and technical teams, driving issue resolution, cutover planning, training/TTT, and hypercare readiness for a successful go-live



KEY ACTIVITIES - Next Reporting Quarter

Production roll out and on going training.

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

FY18 EPM Replacement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100248**

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
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	02/23/23	02/23/23	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	06/30/26	09/21/26	0	-83	Re-baselined

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	2,300		2,300	297	2,300	-	257	1,207	1,504	796
16 - Implementation	876		876	-	876	-	5	5	5	871
Totals	**3,176**	**-**	**3,176**	**297**	**3,176**	**-**	**262**	**1,213**	**1,510**	**1,666**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2018	500		500						-	500
FY2023			-					78	78	422
FY2024	1,800		1,800					25	25	2,197
FY2025			-					18	18	2,179
FY2026	876		876	297				830	1,127	1,928
FY2027			-				262	262	262	1,666
Totals	**3,176**	**-**	**3,176**	**297**	**3,176**	**-**	**262**	**1,213**	**1,510**	**1,666**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original (A)	Changes (B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	2,300	-		2,300	2,300	-	
Capital Reserve (01100)	Local	876	-		876	876	-	
Totals		**3,176**	**-**	**-**	**3,176**	**3,176**	**-**	

Project Notes

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

Capital Programs Quarterly Progress Report

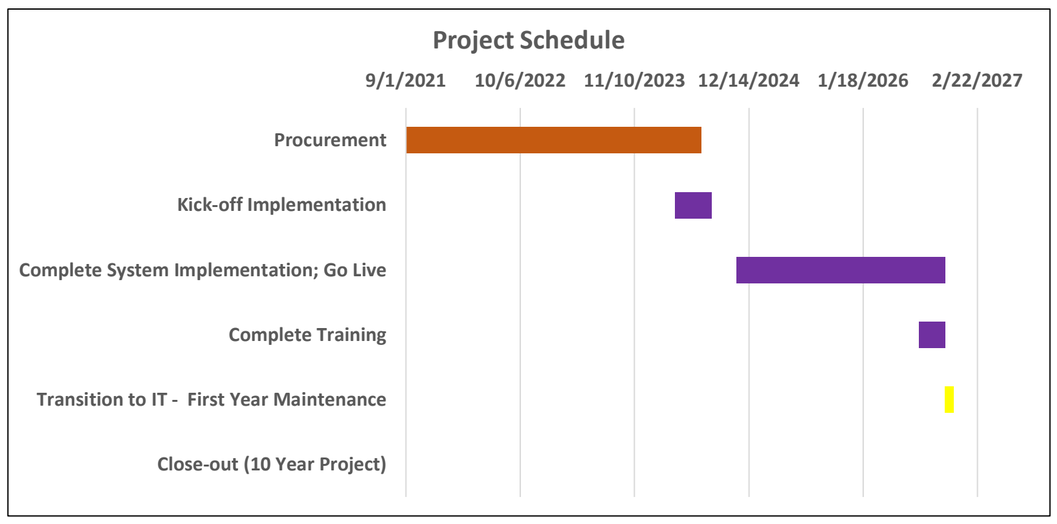
Project Controls

SPEAR System Improvement **Period: FY27 Q1 (Jul-Sep)** **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.



KEY ACTIVITIES - Current Reporting Quarter

Continuous fix on data loading efforts & integrations; Continuous User Acceptance Testing and Training; Change Management support for Go-Live & Training; Amendment to Contract for additional scope; Post Go-Live Monthly governance meeting / Daily War Room Meeting; Cutover on July 10; Phase 1 (Bus/Stores) - Go-Live on July 12;

KEY ACTIVITIES - Next Reporting Quarter

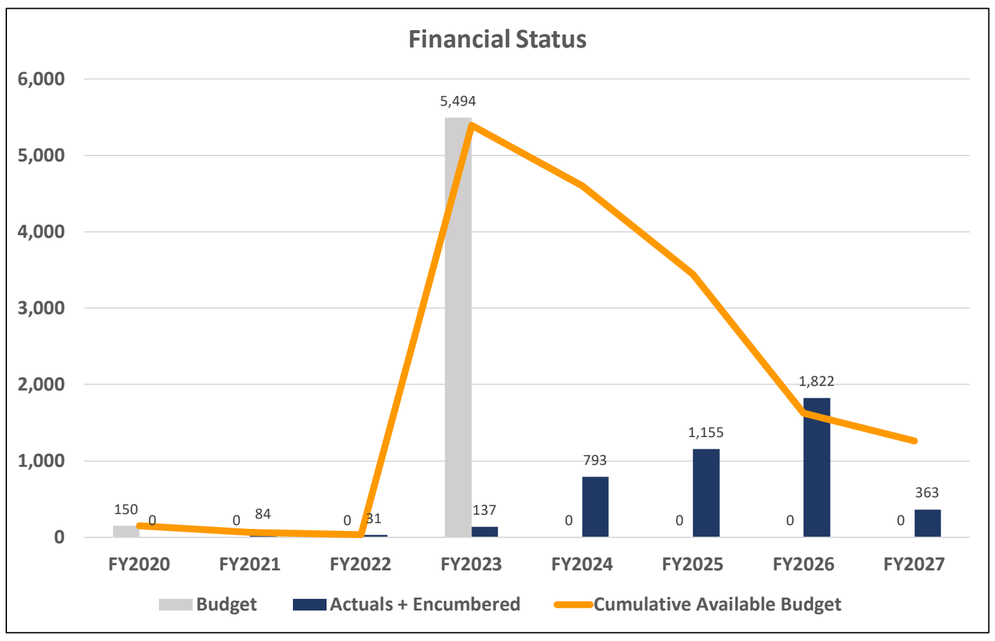
Continuous fix on data loading efforts & integrations; Continuous User Acceptance Testing and Training; Preparing for Training
Phase 2 (Facilities/ITS) - Go-Live estimated in October 2026; Post Go-Live Monthly governance meeting / Daily War Room Meeting

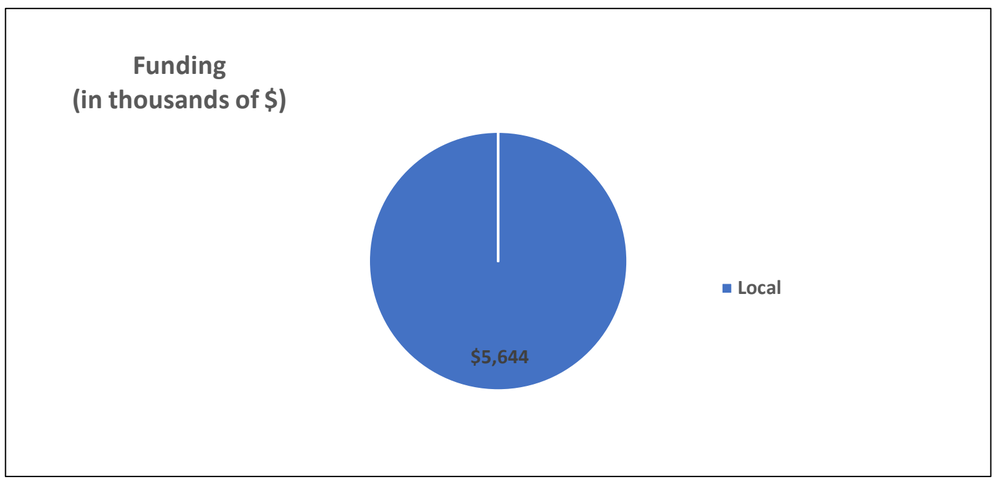
STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 5,644,352	72.7%	77.7%	$ 5,644,352





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

Potential Risk	Mitigation
Price increases due to parts shortages	Increase budget
Supply chain issues delay	Delay progress with implementation
Labor shortages	Delay progress with implementation
Lack of Internal Support	Ask for Management support
Vendor gets acquired or dissolved	Increase budget and extend schedule

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

Issue	Status
Additional integrations due to oversight	Change Order

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Capital Programs Quarterly Progress Report

Project Controls

SPEAR System Improvement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100463**

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	11/01/24	11/01/26	11/01/26	-518	0	Est. 2 year implementation
Complete Training	06/02/25	08/01/26	11/01/26	11/01/26	-425	0	Estimate only (Re-baselined)
Transition to IT - First Year Maintenance	06/02/25	11/01/26	12/01/26	12/01/26	-517	0	Re-Baselined
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	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	5,644		5,644	673	5,644	-	363	3,713	4,385	1,259
Totals	**5,644**	**-**	**5,644**	**673**	**5,644**	**-**	**363**	**3,713**	**4,385**	**1,259**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2020	150		150	-				-	-	150
FY2021			-	2				82	84	66
FY2022			-	-				31	31	35
FY2023	5,494		5,494	-				137	137	5,392
FY2024			-	612				181	793	4,599
FY2025			-	-				1,155	1,155	3,444
FY2026			-	59				1,764	1,822	1,622
FY2027			-				363	363	363	1,259
Totals	**5,644**	**-**	**5,644**	**673**	**5,644**	**-**	**363**	**3,713**	**4,385**	**1,259**

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	5,337	-		5,337	5,337	-	
Measure W Sales Tax (01024)	Local	308	-		308	308	-	
Totals		**5,644**	**-**	**-**	**5,644**	**5,644**	**-**	

Project Notes

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

Capital Programs Quarterly Progress Report

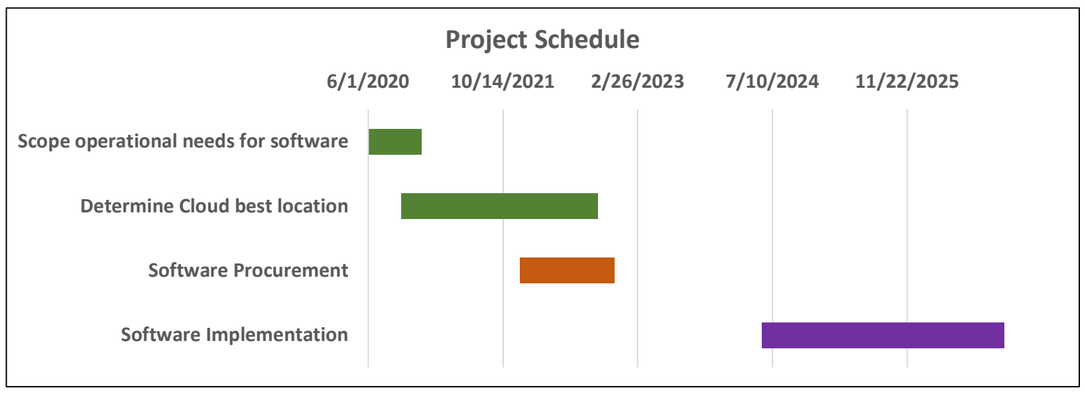
Project Controls

Automating Daily Dispatch **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100546**

Project Manager: Nabila Syed

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.



KEY ACTIVITIES - Current Reporting Quarter

A new HASTUS release with fixes for 11 bugs was installed on August 4th. The project team held two issue-resolution validation sessions with GIRO the following week to review bug fixes and confirm that the solutions are reflected in the District's environments. Internal testing sessions to validate corrections for previous bugs are in progress. Another release with the remaining fixes in September; Sign-On kiosk stands were installed at both bases.; Internal testing is ongoing to validate fixes and close out previously reported open issue tickets.; Both bases continue entering all dispatch data into HASTUS Test in parallel to their data entry into PeopleSoft production.; Employee Data Cleanup: Bus Transportation is working to provide outstanding operator probation dates to HR; The project team continues to coordinate with Security on reviewing and correcting operator badge ID data.

KEY ACTIVITIES - Next Reporting Quarter

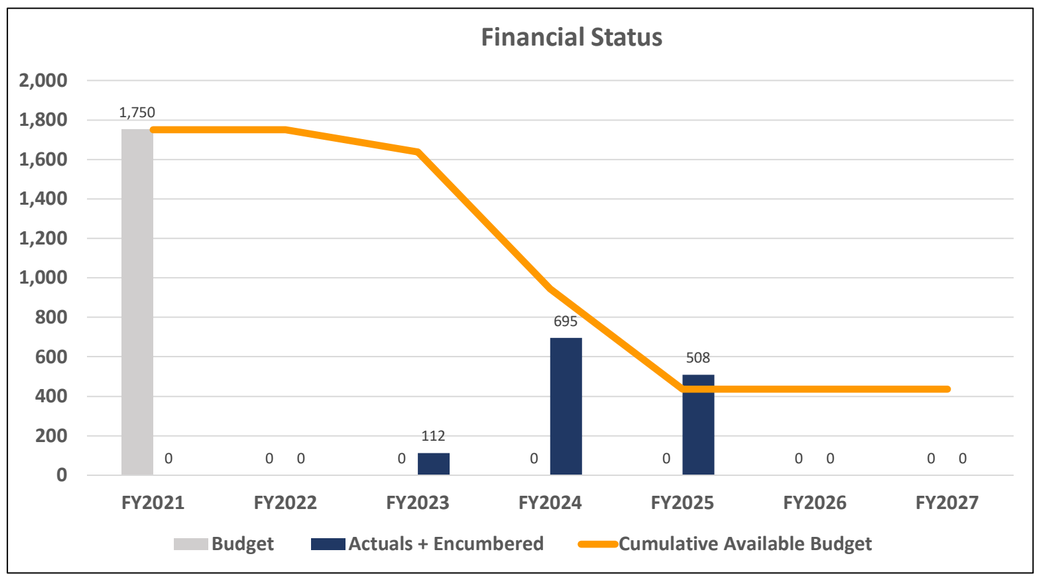
Parallel testing: Dispatchers will continue entering data into HASTUS - Test & PeopleSoft production. Payroll to compare and validate entries between both systems.; Employee Data Cleanup: Bus Transportation to provide outstanding operator probation dates to HR, and to validate and resolve any issues with physical badge IDs for all active operators.; User guide development for Sign On Kiosks and Self Service Portal.; Team to work with Giro to finalize issue resolution and release schedule.

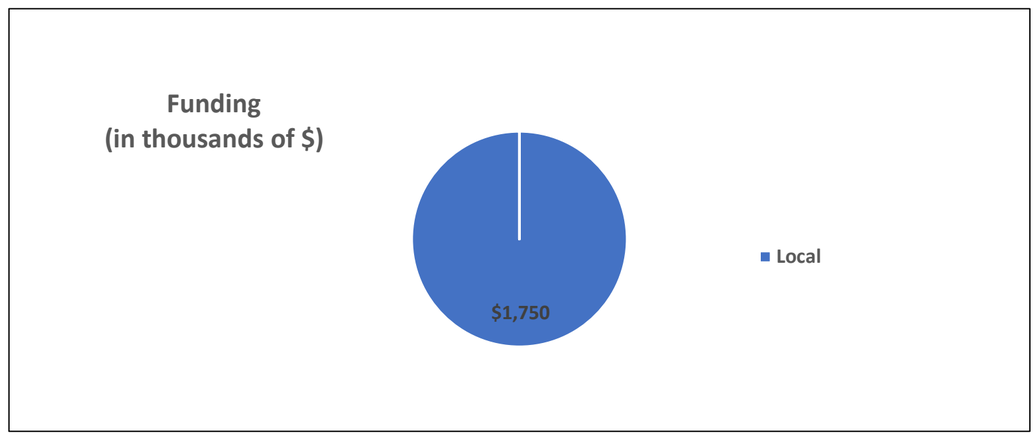
STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 1,750,424	70.0%	75.1%	$ 1,750,424





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

Potential Risk	Mitigation
Proposed go-live date is close to Payroll year-end activities. This may create resource constraints and potential conflicts with the Payroll blackout period.	Coordinate with Payroll to identify an implementation window that minimizes operational risk while keeping the blackout period in consideration.

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

Issue	Status
Identified a higher than expected number of defects during UAT.	Defects are reported to Giro Service Desk and will be retested following resolution. Regular testing and troubleshooting sessions are ongoing with the vendor to ensure timely resolution.

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Capital Programs Quarterly Progress Report

Project Controls

Automating Daily Dispatch **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100546**

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	11/15/26	0	-532	In Progress

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	1,750		1,750	112	1,750	-	-	1,203	1,314	436
Totals	**1,750**	**-**	**1,750**	**112**	**1,750**	**-**	**-**	**1,203**	**1,314**	**436**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2021	1,750		1,750	-				-	-	1,750
FY2022			-	-				-	-	1,750
FY2023			-	112				-	112	1,639
FY2024			-	-				695	695	944
FY2025			-	-				508	508	436
FY2026			-	-				-	-	436
FY2027			-	-			-	-	-	436
Totals	**1,750**	**-**	**1,750**	**112**	**1,750**	**-**	**-**	**1,203**	**1,314**	**436**

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)	
Gen Capital Fund (01050)	Local	1,750	-		1,750	1,750	-	
Totals		**1,750**	**-**	**-**	**1,750**	**1,750**	-	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

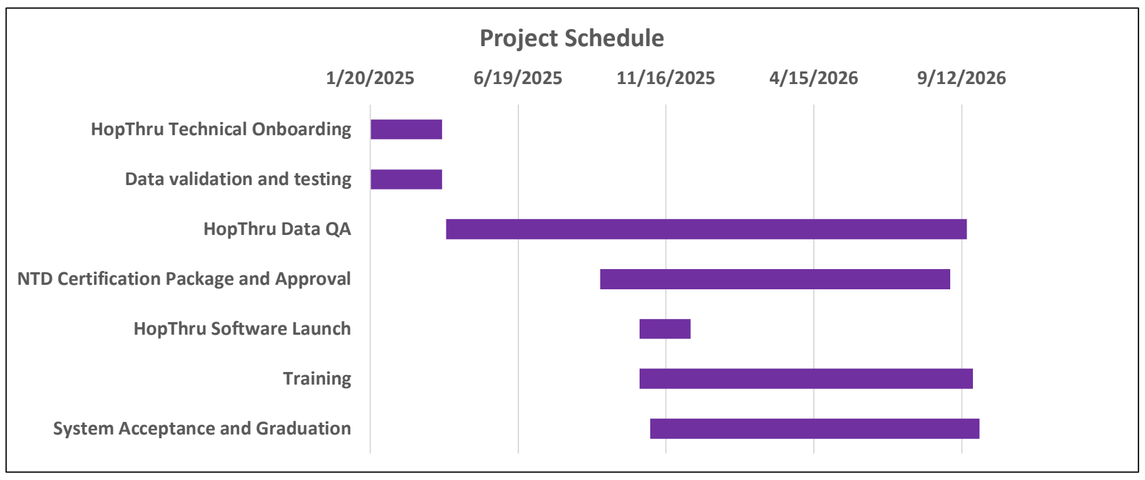
APC Validation **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100628**

Project Manager: Kate Christopherson

SCOPE Summary

2022: 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 are spent on ride checks.

2025 update: Since approval of budget for project in 2021, there was no procurement due to invalid



KEY ACTIVITIES - Current Reporting Quarter

Submitted MBPT application to NTD on 9/17/2026. ITS and Planning received training on ridership tool from Hopthru on 9/23/2026. NTD approved on 9/21/2026.

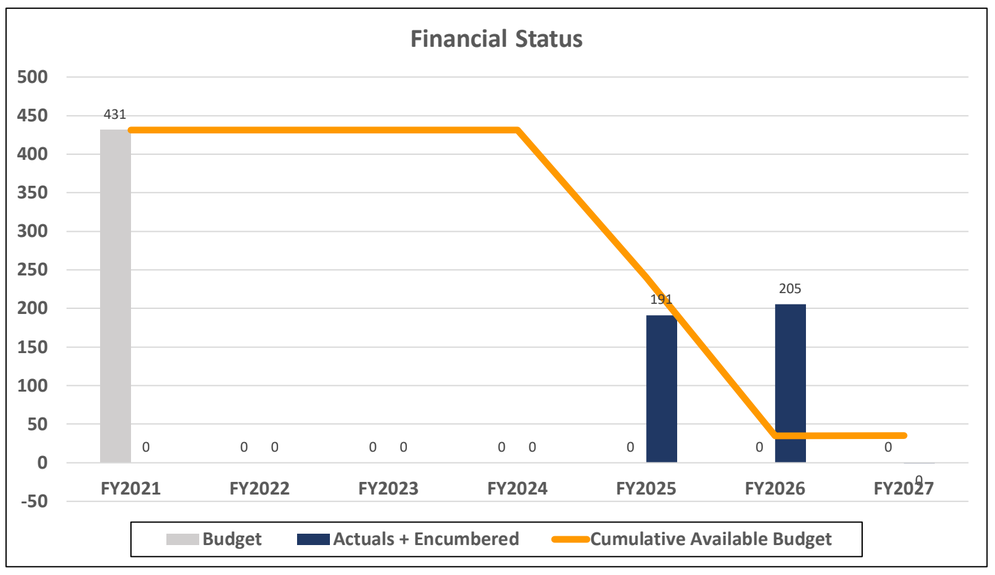
KEY ACTIVITIES - Next Reporting Quarter

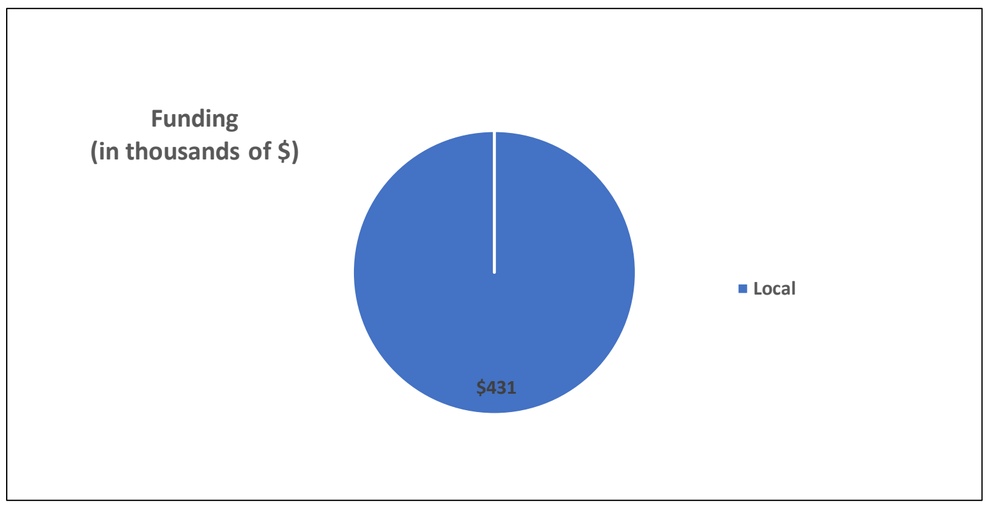
Close out project

STATUS Summary **Phase:** Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 431,250	91.9%	91.9%	$ 431,250





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

Potential Risk	Mitigation
Poor result from second ride checks	
Trouble finding software meeting our parameters	
Passenger counts and passenger miles traveled validation	Regularly check on status of validation and receive diagnostics report on flagged vehicles/equipment.

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

Issue	Status
8/12/25 - so far, project is two months behind schedule. Most delays were on SamTrans side.	
10/6/25 - APC certification still delayed. HopThru team working on getting validation metrics within NTD threshold, anticipated to be complete by 10/17/25.	10/30/25 - MBDO application approved by NTD
2/10/26 - learned we have to submit two separate applications at the end of October 2025. MBDO was approved. We are working on MBPT application. Most delays were on SamTrans side with delays in getting valid video footage.	2/10/26 -In mid January, was able to use a new method of video retrieval to streamline footage uploads.

samTrans

Capital Programs Quarterly Progress Report

Project Controls

APC Validation **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100628**

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)	
HopThru Technical Onboarding	01/20/25	01/20/25	03/01/25	04/03/25	0	-33	Prior Schedule did not materialize due to COVID impacted data and not being able to find a suitable software provider.
Data validation and testing	01/20/25	01/20/25	04/03/25	04/03/25	0	0	
HopThru Data QA	03/01/25	04/07/25	06/23/25	09/17/26	-37	-451	MBDO approved, still working on MBPT application
NTD Certification Package and Approval	05/31/25	09/10/25	06/30/25	08/31/26	-102	-427	"
HopThru Software Launch	06/01/25	10/20/25	06/01/25	12/11/25	-141	-193	"
Training	06/01/25	10/20/25	06/07/25	09/23/26	-141	-473	
System Acceptance and Graduation	06/09/25	10/31/25	06/09/25	09/30/26	-144	-478	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	431		431	89	431	-	(0)	307	396	35
Totals	**431**	**-**	**431**	**89**	**431**	**-**	**(0)**	**307**	**396**	**35**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2021	431		431						-	431
FY2022			-						-	431
FY2023			-						-	431
FY2024			-						-	431
FY2025			-	89				102	191	240
FY2026			-					205	205	35
FY2027			-				(0)	(0)	(0)	35
Totals	**431**	**-**	**431**	**89**	**431**	**-**	**(0)**	**307**	**396**	**35**

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	431	-		431	431	-	
Totals		**431**	**-**	**-**	**431**	**431**	**-**	

Project Notes

431k approved in 2021 but no procurement due to invalid data affected by COVID and did not find suitable software.

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Cybersecurity Program **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100707**

Project Manager: Michael Salazar

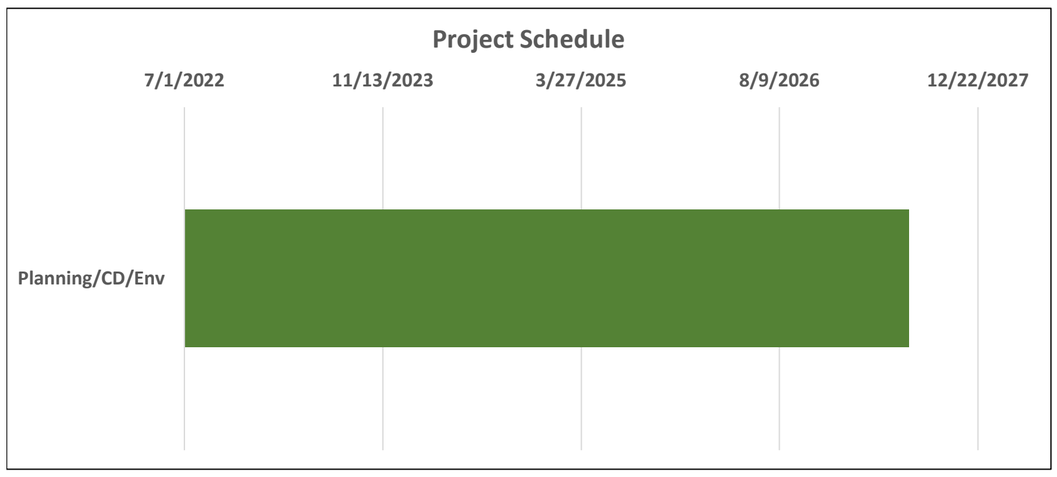
SCOPE Summary

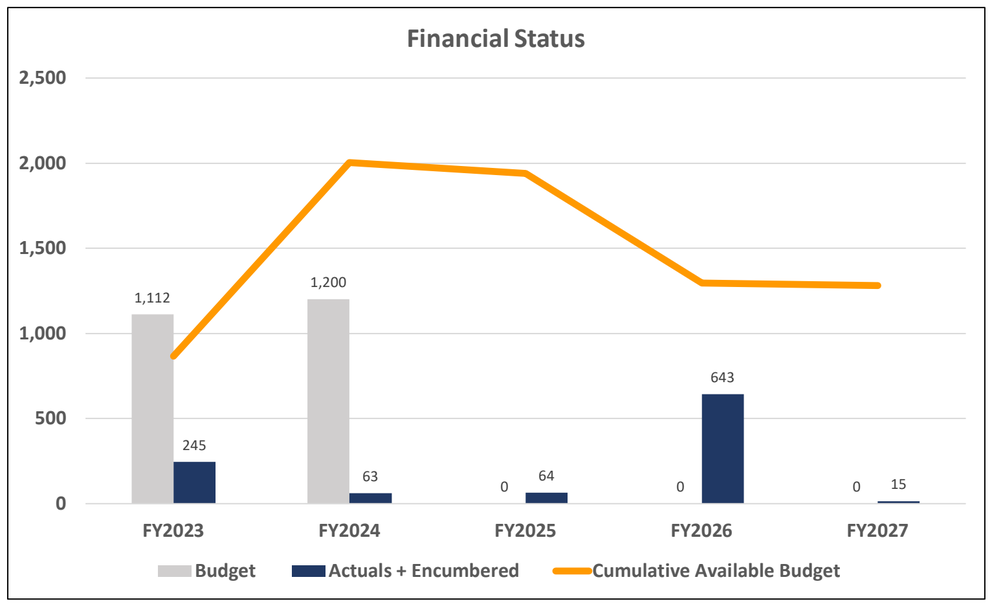
The funds will cover the development of mandated policies, assessments, initial scoping of needed improvements, acquisition and implementation of several cybersecurity tools including hardware, software and professional services.

STATUS Summary **Phase:** Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 2,311,500	44.6%	44.6%	$ 2,311,500



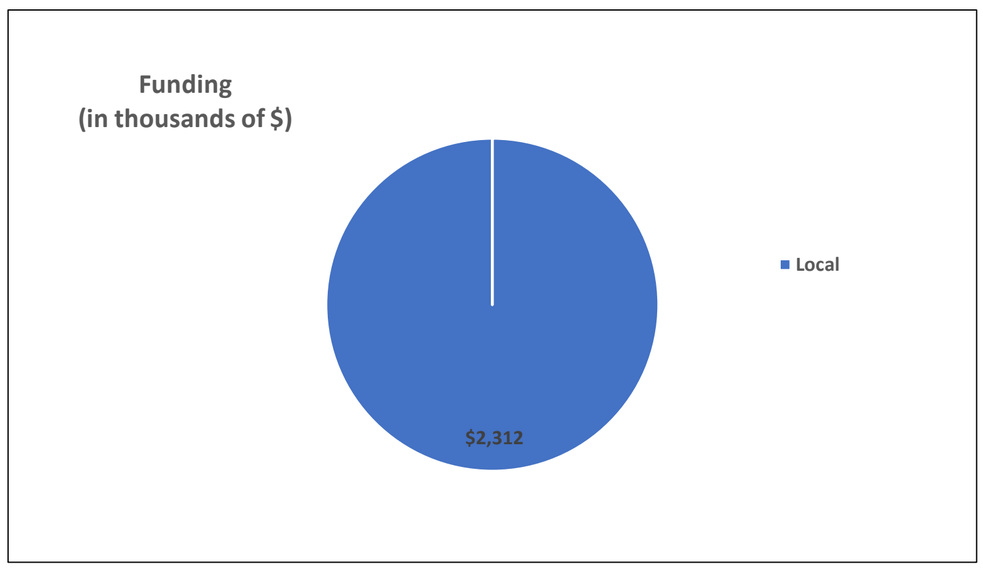


KEY ACTIVITIES - Current Reporting Quarter

Continue long term planning for updated monitoring and warning tools for cybersecurity.

KEY ACTIVITIES - Next Reporting Quarter

Evaluate current capabilities and determine best path for upgrades.



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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Cybersecurity Program **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100707**

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	06/30/27	06/30/27	0	0	This is a multi-year program

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	2,312		2,312	267	2,312	-	15	763	1,030	1,281
Totals	**2,312**	**-**	**2,312**	**267**	**2,312**	**-**	**15**	**763**	**1,030**	**1,281**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2023	1,112		1,112	12				234	245	866
FY2024	1,200		1,200					63	63	2,004
FY2025			-					64	64	1,939
FY2026			-	256				387	643	1,297
FY2027			-				15	15	15	1,281
Totals	**2,312**	**-**	**2,312**	**267**	**2,312**	**-**	**15**	**763**	**1,030**	**1,281**

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	-	-		-	-	-	
General Capital Fund (01050)	Local	2,312	-		2,312	2,312	-	
Totals		**2,312**	**-**	**-**	**2,312**	**2,312**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

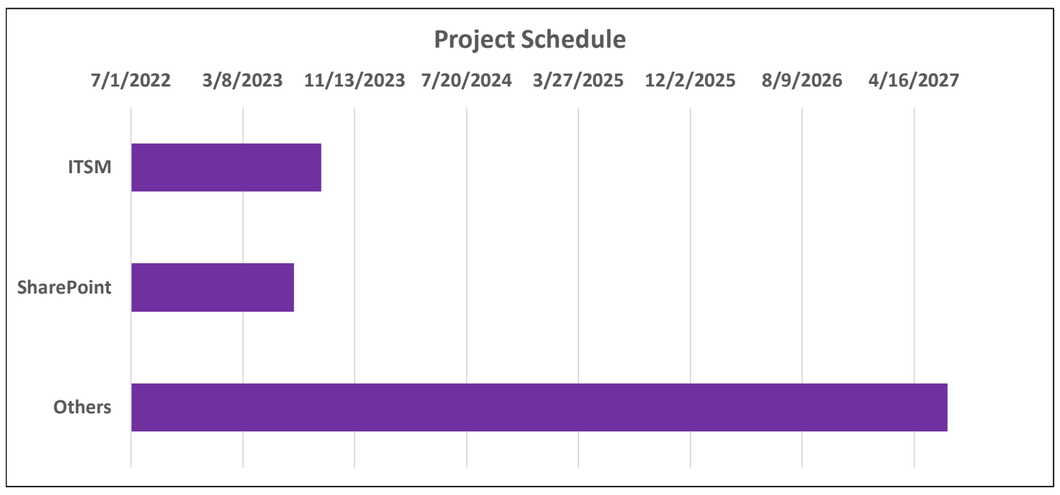
Project Controls

Multi-Platform Upgrades **Period: FY27 Q1 (Jul-Sep)** **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.



KEY ACTIVITIES - Current Reporting Quarter

We will continue evaluating systems that require upgrades or additional functionality.

KEY ACTIVITIES - Next Reporting Quarter

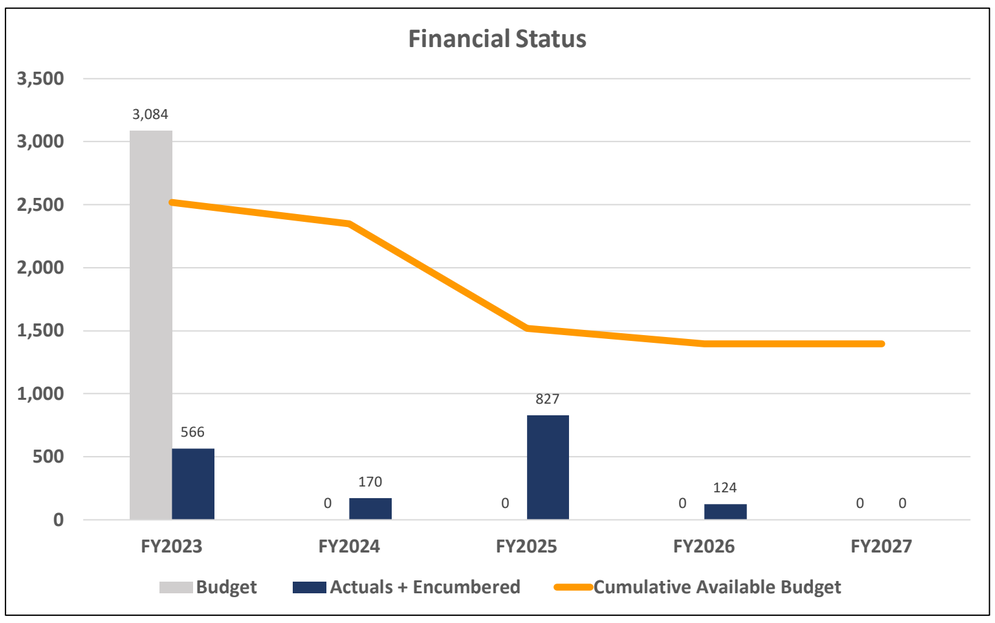
We will continue to introduce product enhancements and rolling out modern tools to the departments.

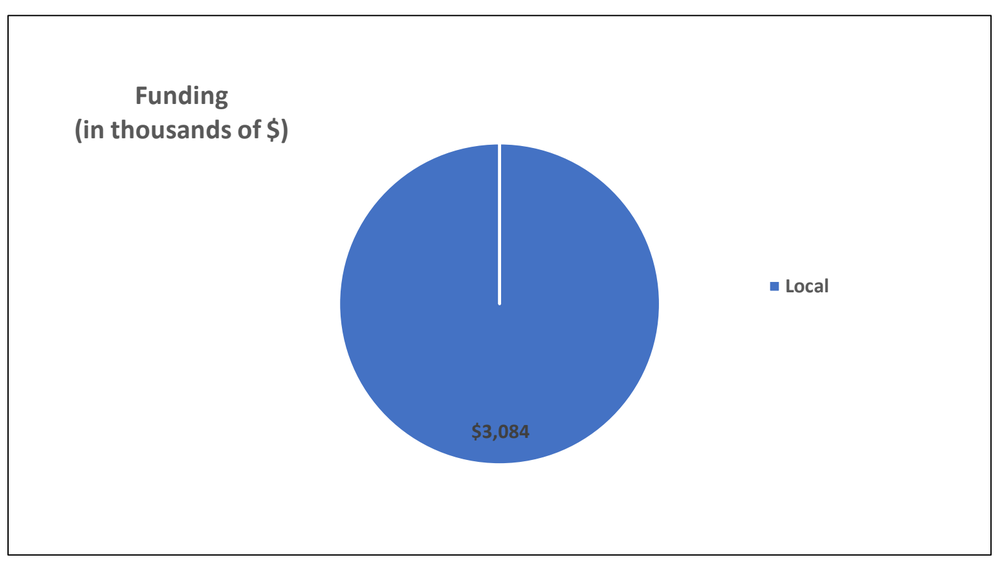
STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 3,083,700	48.8%	54.7%	$ 3,083,700





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Multi-Platform Upgrades **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100715**

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 constraint.
SharePoint	07/01/22	07/01/22	06/30/23	06/30/23	0	0	
Others	07/01/22	07/01/22	06/30/27	06/30/27	0	0	

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	3,084		3,084	95	3,084	-		1,592	1,688	1,396
Totals	**3,084**	**-**	**3,084**	**95**	**3,084**	**-**	**-**	**1,592**	**1,688**	**1,396**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2023	3,084		3,084	16				550	566	2,518
FY2024			-	18				153	170	2,348
FY2025			-	33				795	827	1,520
FY2026			-	29				96	124	1,396
FY2027			-				-		-	1,396
Totals	**3,084**	**-**	**3,084**	**95**	**3,084**	**-**	**-**	**1,592**	**1,688**	**1,396**

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)	(C)	(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	3,084	-		3,084	3,084	-	
Totals		**3,084**	**-**	**-**	**3,084**	**3,084**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

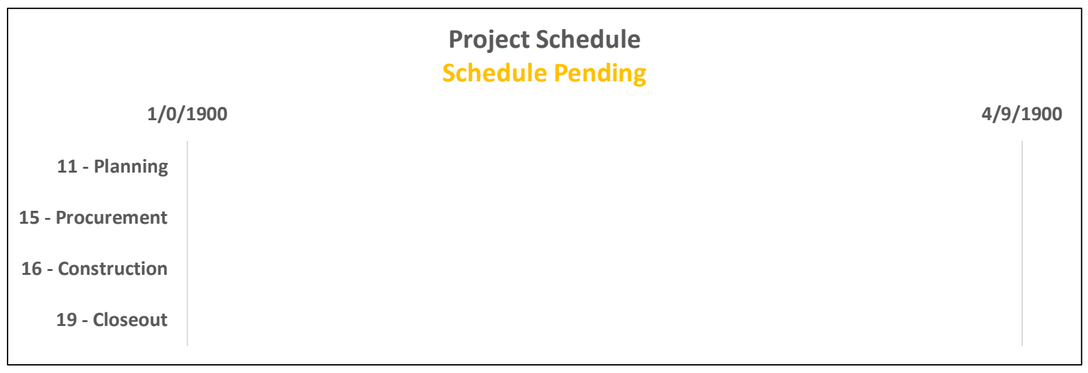
Project Controls

Technology Modernization **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100772**

Project Manager: Michael Salazar

SCOPE Summary

Newer technologies and redesign of the enterprise network are needed to increase security and reliability on the District's obsolescent network. Detailed analysis on the outdated enterprise application are also required to develop solutions.



KEY ACTIVITIES - Current Reporting Quarter

Planning for ongoing upgrades, replacements and enhancements to the district's IT infrastructure.

KEY ACTIVITIES - Next Reporting Quarter

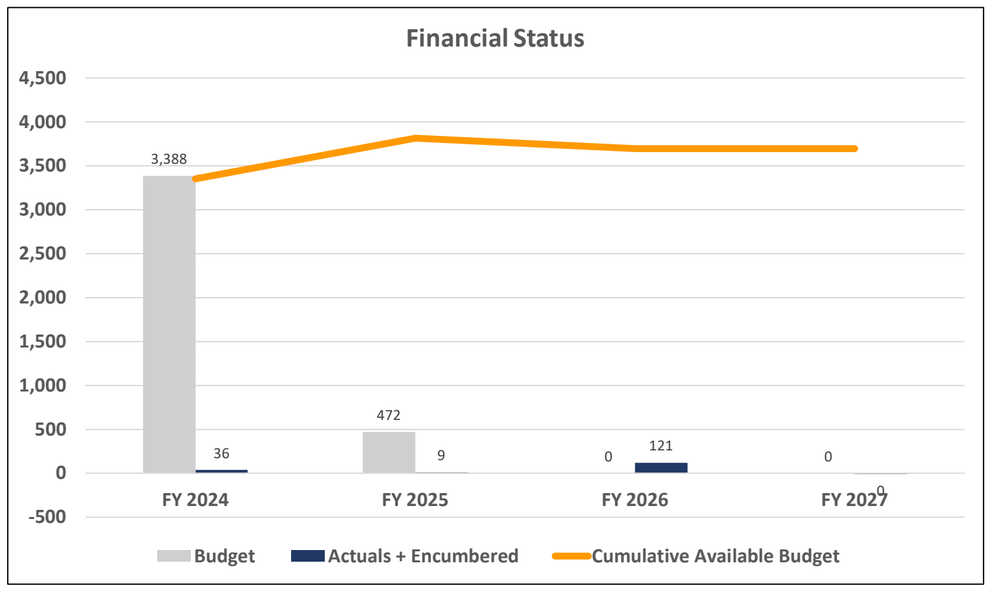
Planning and procurement of systems upgrades included in the current period's state of good repair efforts.

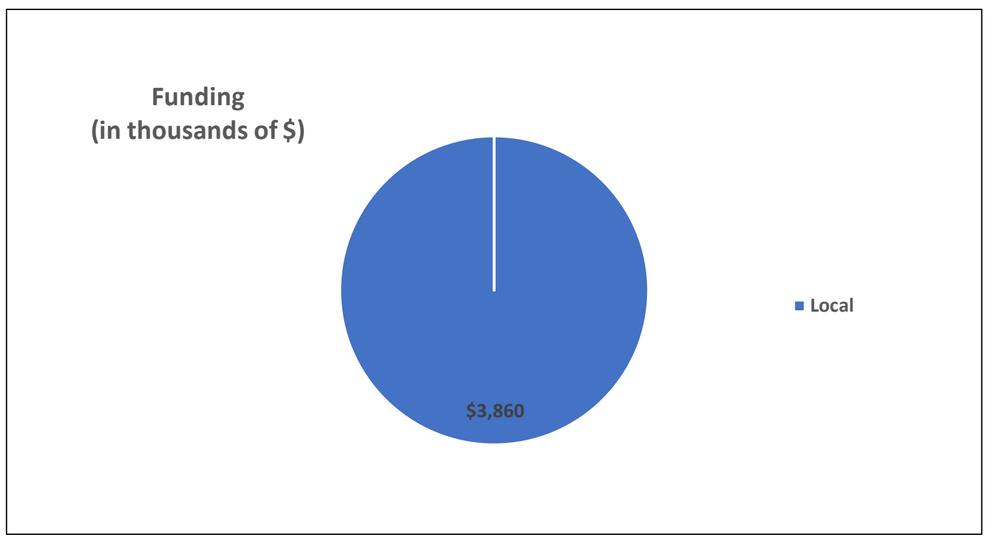
STATUS Summary

Phase: Planning

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

Budget	Schedule Progress	Expended %	Estimate At Completion
$ 3,860,000	26.2%	4.3%	$ 3,860,000





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Technology Modernization **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100772**

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					0	0	
15 - Procurement					0	0	
16 - Construction					0	0	
19 - Closeout					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	825		825		825	-			-	825
15 - Procurement	1,077		1,077	35	1,077	-	(0)	130	166	911
16 - Construction	1,760		1,760		1,760	-			-	1,760
19 - Close Out	198		198		198	-			-	198
Totals	**3,860**	**-**	**3,860**	**35**	**3,860**	**-**	**(0)**	**130**	**166**	**3,694**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2024	3,388		3,388				-	36	36	3,352
FY 2025	472		472	9			-		9	3,815
FY 2026				26			-	95	121	3,694
FY 2027							(0)	(0)	(0)	3,694
Totals	**3,860**	**-**	**3,860**	**35**	**3,860**	**-**	**(0)**	**130**	**166**	**3,694**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
Gen Capital Fund (01050)	Local	3,860			3,860	3,860	-	
Totals		**3,860**	**-**	**-**	**3,860**	**3,860**	**-**	

Project Notes

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Capital Programs Quarterly Progress Report

Project Controls

ERP System Upgrade 9.1 to 9.2 **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100820**

Project Manager: Michael Torres

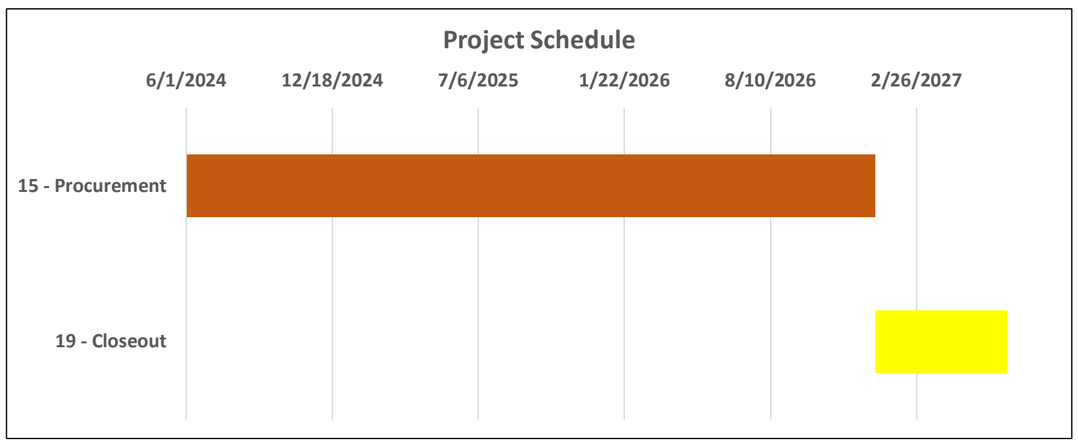
SCOPE Summary

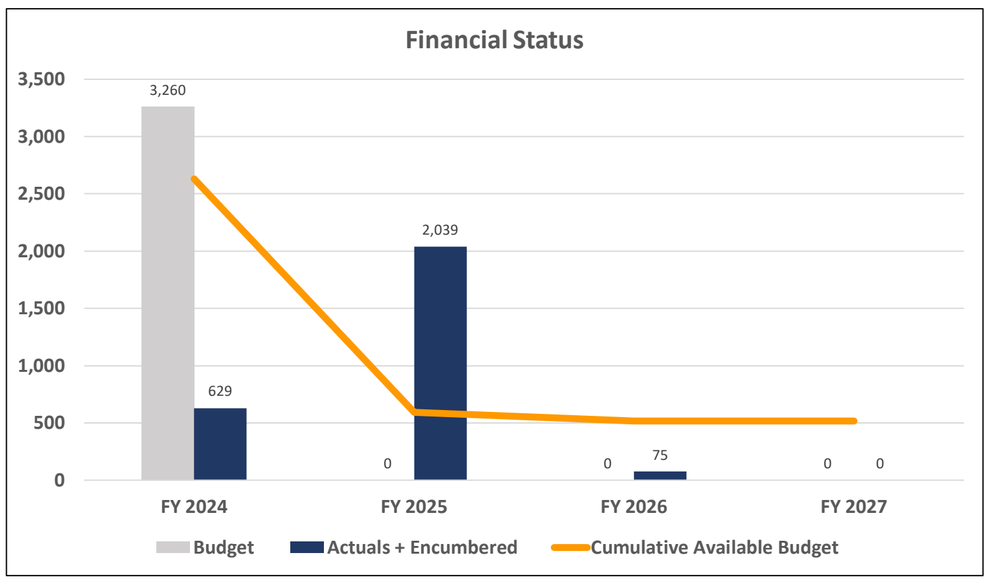
Upgrade PeopleSoft Finance, Procurement, Human Resources, and Payroll Modules from to 9.1 to 9.2 version

STATUS Summary **Phase:** Procurement

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

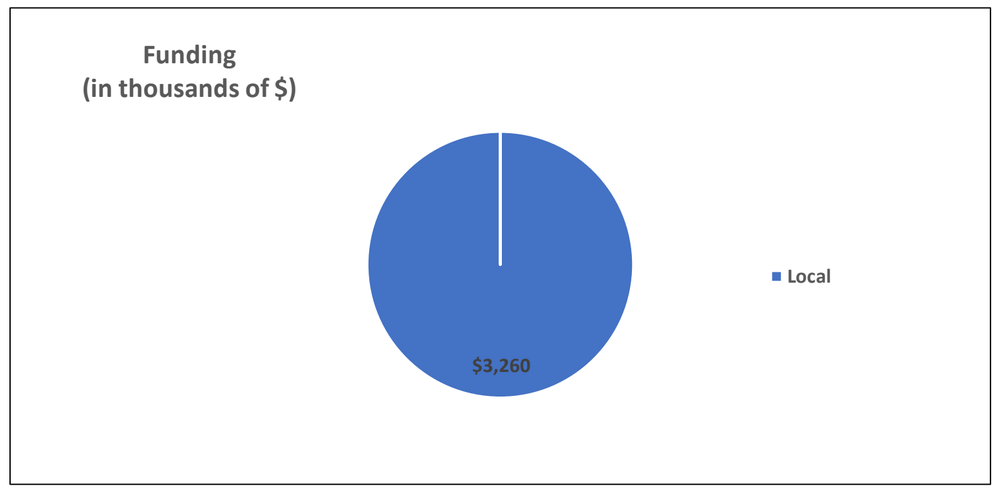
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 3,259,776	79.9%	84.1%	$ 3,259,776





KEY ACTIVITIES - Current Reporting Quarter

There are pending scope items haven't been implemented and on hold



KEY ACTIVITIES - Next Reporting Quarter

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

ERP System Upgrade 9.1 to 9.2 **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100820**

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)	
15 - Procurement	6/1/2024	6/1/2024	12/31/2026	12/31/2026	0	0	
19 - Closeout	1/1/2027	1/1/2027	6/30/2027	6/30/2027	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning			-		-	-			-	-
13 - Final Design			-		-	-			-	-
15 - Procurement	3,260		3,260		3,260	-		2,743	2,743	517
16 - Construction			-		-	-			-	-
19 - Closeout			-		-	-			-	-
Totals	**3,260**	**-**	**3,260**	**-**	**3,260**	**-**	**-**	**2,743**	**2,743**	**517**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2024	3,260		3,260					629	629	2,630
FY 2025			-					2,039	2,039	592
FY 2026			-					75	75	517
FY 2027			-				-		-	517
Totals	**3,260**	**-**	**3,260**	**-**	**3,260**	**-**	**-**	**2,743**	**2,743**	**517**

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)	(E=C-D)	
General Capital (01050)	Local	3,260			3,260		3,260	
Totals		**3,260**	**-**	**-**	**3,260**	**-**	**3,260**	

Project Notes

Capital Programs Quarterly Progress Report

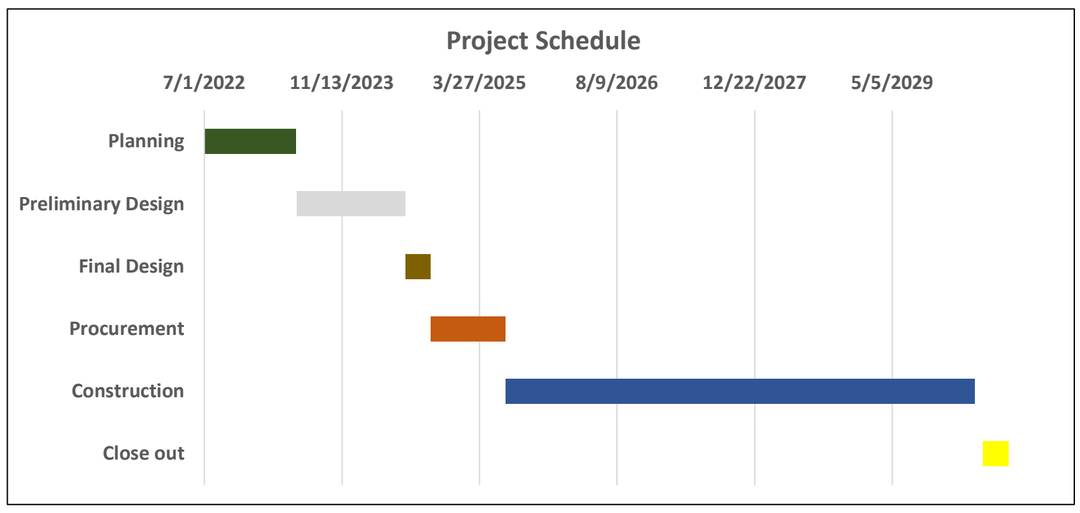
Project Controls

Safety Incident Management System **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100885**

Project Manager: Mehul Kumar

SCOPE Summary

This project will upgrade our Safety Incident Management System by transitioning to a new platform that meets our current requirements and can scale to meet our future needs. This will enhance and develop the safety processes and data in the system with the essential pillars of transit safety.



KEY ACTIVITIES - Current Reporting Quarter

Go Live with Phase I

KEY ACTIVITIES - Next Reporting Quarter

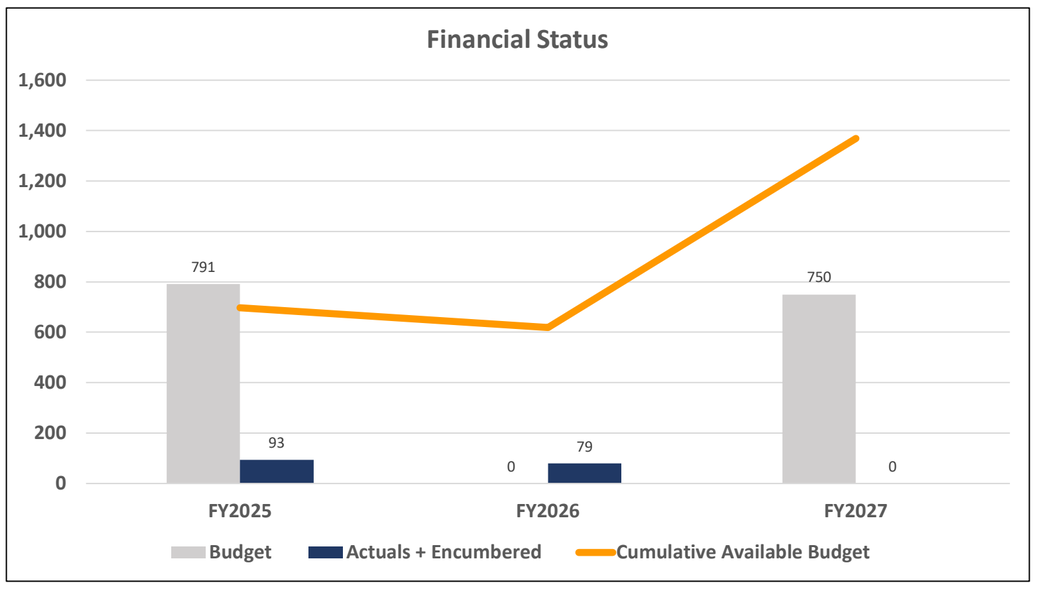
Phase 2 is currently in the scoping process with kick off expected in January of 2027.

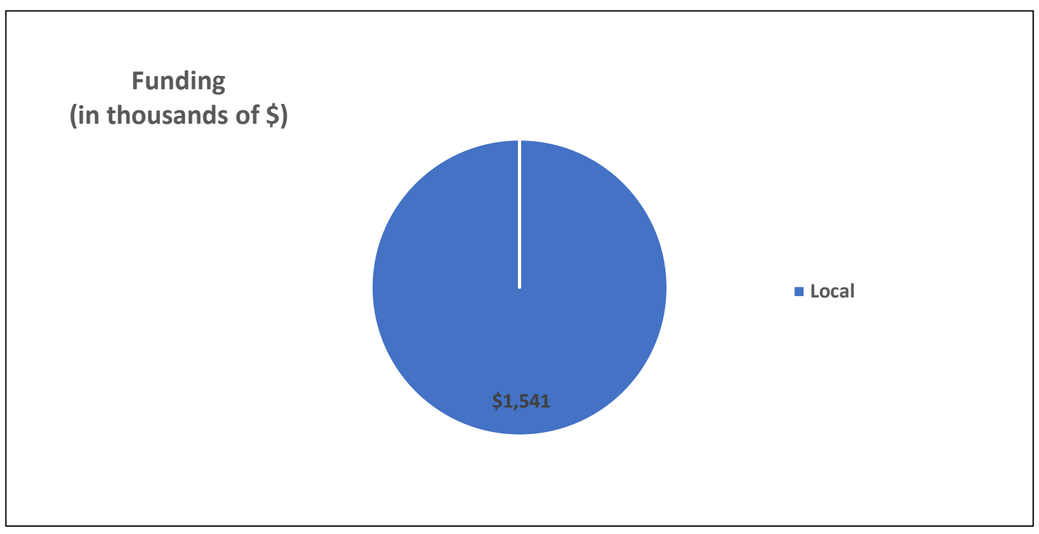
STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 1,541,160	10.0%	11.2%	$ 1,541,160





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

Potential Risk	Mitigation
Scope Creep	
Vendor Availability	

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

Issue	Status
Scope Clarification	
Phasing for Phase 2	

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Capital Programs Quarterly Progress Report

Project Controls

Safety Incident Management System **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100885**

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	07/01/22	07/01/22	05/30/23	05/30/23	0	0	
12 - Preliminary Design	06/01/23	06/01/23	06/30/24	06/30/24	0	0	
13 - Final Design	07/01/24	07/01/24	09/30/24	09/30/24	0	0	
15 - Procurement	10/01/24	10/01/24	06/30/25	06/30/25	0	0	
16 - Construction	07/01/25	07/01/25	03/01/30	03/01/30	0	0	
19 - Close out	03/30/30	03/30/30	06/30/30	06/30/30	0	0	

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	66		66		66	-			-	66
12 - Preliminary Design			-		-	-			-	-
13 - Final Design	256		256		256				-	256
15 - Procurement	184		184		184			155	155	30
16 - Construction	987		987		987	-		18	18	969
19 - Close out	49		49		49	-			-	49
Totals	**1,541**	**-**	**1,541**	**-**	**1,541**	**-**	**-**	**172**	**172**	**1,369**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2025	791		791					93	93	884
FY2026			-					79	79	805
FY2027	750		750				-	-	-	1,555
Totals	**1,541**	**-**	**1,541**	**-**	**1,541**	**-**	**-**	**172**	**172**	**1,369**

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)	(C)	(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	791	-		791	791	-	
Capital Contingency (01100)	Local	750	-		750	750	-	
Totals		**1,541**	**-**	**-**	**1,541**	**1,541**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

Data Center Modernization **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100954**

Project Manager: Mehul Kumar

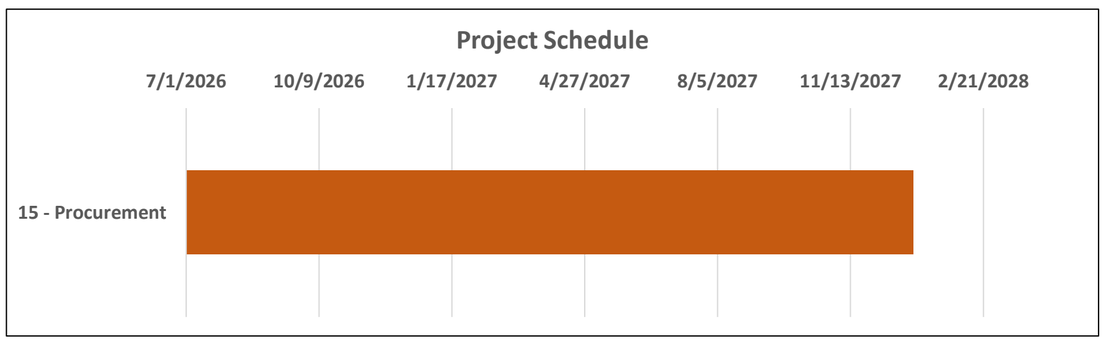
SCOPE Summary

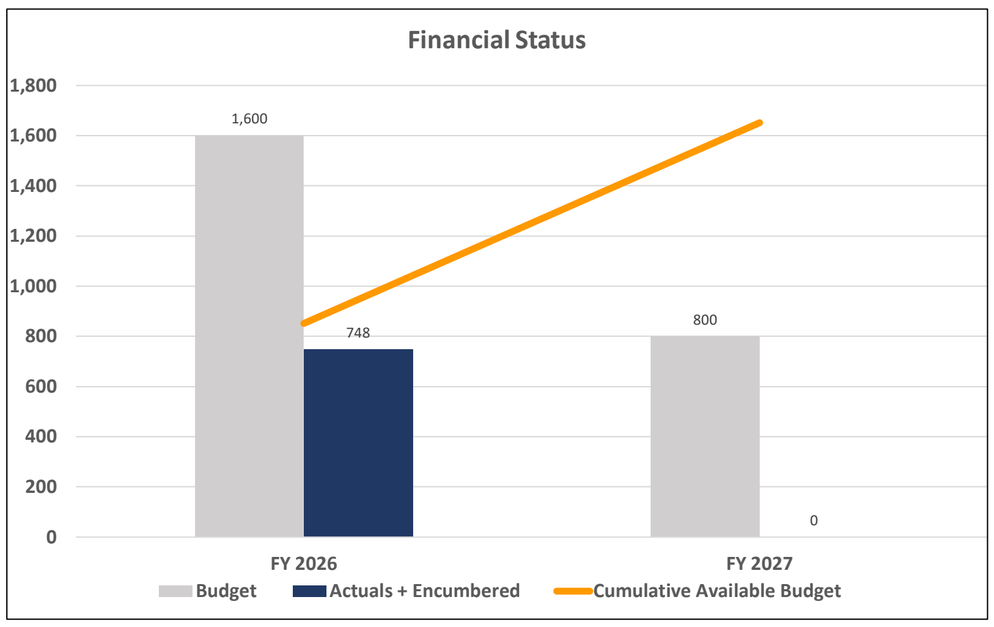
Investment in updated equipment to support on premise and cloud based computing. Initiatives included in this project include: Data Center Consolidation & Cloud Migration, Design and Deployment of Cloud Governance, Conduct a High-Level Cloud Current State Assessment. These initiatives are all identified as HIGH or CRITICAL importance for SamTrans.

STATUS Summary **Phase:** Procurement

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 2,400,000	31.2%	31.1%	$ 2,400,000



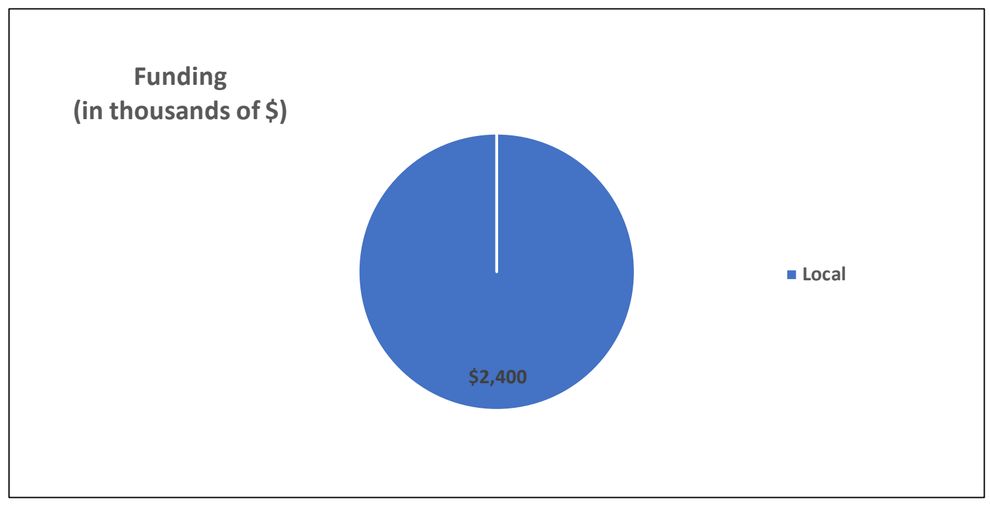


KEY ACTIVITIES - Current Reporting Quarter

Planning for major reconfiguration of the San Carlos datacenter migration.

KEY ACTIVITIES - Next Reporting Quarter

Planning and procurement of new co-location space and remote equipment required for system redundancy.



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

Potential Risk	Mitigation
Increase cost for Hardware	Negotiate with vendor

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

Issue	Status
Managing Increase cost (5x) for hardware purchase	Mitigated by going with short term alternative solution

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Capital Programs Quarterly Progress Report

Project Controls

Data Center Modernization **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100954**

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)	
15 - Procurement	7/1/2026	7/1/2026	12/30/2027	12/30/2027	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
11 - Planning			-		-	-			-	-
12 - Preliminary Design									-	
13 - Final Design			-		-	-			-	-
15 - Procurement	2,400		2,400	3	2,400	-		746	748	1,652
16 - Construction			-		-	-			-	-
19 - Closeout			-		-	-			-	-
Totals	**2,400**	**-**	**2,400**	**3**	**2,400**	**-**	**-**	**746**	**748**	**1,652**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY 2026	1,600		1,600	3				746	748	852
FY 2027	800		800				-		-	1,652
Totals	**2,400**	**-**	**2,400**	**3**	**2,400**	**-**	**-**	**746**	**748**	**1,652**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original (A)	Changes (B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital (01050)	Local	1,600			1,600		1,600	
Capital Contingency (01100)	Local	800			800		800	
					-		-	
Totals		**2,400**	**-**	**-**	**2,400**	**-**	**2,400**	

Project Notes

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Capital Programs Quarterly Progress Report

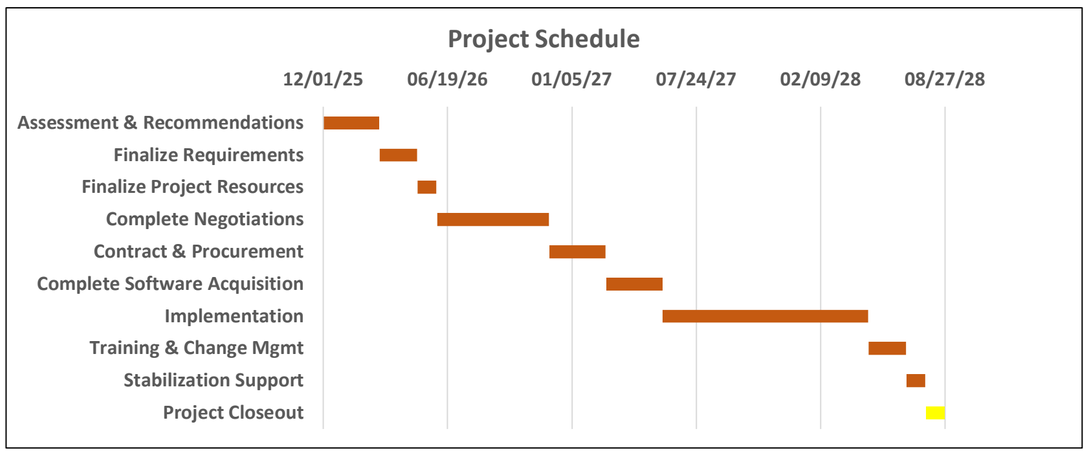
Project Controls

Customer Relationship Management / CX Project **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100956**

Project Manager: Anand Maurya / Swetha Naidu

SCOPE Summary

The Salesforce CRM Implementation project is a strategic initiative aimed at transforming the district's customer relationship management capabilities. By deploying Salesforce CRM, the district will centralize customer data, automate key processes, and integrate existing Call Center systems to provide a seamless experience for both employees and customers.
This implementation supports the broader goal of fostering innovation, improving efficiency, and driving revenue growth. Key deliverables include a fully configured CRM system, comprehensive training programs, and robust integrations with existing platforms.



KEY ACTIVITIES - Current Reporting Quarter

In Procurement, Planning to go to board for Award in November

KEY ACTIVITIES - Next Reporting Quarter

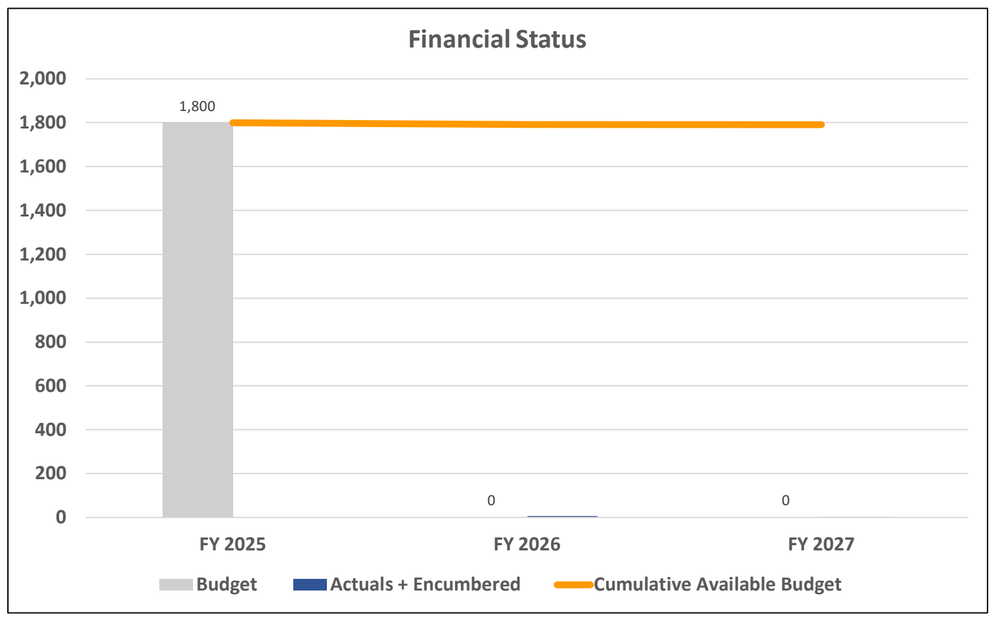
Award contract

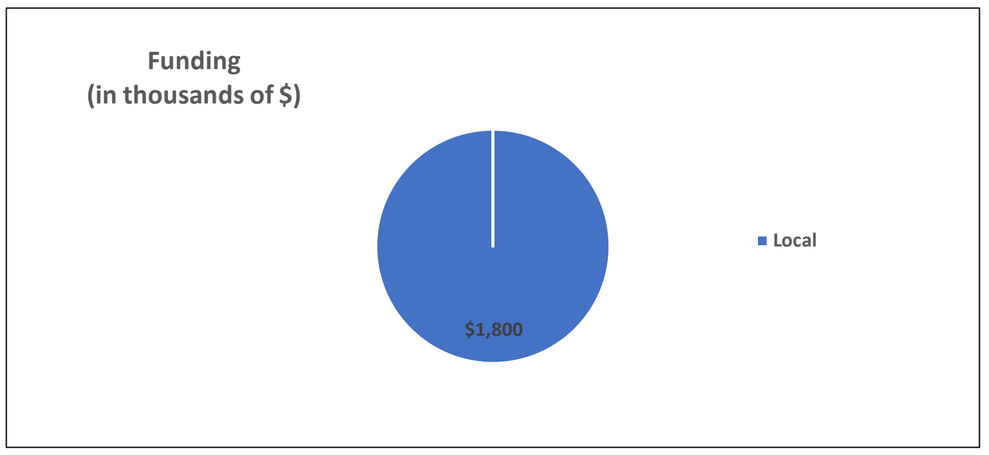
STATUS Summary

Phase: CON

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 1,800,000	35.1%	0.5%	$ 1,800,000





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

Potential Risk	Mitigation
Increase in Software Licensing Cost	Negotiate with vendor

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Customer Relationship Management / CX Project **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100956**

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)	
Assessment & Recommendations	12/1/2025	12/1/2025	3/1/2026	3/1/2026	0	0	See Project Notes below for details
Finalize Requirements	3/2/2026	3/2/2026	5/1/2026	5/1/2026	0	0	
Finalize Project Resources	5/2/2026	5/2/2026	6/1/2026	6/1/2026	0	0	
Complete Negotiations	6/2/2026	6/2/2026	11/29/2026	11/29/2026	0	0	
Contract & Procurement	11/30/2026	11/30/2026	2/28/2027	2/28/2027	0	0	
Complete Software Acquisition	3/1/2027	3/1/2027	5/30/2027	5/30/2027	0	0	
Implementation	5/31/2027	5/31/2027	4/25/2028	4/25/2028	0	0	
Training & Change Mgmt	4/26/2028	4/26/2028	6/25/2028	6/25/2028	0	0	
Stabilization Support	6/26/2028	6/26/2028	7/26/2028	7/26/2028	0	0	
Project Closeout	7/27/2028	7/27/2028	8/26/2028	8/26/2028	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning			-		-	-			-	-
12 - Preliminary Design									-	
13 - Final Design			-		-	-			-	-
15 - Procurement	1,800		1,800		1,800	-	2	9	9	1,791
16 - Construction			-		-	-			-	-
19 - Closeout			-		-	-			-	-
Totals	**1,800**	**-**	**1,800**	**-**	**1,800**	**-**	**2**	**9**	**9**	**1,791**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2025	1,800		1,800							1,800
FY 2026			-					7	7	1,793
FY 2027			-				2	2	2	1,791
Totals	**1,800**	**-**	**1,800**	**-**	**1,800**	**-**	**2**	**9**	**9**	**1,791**

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)	(E=C-D)	
General Capital (01050)	Local	1,800			1,800		1,800	
Totals		**1,800**	**-**	**-**	**1,800**	**-**	**1,800**	

Project Notes

•Assessment and Recommendations: Evaluated the existing Salesforce implementation and license usage; provided best practice recommendations for a single-org setup appropriate to the agency's size. Address technical issues as they arise during assessment and implementation.
•Resource Planning: Recommended dedicated staff to manage the Salesforce Org and integrated modules, including Complaints Management, Safety, and CRM.
•Org Design and Implementation: Architected and deployed a unified Salesforce Org aligned with agency goals and future scalability, utilizing newly acquired Public Sector Foundation licenses (non-GovCloud).
•Salesforce Org Setup: Architect, design and implement the Salesforce single organization to align with agency requirements and goals, meet current and future needs. The district recently acquired non – gov cloud public sector foundation licenses supporting the development of single salesforce organization.
•Salesforce CRM Configuration and Customization: Leverage the newly constructed org. tailored setup of Sales Cloud, Service Cloud, and Marketing Cloud to align with business requirements.
•Data Migration & Consolidation: Comprehensive migration of customer and transactional data from legacy systems, including data cleansing, validation, and transformation to ensure data integrity.
•Integration with Existing/Alternative Systems: Seamless connectivity with existing tools, and third-party applications using APIs and middleware technologies. This includes integration of Cisco Contact Center (on-premises) with Salesforce Service Cloud, with or without Service Cloud Voice and full integration with Microsoft Entra for Single Sign-On (SSO).. As part of the scope, the required integrations and data migration will be identified, and their complexity will be assessed to ensure successful implementation
•Process Automation: Development of workflows and automation scripts to optimize sales, marketing, service processes, and translation of non-English language data/communication.
•Advanced Analytics and Reporting: Design and implementation of dashboards, reports, and AI-powered insights for data-driven decision-making
•User Acceptance Testing (UAT): Conduct UAT sessions to validate that the solution meets functional, and performance criteria based on business requirements
•Training and Change Management: Creation of training materials, delivery of hands-on training sessions, and execution of change management strategies to ensure user adoption and effective transition
•Security and Compliance: Configure user roles, permissions, and security settings to align with the district's cybersecurity, data management, and infrastructure policies, as well as all applicable regulatory requirements.
•Post-Implementation Stabilization: Provide initial stabilization support and address any issues that arise within the defined support and potential multi-year warranty period for the CRM solution.

Capital Programs Quarterly Progress Report

Project Controls

Property Mapping Support **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100713**

Project Manager: Julia MacRory

SCOPE Summary

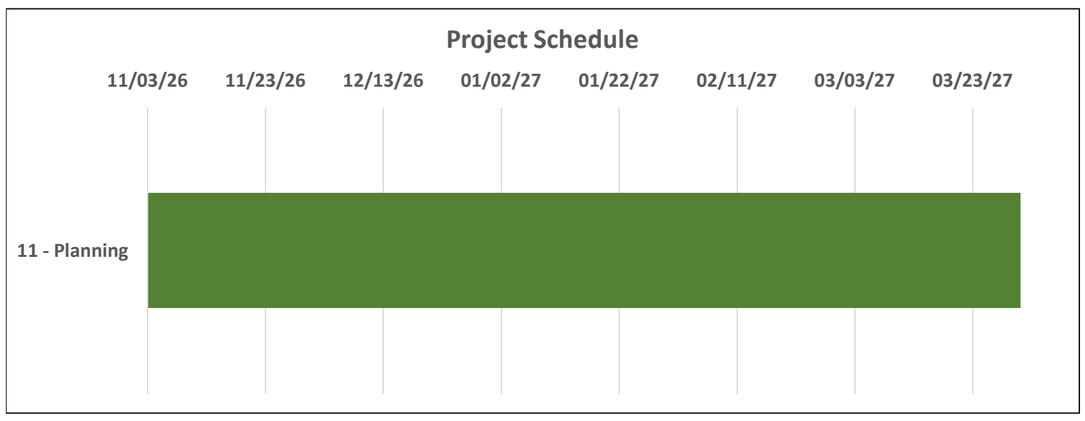
Fund consultants (JLL) to conduct field surveys, draft legal descriptions, create maps and complete Records of Survey for District properties.

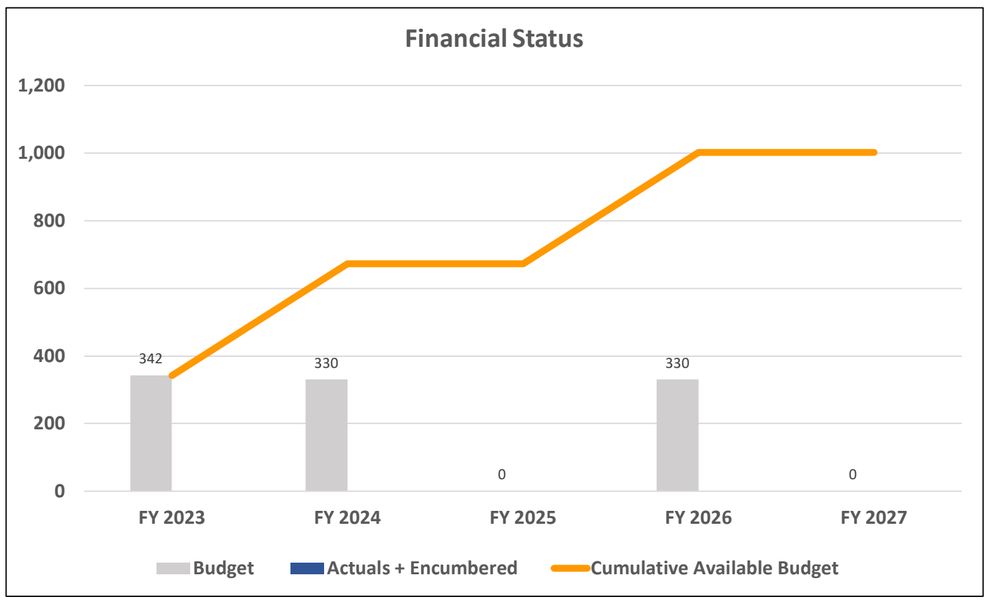
STATUS Summary

Phase: Planning / PE

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 1,002,000	0.0%	0.0%	$ 1,002,000



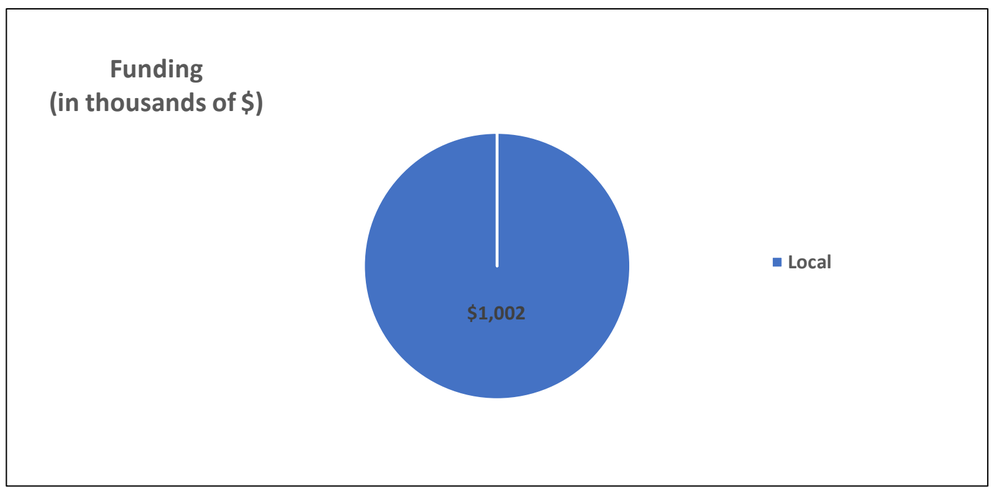


KEY ACTIVITIES - Current Reporting Quarter

Work directives not yet assigned.

KEY ACTIVITIES - Next Reporting Quarter

Expect to assign work directive in November.



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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Property Mapping Support **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100713**

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	11 - Planning	11/3/2026	11/3/2026	3/31/2027	3/31/2027	0	0	Potential WD

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	1,002		1,002		1,002	-	-		-	1,002
Totals	**1,002**	**-**	**1,002**	**-**	**1,002**	**-**	**-**	**-**	**-**	**1,002**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023	342		342						-	342
FY 2024	330		330						-	672
FY 2025			-						-	342
FY 2026	330		330						-	672
FY 2027			-						-	672
Totals	**1,002**	**-**	**1,002**	**-**	**1,002**	**-**	**-**	**-**	**-**	**1,002**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Approved	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
Measure W Sales Tax - Capital (01024)	Local	1,002			1,002	1,002	-	
Totals		**1,002**	**-**	**-**	**1,002**	**1,002**	-	

Project Notes

Capital Programs Quarterly Progress Report

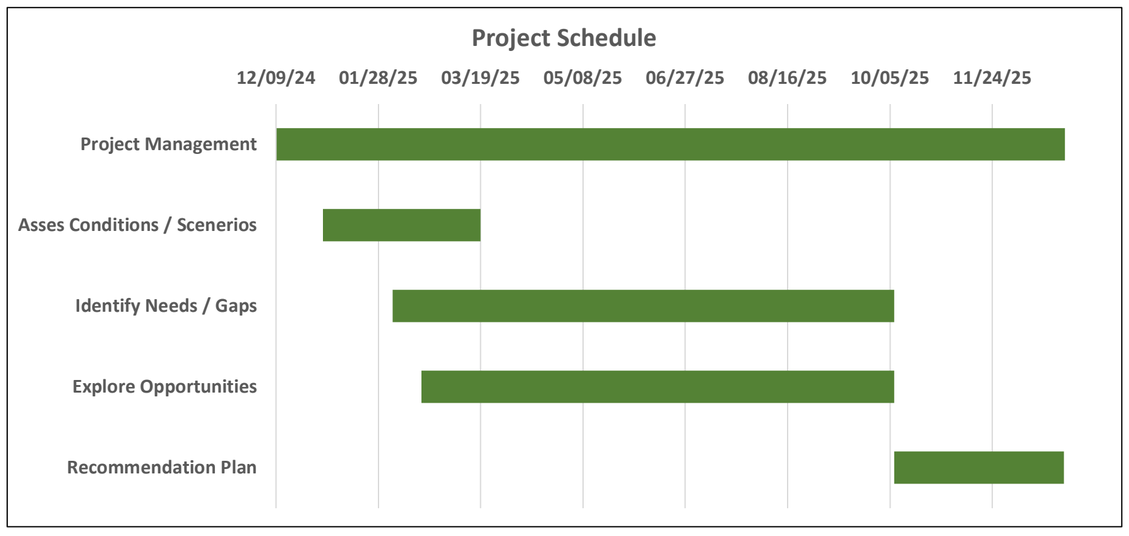
Project Controls

SamTrans Operating Facilities Assessment 3 **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100775**

Project Manager: Chelsea Schultz

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.



KEY ACTIVITIES - Current Reporting Quarter

Project is paused in lieu of NB Relocation Study; work may resume after NB Relocation Study is complete. Will provide updated project schedule once activities resume.

KEY ACTIVITIES - Next Reporting Quarter

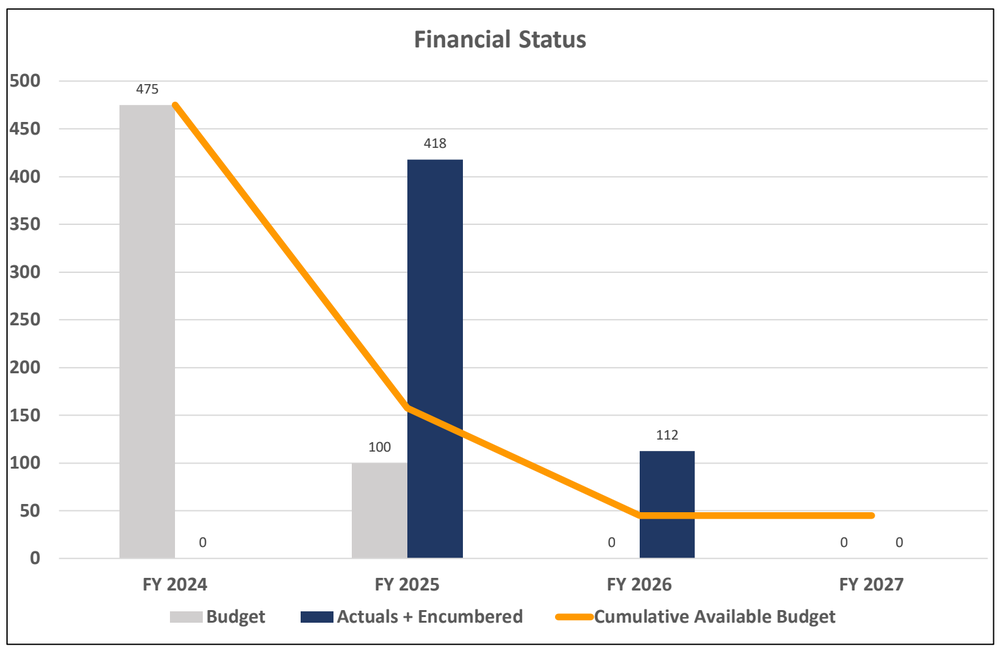
No updates at this time.

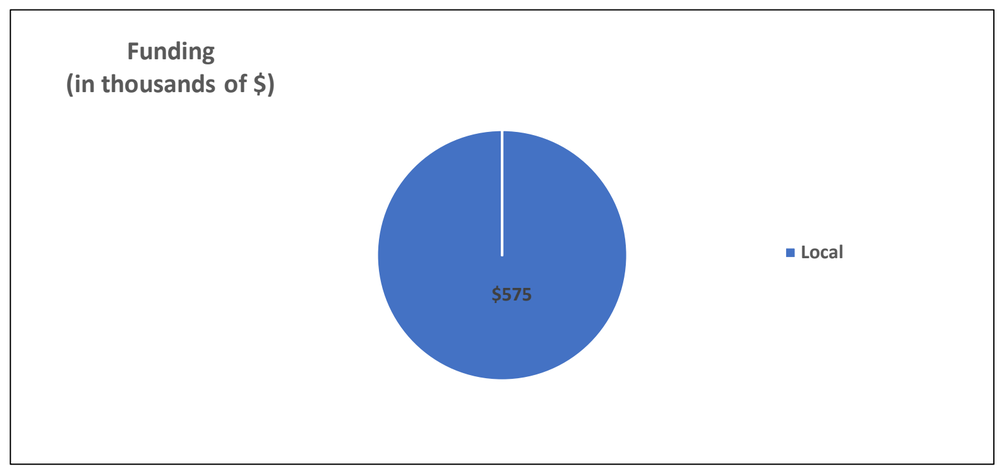
STATUS Summary

Phase: Planning

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 575,000	76.2%	92.2%	$ 530,104





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

Capital Programs Quarterly Progress Report

Project Controls

SamTrans Operating Facilities Needs Assessment **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100775**

Schedule

Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (Days) (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
Project Management	11/24/2024	12/9/2024	12/31/2025	12/31/2025	-15	0	
Establish Future Condition Assumptions and Develop Future Scenarios	1/1/2025	1/1/2025	3/1/2025	3/19/2025	0	-18	
Identify NEEDS and GAPS	2/4/2025	2/4/2025	10/7/2025	10/7/2025	0	0	
Explore OPPORTUNITIES for New Satellite	2/18/2025	2/18/2025	10/7/2025	10/7/2025	0	0	
Recommendations and Implementation Plan	10/7/2025	10/7/2025	12/29/2025	12/29/2025	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
11 - Planning	500	75	575	277	575	-	-	253	530	45
Totals	**500**	**75**	**575**	**277**	**575**	**-**	**-**	**253**	**530**	**45**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY 2024	475		475						-	475
FY 2025	100		100	277				141	418	157
FY 2026			-					112	112	45
FY 2027			-						-	45
Totals	**575**	**-**	**575**	**277**	**575**	**-**	**-**	**253**	**530**	**45**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Approved (A)	Changes (B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
Measure W Sales Tax - Capital (01024)	Local	575			575	575	-	
Totals		**575**	**-**	**-**	**575**	**575**	-	

Project Notes

Capital Programs Quarterly Progress Report

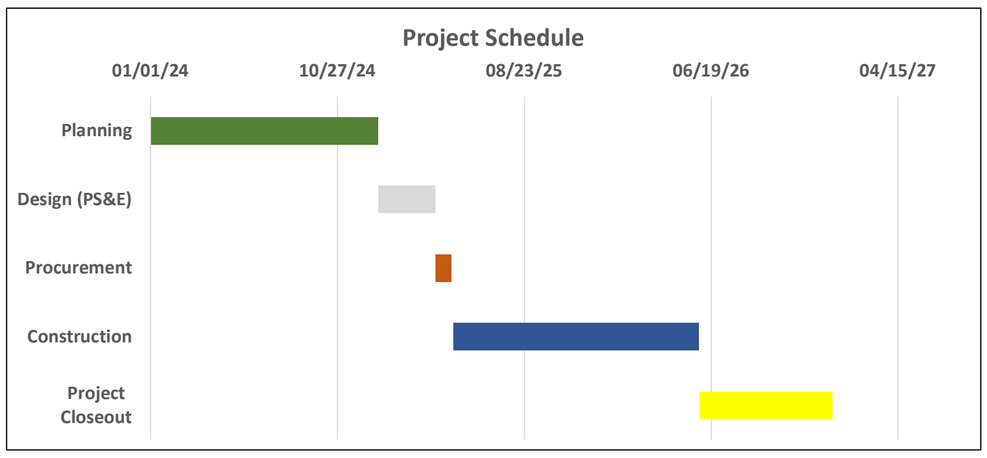
Project Controls

SamTrans HQ Tenant Improvement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100472**

Project Manager: Kris McGee

SCOPE Summary

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



KEY ACTIVITIES - Current Reporting Quarter

Completed post-move adjustments, including but not limited to: artwork installations, audio/vidual adjustments, door revisions, and security arm repairs.

KEY ACTIVITIES - Next Reporting Quarter

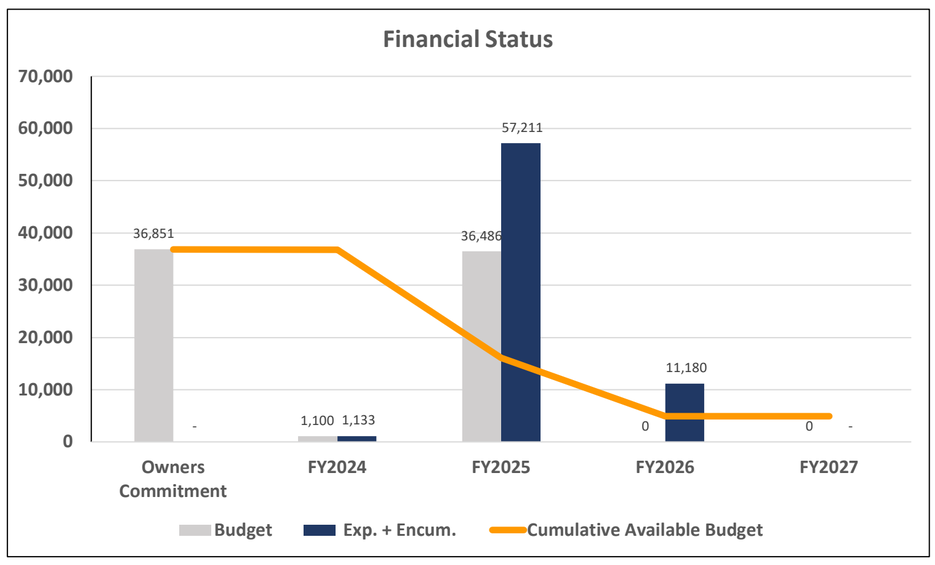
Confirm all closeout materials are resolved. Plan for "Day 3" activities for the HQ building after its purchase.

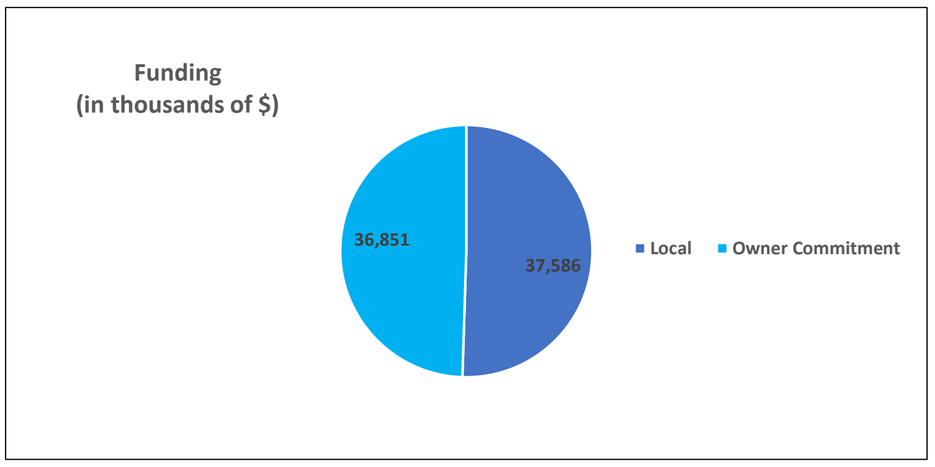
STATUS Summary

Phase: Design

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

Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 74,437,093	98.7%	93.4%	$ 74,437,093





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

Potential Risk	Mitigation
Budget: Tariffs are imposed by the federal government.	Resolved. All items procured.
Schedule: Long lead items are delayed due to industry-wide and/or product-specific constraints.	Resolved. All product onsite.
Budget: With the subcontractors now onboarded, detailed trade and field coordination with the design team and drawings is underway. If coordination conflicts arise, adjustments to the design or construction approach may be required, potentially resulting in a change order.	Resolved. Field trades are wrapping up construction.

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

samTrans HQ Tenant Improvement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100472**

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	on time
TI, Submit for Permit / Permit Approval (2 rounds)	01/24/25	01/24/25	04/28/25	04/28/25	0	0	on time
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 Budget
	Approved	Current	Committed			This Period	To Date		
	(A)	(B)		C	(D=A-C)				
Furniture, Fixtures, & Equipment (FF&E), Auxiliary Equipment, Window Coverings, Signage, Fitness Equipment, and Artwork	9,380		416	9,380	-	120	7,053	7,469	1,911
Information, Communications, & Technology (ICT), Data Servers, and Building Management System	6,794		465	6,794	-		5,073	5,538	1,255
Parking Garage Fencing, EV Charging, Ticket Booth & Fare Storage, and Owner Paid Permit Fees	1,735		126	1,735	-		1,364	1,490	245
Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793		123	1,793	-		515	638	1,155
Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790		619	3,790	-	27	2,824	3,444	346
Architectural & Engineering Design	2,625		-	2,625	-		2,625	2,625	-
HQ Tenant Improvement (TI)	11,469		-	11,469	-		11,469	11,469	-
Owner Commitment for TI Work	36,851		-	36,851	-		36,851	36,851	-
Totals	**74,437**		**1,750**	**74,437**	**-**	**147**	**67,775**	**69,525**	**4,912**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(G=C-E)				
Owners Commitment	36,851	-	36,851		36,851	-			-	36,851
FY2024	1,100	-	1,100	229	1,100	-		904	1,133	36,818
FY2025	36,486	-	36,486	47,472	36,486	-		9,739	57,211	16,093
FY2026	-	-	-	(45,952)	-	-		57,132	11,180	4,912
FY2027	-	-	-	-	-	-	147		-	4,912
Totals	**74,437**	**-**	**74,437**	**1,750**	**74,437**	**-**	**147**	**67,775**	**69,525**	**4,912**

Issued PO's in FY25 and paid in FY26 - Majority lease contract for TI project. (not in PS)

FUNDING (in thousands of $)

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

samTrans

Capital Programs Quarterly Progress Report

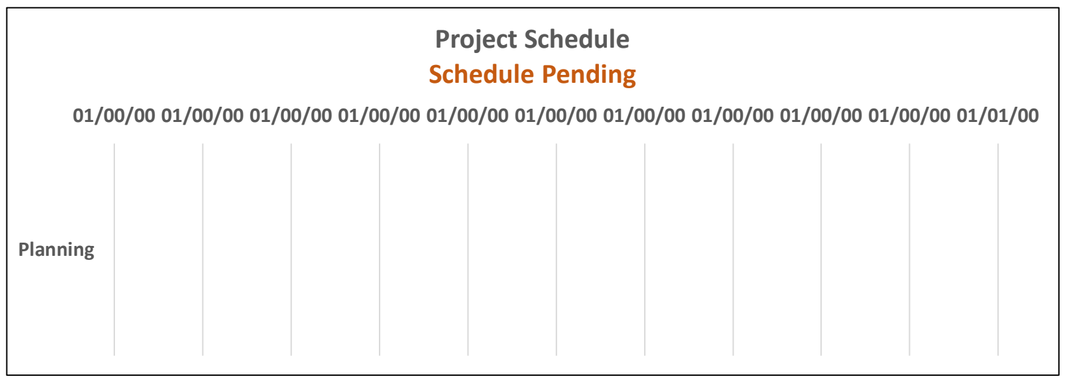
Project Controls

Security Assessment at SamTrans Bases | **Period: FY27 Q1 (Jul-Sep)** | **Prj. ID: 100709**

Project Manager: Scott Kirkpatrick

SCOPE Summary

Assess and develop a security plan that upgrades and/or installs additional CCTV cameras, lighting, and security structures such as gates and locks at SamTrans Bases and facilities.



KEY ACTIVITIES - Current Reporting Quarter

No update provided from project manager

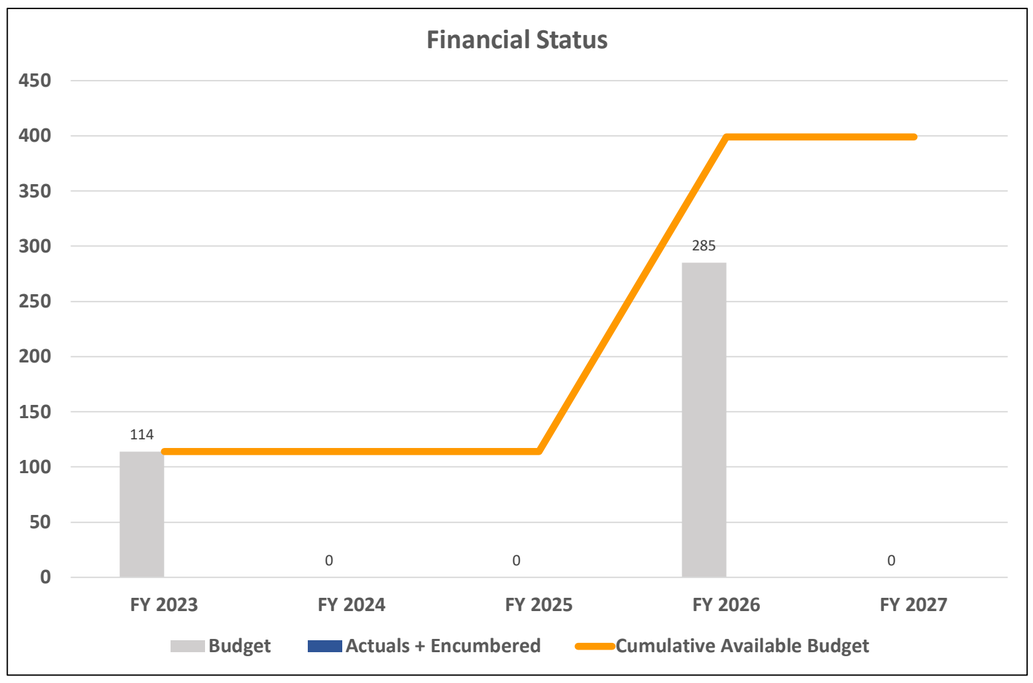
KEY ACTIVITIES - Next Reporting Quarter

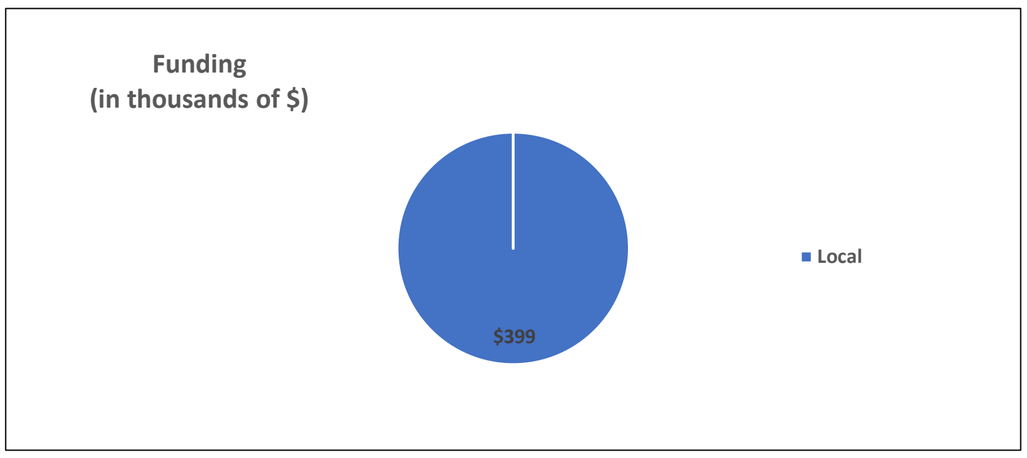
STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 399,000	0.0%	0.0%	$ 399,000





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Security Assessment at SamTrans Bases **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100709**

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					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	(E)	(F=C-E)				
11- Planning	399		399		399	-			-	399
Totals	**399**	**-**	**399**	**-**	**399**	**-**	**-**	**-**	**-**	**399**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023	114		114		114				-	114
FY 2024			-		-				-	114
FY 2025			-		-				-	114
FY 2026	285		285		285				-	399
FY 2027			-		-		-		-	399
Totals	**399**	**-**	**399**	**-**	**399**	**-**	**-**	**-**	**-**	**399**

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	399	-		399	399	-	
Totals		**399**	**-**	**-**	**399**	**399**	**-**	

Project Notes

samTrans

Capital Programs Quarterly Progress Report

Project Controls

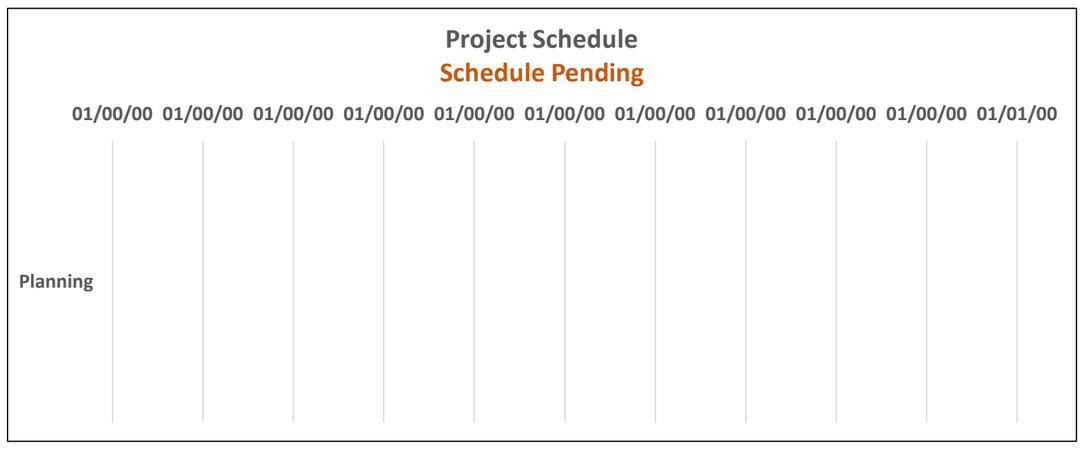
Closed-Circuit Televison (CCTV) Assessment for District Facilities **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100878**

Project Manager: Tabby Davenport

SCOPE Summary

The CCTV project management services will, in coordination with internal and external stake holders, develop an independent cost estimate and cost validation for the design and implementation of a new CCTV system. They will ensure CCTV system meets design, infrastructure, cybersecurity, and assessment standards. They will also be responsible for testing, quality assurance and regulatory compliance while providing training, change management and transition efforts.
The project will enable operational monitoring of specific transit terminals, base facilities, and headquarters, promoting public safety.

Phase 2 of the project will include installation of the front-end system.



KEY ACTIVITIES - Current Reporting Quarter

No update provided from project manager

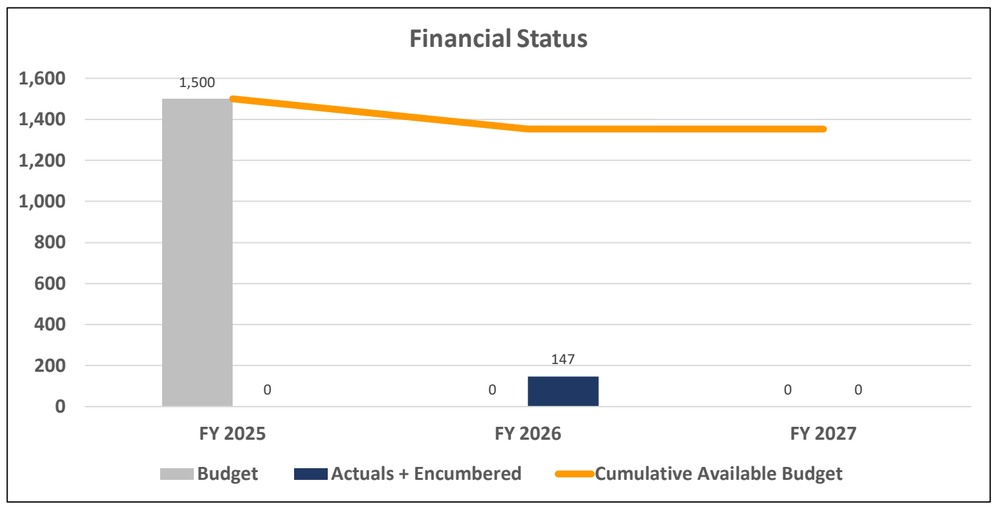
KEY ACTIVITIES - Next Reporting Quarter

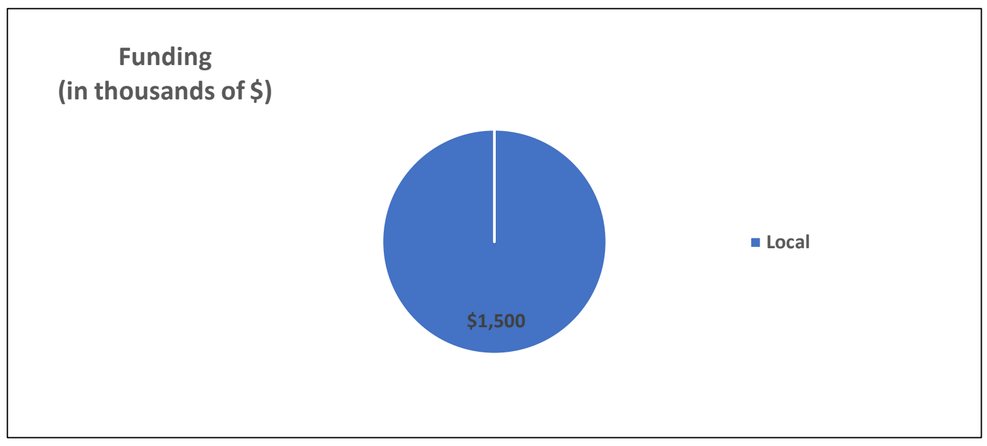
STATUS Summary

Phase: Planning

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 1,500,000	0.0%	9.8%	$ 1,500,000





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Closed-Circuit Televison (CCTV) Assessment for District Facilities **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100878**

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					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	1,500		1,500	-	1,500	-	0	147	147	1,353
13 - Final Design			-		-	-			-	-
15 - Procurement			-		-	-			-	-
16 - Construction			-		-	-			-	-
19 - Closeout			-		-	-			-	-
Totals	**1,500**	**-**	**1,500**	**-**	**1,500**	**-**	**0**	**147**	**147**	**1,353**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2025	1,500		1,500						-	1,500
FY 2026			-	-				147	147	1,353
FY 2027			-				0	0	0	1,353
Totals	**1,500**	**-**	**1,500**	**-**	**1,500**	**-**	**0**	**147**	**147**	**1,353**

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)	(E=C-D)	
General Capital (01050)	Local	1,500			1,500		1,500	
Totals		**1,500**	**-**	**-**	**1,500**	**-**	**1,500**	

Project Notes

samTrans

Capital Programs Quarterly Progress Report

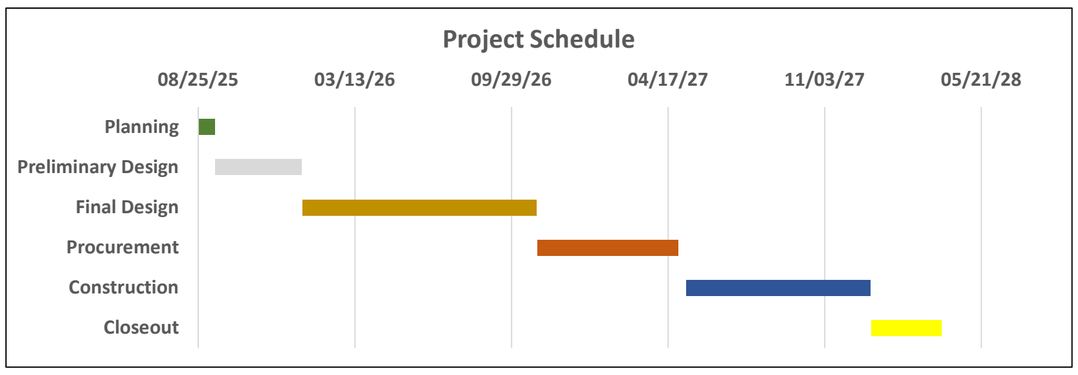
Project Controls

North Base and South Base Hardening **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100882**

Project Manager: Mieko McCue

SCOPE Summary

Modification to the South Base front entrance. The scope includes installing new bifold gates and barrier arms, adding an additional lane for bus entry, relocating the existing guard shack, relocating parking stalls, and installation of associated infrustructure for functionality.



KEY ACTIVITIES - Current Reporting Quarter

Bid drawings and specifications repackaged and provided by designer. Under SamTrans review.

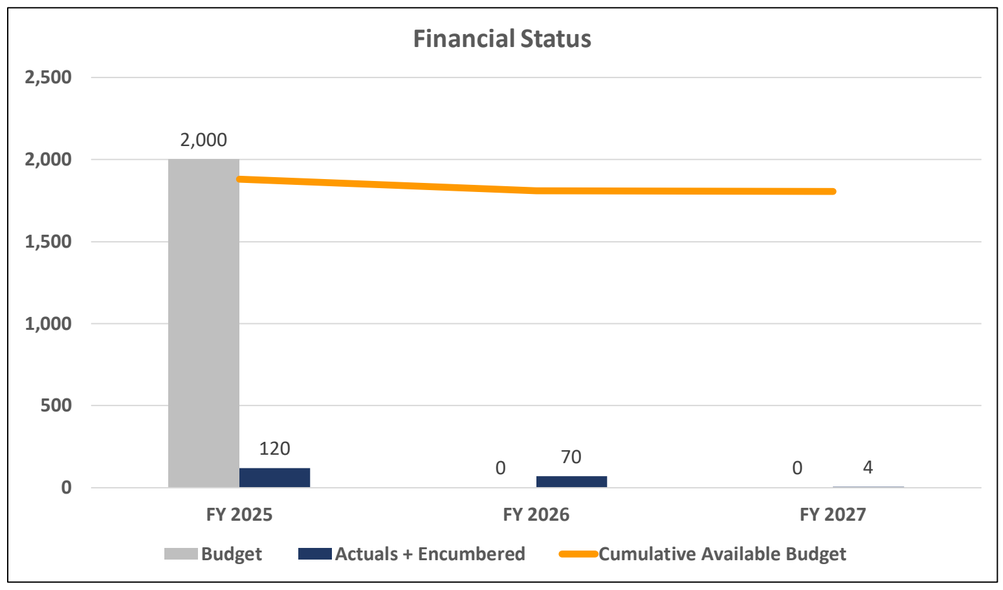
KEY ACTIVITIES - Next Reporting Quarter

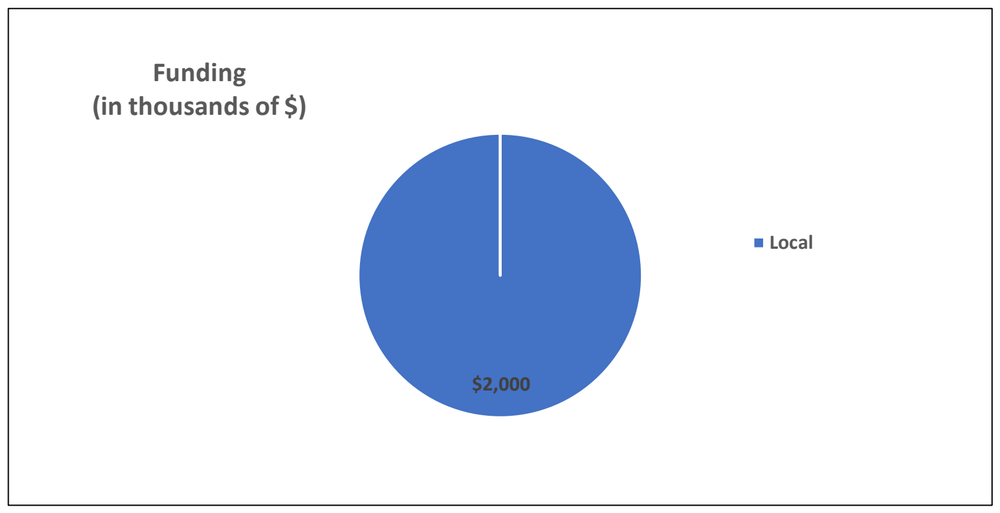
Complete bid drawings and specificiation and send to C&P for solicitation.

STATUS Summary **Phase:** CON

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 2,000,000	14.0%	9.7%	$ 2,000,000





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

North Base and South Base Hardening **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100882**

Schedule

Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (Days) (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
11 - Planning	8/25/2025	8/25/2025	9/15/2025	9/15/2025	0	0	
12 - Preliminary Design	9/16/2025	9/16/2025	1/4/2026	1/4/2026	0	0	
13 - Final Design	1/5/2026	1/5/2026	10/31/2026	10/31/2026	0	0	
15 - Procurement	11/1/2026	11/1/2026	4/30/2027	4/30/2027	0	0	
16 - Construction	5/10/2027	5/10/2027	12/31/2027	12/31/2027	0	0	
19 - Closeout	1/1/2028	1/1/2028	3/31/2028	3/31/2028	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
11 - Planning			-		-	-			-	-
12 - Preliminary Design	300		300	120	300		4	75	195	105
13 - Final Design			-		-	-			-	-
15 - Procurement	250		250		250	-			-	250
16 - Construction	1,450		1,450		1,450	-			-	1,450
19 - Closeout			-		-	-			-	-
Totals	**2,000**	**-**	**2,000**	**120**	**2,000**	**-**	**4**	**75**	**195**	**1,805**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY 2025	2,000		2,000	120					120	1,880
FY 2026			-					70	70	1,810
FY 2027			-				4	4	4	1,805
Totals	**2,000**	**-**	**2,000**	**120**	**2,000**	**-**	**4**	**75**	**195**	**1,805**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original (A)	Changes (B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital (01050)	Local	2,000			2,000		2,000	
Totals		**2,000**	**-**	**-**	**2,000**	**-**	**2,000**	

Project Notes

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Capital Programs Quarterly Progress Report

Project Controls

Major Bus Components | **Period: FY27 Q1 (Jul-Sep)** | **Prj. ID: 021502**

Project Manager: Joe Almondia

SCOPE Summary

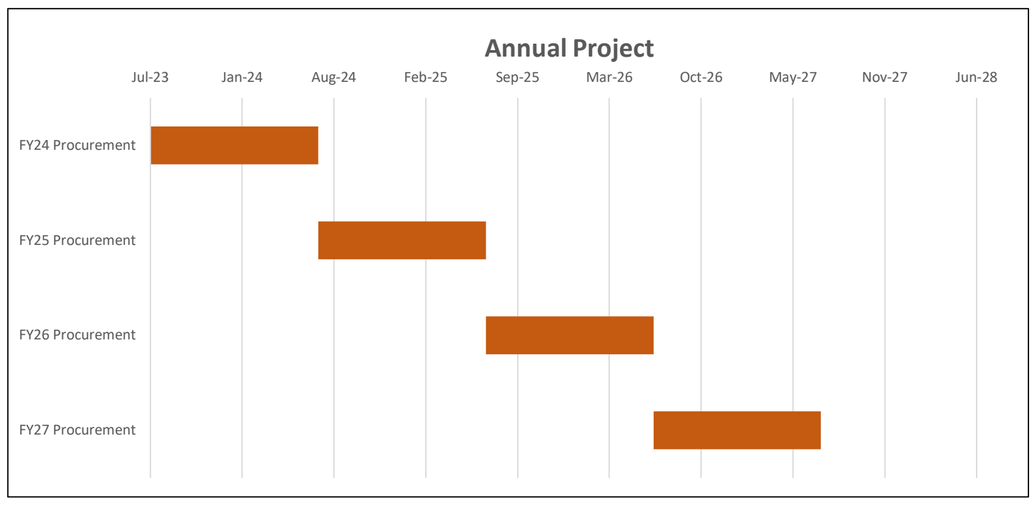
The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons.
This project provides funding for new parts, rebuilt parts, and major bus components,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

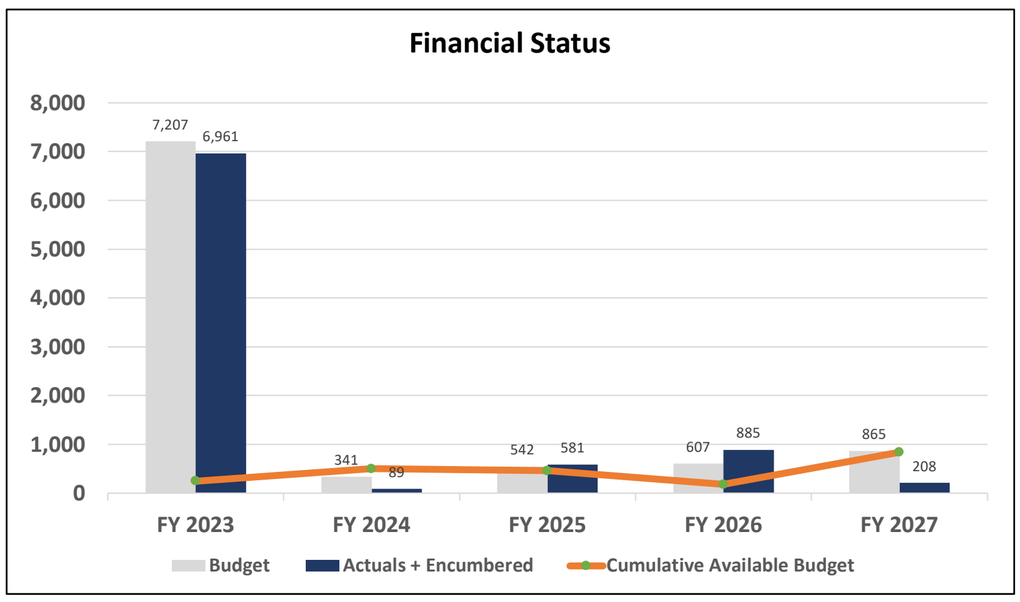
STATUS Summary

Phase: Procurement

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

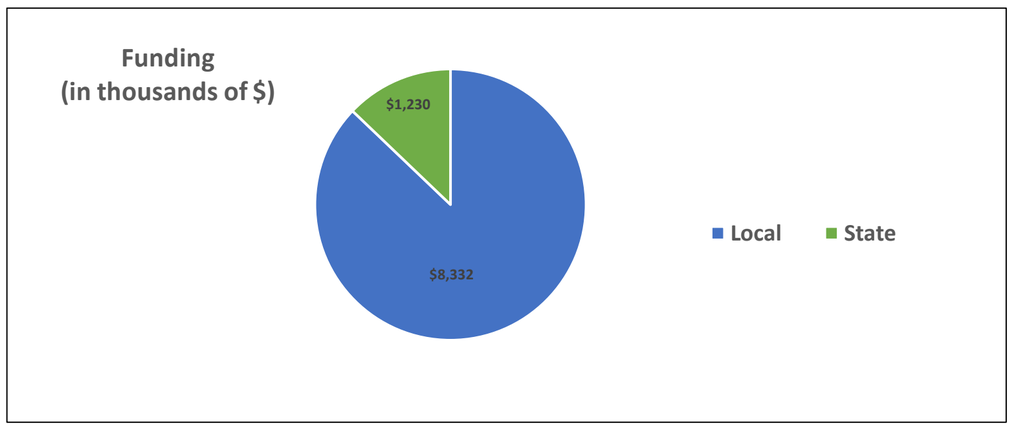
Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 9,562,164	79.2%	91.2%	$ 9,562,164





KEY ACTIVITIES - Current Reporting Month (top 5)

We've continued to purchase major bus components and replacement parts, as needed. In the current reporting period, key purchases included turbochargers, differential assemblies, and window replacements.



KEY ACTIVITIES - Next Reporting Month (top 5)

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

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

Potential Risk	Potential Outcome
None at this time	

Bus Maintanance Department Overview

The Bus Maintenance Department directs the overall activities and functions of SamTrans 2 maintenance locations, North Base and South Base, and is responsible for the maintenance, cleanliness, and repair of all revenue vehicles, support vehicles, and shop equipment to meet the highest safety and performance standards set forth by regulatory requirements.

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

Issue Title	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Major Bus Components **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 021502**

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	07/01/23	07/01/23			0	0	
Project Finish			06/30/27	06/30/27	0	0	Duration is expanded to the end of FY27 Annual SOGR project

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	9,562		9,562	68	9,562	-	208	8,656	8,724	838
Totals	**9,562**	**-**	**9,562**	**68**	**9,562**	**-**	**208**	**8,656**	**8,724**	**838**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023 / Prior	7,207		7,207	-				6,961	6,961	246
FY 2024	341		341	-				89	89	498
FY 2025	542		542	10				571	581	460
FY 2026	607		607	58				828	885	181
FY 2027	865		865				208	208	208	838
Totals	**9,562**	**-**	**9,562**	**68**	**9,562**	**-**	**208**	**8,656**	**8,724**	**838**

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	6,861	-		6,861	6,861	-	
FY19 STA-State of Good Repair (03122)	State	1,230	-		1,230	1,230	-	
Measure W Sales Tax Reserve (01025)	Local	-	-		-	-	-	
1100	Local	1,471	-		1,471	1,471	-	
Totals		**9,562**	**-**	**-**	**9,562**	**9,562**	-	

Project Notes

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Maintenance Support Equipment **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100353**

Project Manager: Juan Villanueva

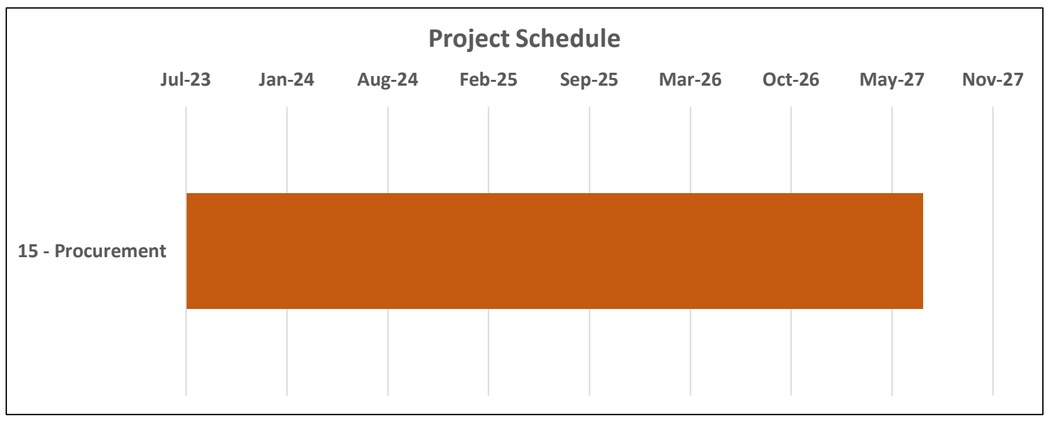
SCOPE Summary

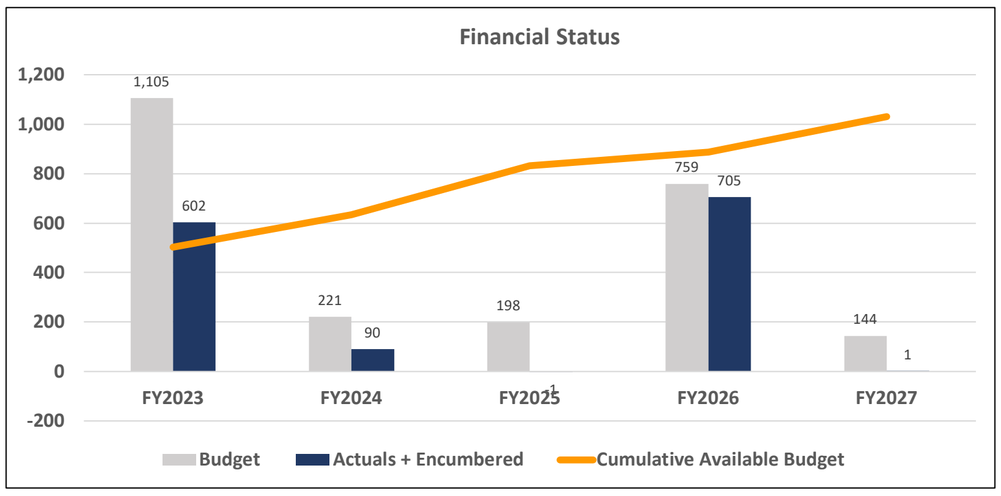
Equipment used to support day-to-day shop activities.

STATUS Summary **Phase:** Procurement

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

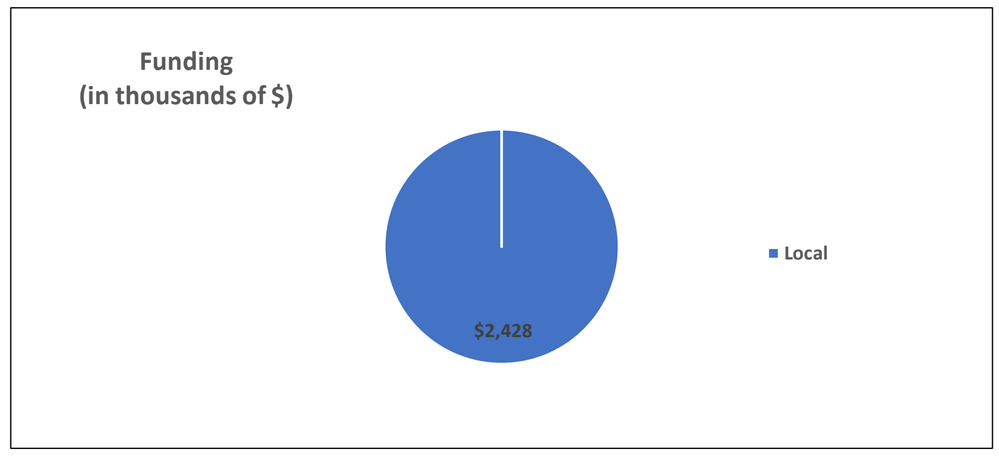
Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 2,428,037	58.0%	57.6%	$ 2,428,037





KEY ACTIVITIES - Current Reporting Quarter

Received replacement for damaged NB shop Brake puller,
contacted Robinair for warranty work - They fixed the SB A/C machine



KEY ACTIVITIES - Next Reporting Quarter

Will work on acquiring POS to replace damaged battery lifts.

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

Potential Risk	Potential Outcome
None at this time	

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

Issue Title	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Maintenance Support Equipment **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100353**

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)	
15 - Procurement	07/01/23	07/01/23	06/30/27	06/30/27	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	2,428		2,428	3	2,428	-	1	1,394	1,398	1,031
Totals	**2,428**	**-**	**2,428**	**3**	**2,428**	**-**	**1**	**1,394**	**1,398**	**1,031**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2023 / Prior	1,105		1,105	3				599	602	503
FY2024	221		221					90	90	634
FY2025	198		198					(1)	(1)	832
FY2026	759		759					705	705	887
FY2027	144		144				1	1	1	1,031
Totals	**2,428**	**-**	**2,428**	**3**	**2,428**	**-**	**1**	**1,394**	**1,398**	**1,031**

FY2025 ($573.58) Vendor credit (Nilfisk) check #800506

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	904	-		904	904	-	
Measure W Sales Tax Reserve (01025)	Local	1,524	-		1,524	1,524	-	
Totals		**2,428**	**-**	**-**	**2,428**	**2,428**	-	

Project Notes

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Capital Programs Quarterly Progress Report

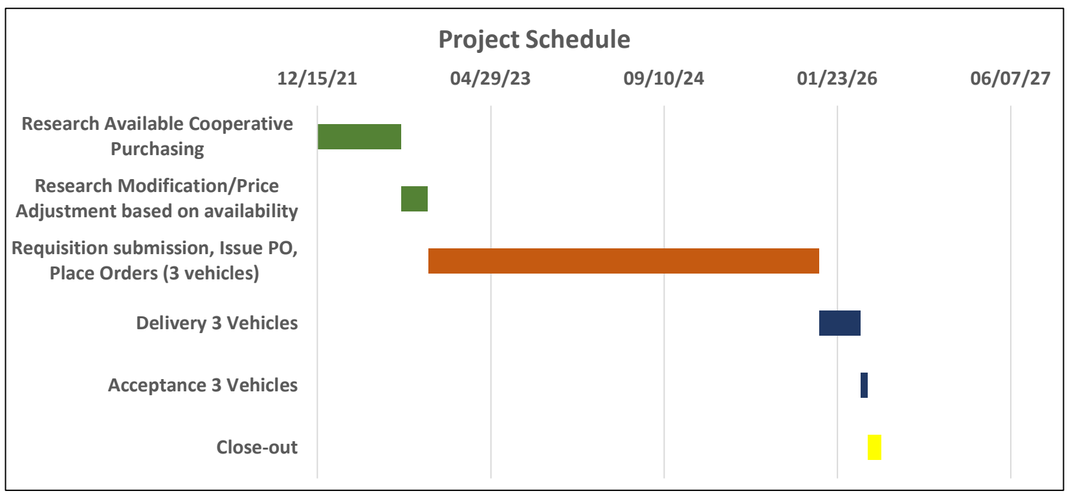
Project Controls

Replace Non-Rev Toyota Priuses **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100462**

Project Manager: Juan Villanueva

SCOPE Summary

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.



KEY ACTIVITIES - Current Reporting Quarter

Received three (3) Siennas for operation supervisors. Received one (1) Ford Maverik for facilities.
Pending EV vans (one parts van, one 15 passenger van for training). New model year delays; Have to revisit DGS for passenger van replacement.

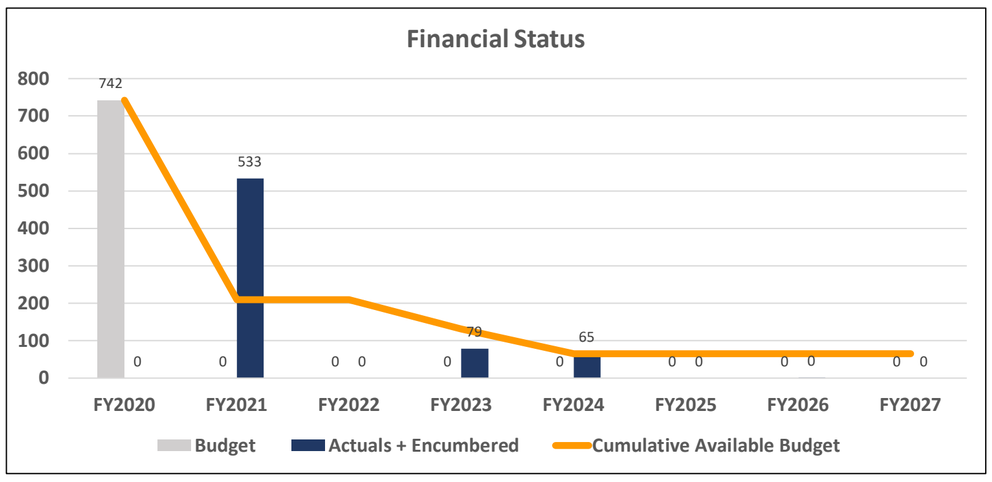
KEY ACTIVITIES - Next Reporting Quarter

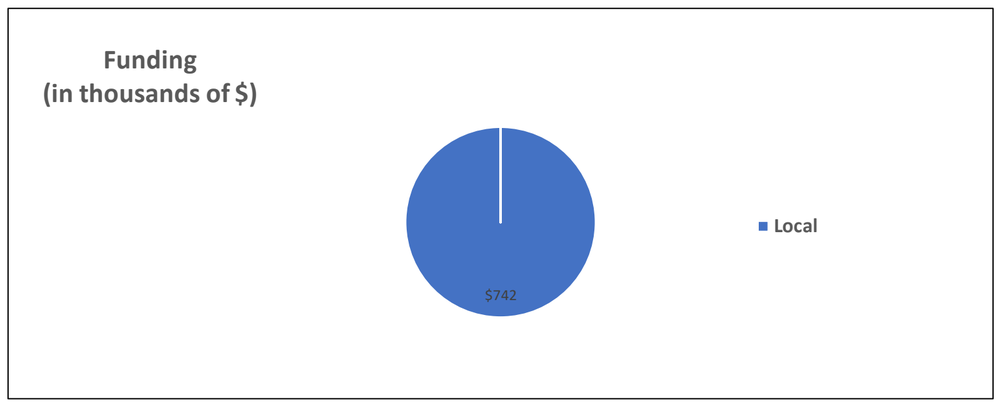
Receive pricing for a new non revenue vehicle

STATUS Summary **Phase:** Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 742,263	56.7%	91.2%	$ 742,263





RISKs (Potential events that could have a negative impact on the project

Potential Risk	Potential Outcome
New model year delays	

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

Issue Title	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Replace Non-Rev Toyota Priuses **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100462**

Schedule

Summary Activities		Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (Days) (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
Research Available Cooperative Purchasing	FY20 Class 10020	12/15/21	12/15/21	08/14/22	08/14/22	0	0	
Research Modification/Price Adjustment based on availability	FY20 Class 10020	08/15/22	08/15/22	10/30/22	10/30/22	0	0	
Requisition submission, Issue PO, Place Orders (3 vehicles)	FY20 Class 10020	10/31/22	10/31/22	11/30/25	11/30/25	0	0	
Delivery 3 Vehicles	FY20 Class 10020	12/01/25	12/01/25	03/30/26	03/30/26	0	0	New Scope Added
Acceptance 3 Vehicles	FY20 Class 10020	04/01/26	04/01/26	04/20/26	04/20/26	0	0	
Close-out	FY20 Class 10020	04/21/26	04/21/26	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 Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
15 - Procurement	742		742	-	742	-		677	677	65
Totals	**742**	**-**	**742**	**-**	**742**	**-**	**-**	**677**	**677**	**65**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY2020	742		742					-	-	742
FY2021	-		-					533	533	209
FY2022	-		-						-	209
FY2023	-		-					79	79	131
FY2024	-		-					65	65	66
FY2025	-		-						-	66
FY2026	-		-					0	0	65
FY2027	-		-				-		-	65
Totals	**742**	**-**	**742**	**-**	**742**	**-**	**-**	**677**	**677**	**65**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original (A)	Changes (B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	742	-		742	742	-	
Totals		**742**	**-**	**-**	**742**	**742**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

Replacement Non-Rev Vehicles **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100549**

Project Manager: Juan Villanueva

SCOPE Summary

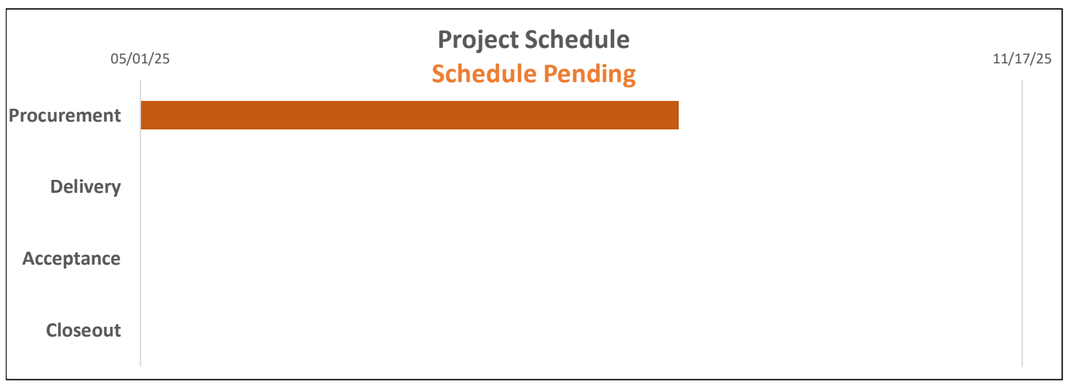
This Project Plan is for the Procurement of Non-Revenue District Vehicles. All vehicles have high mileage and/or have exceeded their useful life expectancy.
FY23 - Replace eight Non-Revenue Service Support Vehicles that have reached the end of their useful life. To replace two 2009 Toyota Priuses, one 2010 Ford F-150, three 2010 Ford Escape Hybrids and two 2016 Ford Fusions.
FY24/25 - Purchase (4) hybrid/electric utility vans of the (8) non-revenue services vehicles replacement
FY26 - Procure replacement of (13) Non-Rev Svc Suppt Veh: (10) 2016 Toyota Siennas and (3) 2016 Ford Fusions with hybrid vehicle technology.
FY27 - Procure replacement of (8) Non-Revenue Service Support Vehicles: (4) 2017 Ford F250 Facilities Maintenance Trucks, (2) 2017 Ford F350 Maintenance shop trucks, (1) 2017 Ford F350 Flat-Bed and (1) 2019 Ford 150 Transit Van.

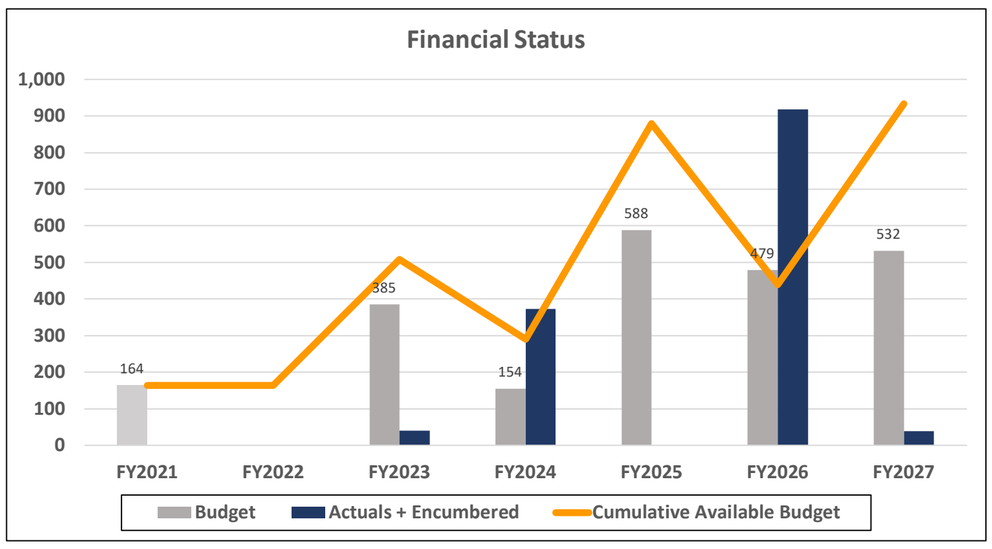
STATUS Summary

Phase: Procurement

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

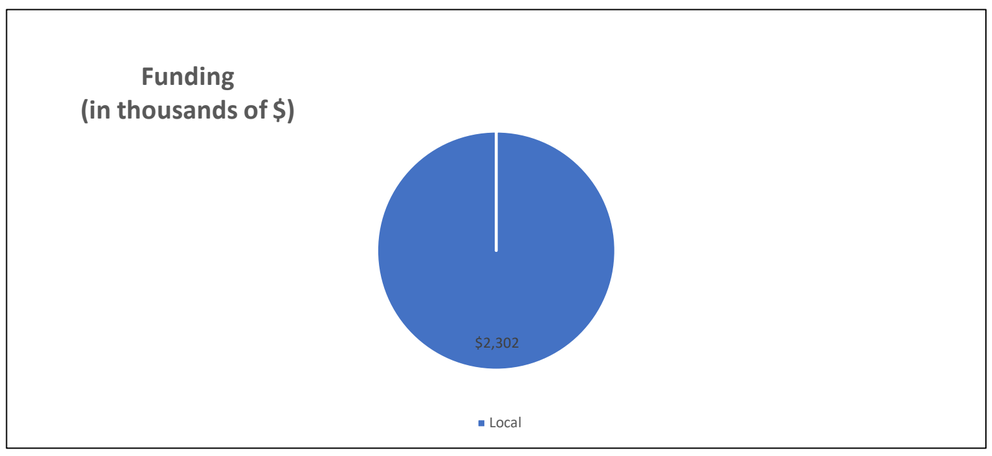
Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 2,302,483	37.5%	59.5%	$ 2,302,483





KEY ACTIVITIES - Current Reporting Quarter

On hold for new model year production; Necessary vehicle equipment supply chain issues have delayed replacement if two supervisor expansion vans



KEY ACTIVITIES - Next Reporting Quarter

Recheck for equipment delays - receive additional Telematics devices for installs

RISKs (Potential events that could have a negative impact on the project

Potential Risk	Potential Outcome
None at this time	

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

Issue Title	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Replacement Non-Rev Vehicles **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100549**

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)	
Requisition submission, Issue PO, Place Orders (19 vehicles) Class 24/25 25	05/01/25	05/01/25	08/31/25	08/31/25	0	0	New Scope for FY24 and FY25 Budget
Delivery - Class 24 & 25					0	0	TBD
Acceptance - Class 24 & 25					0	0	TBD
Close-out - Class 24 & 25					0	0	TBD

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	2,302		2,302	788	2,302	-	38	582	1,369	933
Totals	**2,302**	**-**	**2,302**	**788**	**2,302**	**-**	**38**	**582**	**1,369**	**933**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2021	164		164						-	164
FY2023	385		385					40	40	509
FY2024	154		154					372	372	290
FY2025	588		588						-	879
FY2026	479		479	788				131	918	440
FY2027	532		532				38	38	38	933
Totals	**2,302**	**-**	**2,302**	**788**	**2,302**	**-**	**38**	**582**	**1,369**	**933**

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	1,291	-		1,291	1,291	-	
Measure W Sales Tax Reserve (01025)	Local	1,011	-		1,011	1,011	-	
Totals		**2,302**	**-**	**-**	**1,011**	**1,011**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

ITS Dept. Vehicle Expansion **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100766**

Project Manager: Juan Villanueva

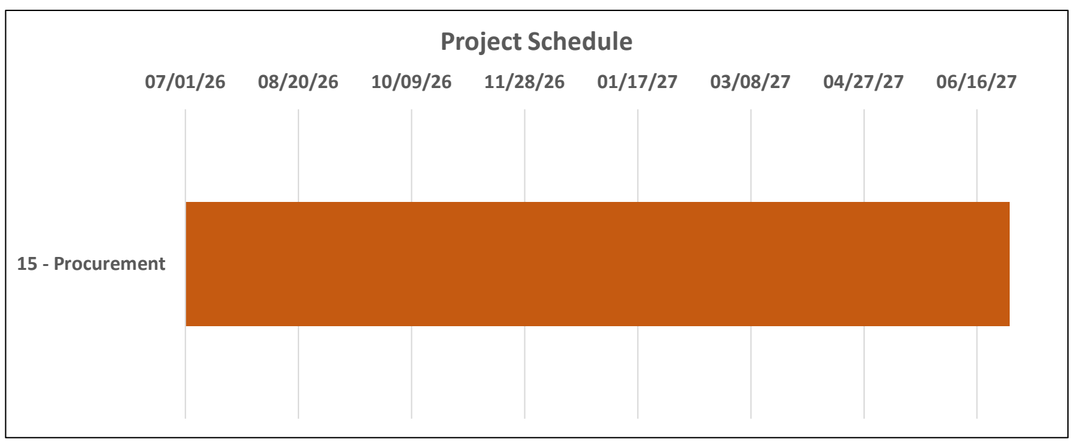
SCOPE Summary

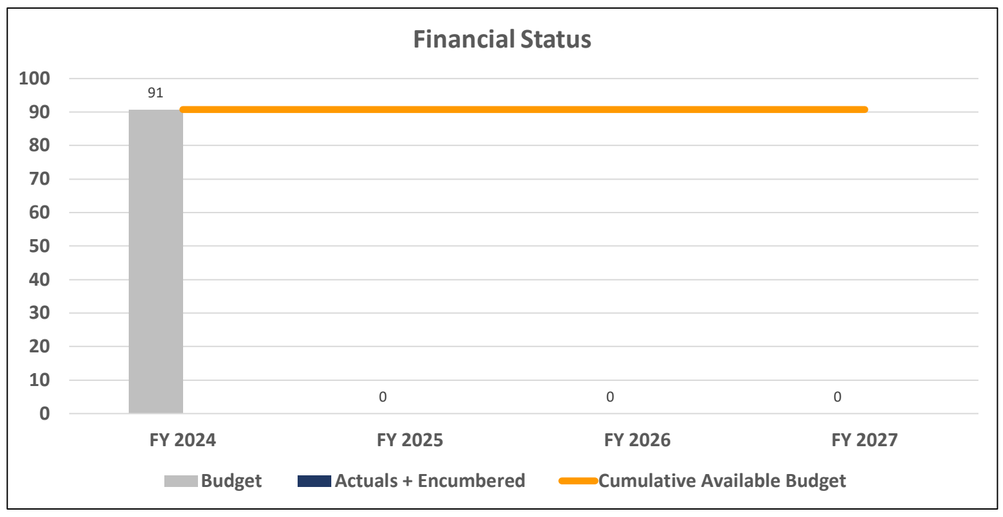
Purchase (2) vehicles for ITS technicians to perform daily duties at North Base, South Base, CUB San Francisco, Brewster, and Half Moon Bay.

STATUS Summary **Phase:** Procurement

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

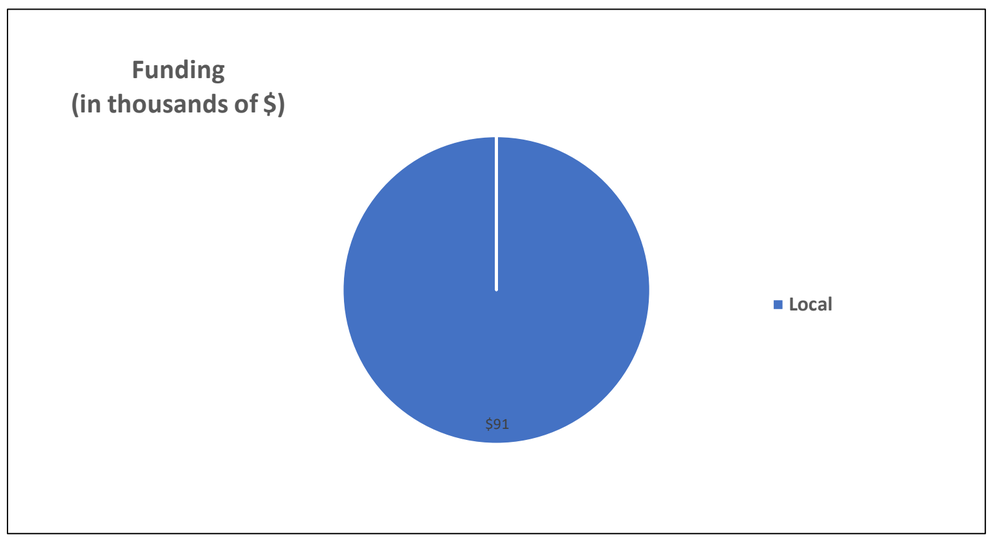
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 90,750	0.0%	0.0%	$ 90,750





KEY ACTIVITIES - Current Reporting Quarter

Received updated quotes as previous model year cut off has lapsed. Requisitions for two new EV vans and equipment were submitted.



KEY ACTIVITIES - Next Reporting Quarter

Vans will be ordered.

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
Require additional funding to complete order	Will use funds from closed projects to cover

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Capital Programs Quarterly Progress Report

Project Controls

ITS Dept. Vehicle Expansion **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100766**

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)	
15 - Procurement	7/1/2026	7/1/2026	6/30/2027	6/30/2027	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning			-		-	-			-	-
13 - Final Design			-		-	-			-	-
15 - Procurement	91		91		91	-			-	91
16 - Construction			-		-	-			-	-
19 - Closeout			-		-	-			-	-
Totals	**91**	**-**	**91**	**-**	**91**	**-**	**-**	**-**	**-**	**91**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2024	91		91						-	91
FY 2025			-						-	91
FY 2026			-						-	91
FY 2027			-				-		-	91
Totals	**91**	**-**	**91**	**-**	**91**	**-**	**-**	**-**	**-**	**91**

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)	(E=C-D)	
General Capital (01050)	Local	91			91		91	
Totals		**91**	**-**	**-**	**91**	**-**	**91**	

Project Notes

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Capital Programs Quarterly Progress Report

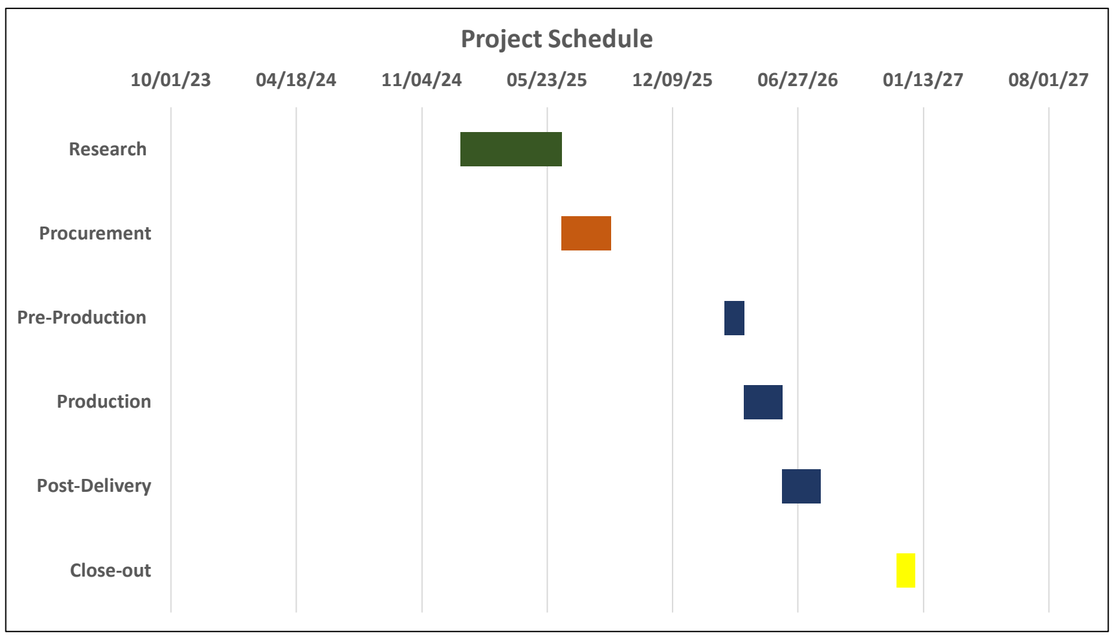
Project Controls

12 Cutaways with Transit Vans **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100884**

Project Manager: Natalie Chi Rasmussen

SCOPE Summary

This project is for the replacement of twelve (12) 2017/2018 El Dorado Aerotech Cut-Aways, Units 260-268 and 216-218, that will reach the end of life cycle (2024/2025). The new replacement vehicles will be gasoline paratransit Transit Vans.



KEY ACTIVITIES - Current Reporting Quarter

Agreement signed 7/30/26 & PO issued 7/30/26 to Dealer for purchase of 26 Transit Vans

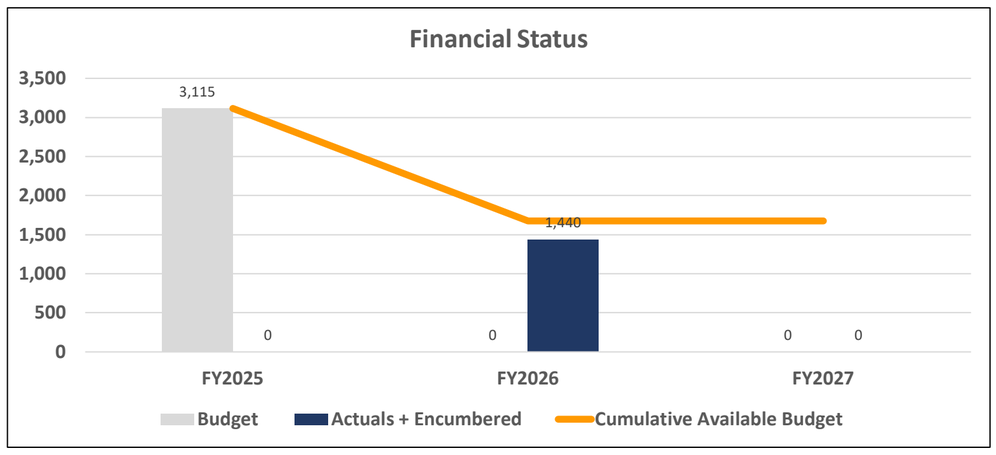
KEY ACTIVITIES - Next Reporting Quarter

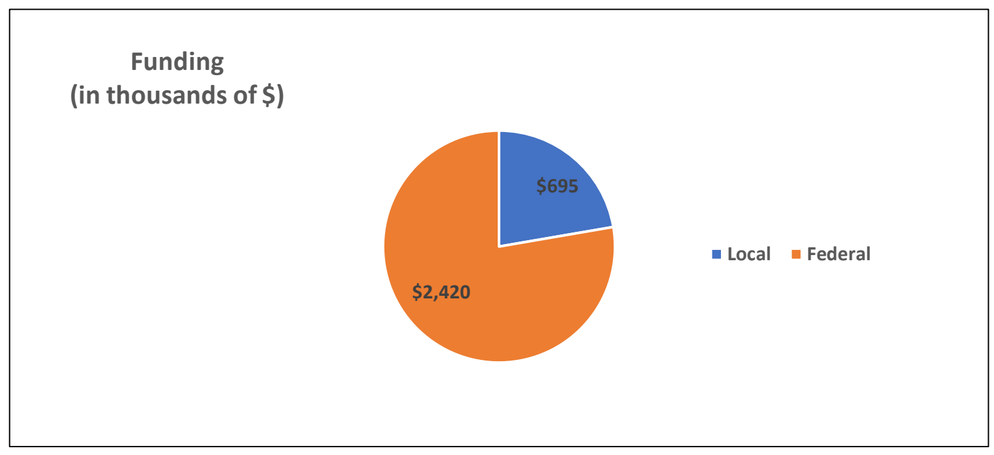
Pending Award for Inspection Services and Post-Delivery Buy America Audit; Modification of Transit Vans to commence in October, tentatively to complete in January 2027

STATUS Summary **Phase:** Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 3,115,000	79.5%	46.2%	$ 3,115,000





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

Potential Risk	Mitigation
Price increases for bus price, tariffs	Increase budget
Parts shortages	Service delay is expected
Training delays	Service delay is expected
Post-delivery support by Mfg; labor shortages, FSRs not available	Service delay is expected
Lack of internal support	Ask management for support

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

Issue	Status
Delay due to backlog of components	

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Capital Programs Quarterly Progress Report

Project Controls

12 Cutaways with Transit Vans **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100884**

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	01/05/25	01/05/25	06/15/25	06/15/25	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	06/15/25	06/15/25	09/02/25	09/02/25	0	0	
Pre-Production Meetings, Bus Configurations	03/02/26	03/02/26	04/02/26	04/02/26	0	0	
Production, Inspection, Quality Control	04/02/26	04/02/26	06/02/26	06/02/26	0	0	
Post-Delivery: Acceptance, Payments, In-Service	06/02/26	06/02/26	08/02/26	08/02/26	0	0	
Close-out	12/01/26	12/01/26	12/30/26	12/30/26	0	0	
					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	3,115		3,115	1,439	3,115	-		1	1,440	1,675
Totals	**3,115**	**-**	**3,115**	**1,439**	**3,115**	**-**	**-**	**1**	**1,440**	**1,675**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2025	3,115		3,115				-		-	3,115
FY2026	-		-	1,439			-	1	1,440	1,675
FY2027	-		-				-		-	1,675
Totals	**3,115**	**-**	**3,115**	**1,439**	**3,115**	**-**	**-**	**1**	**1,440**	**1,675**

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	695	-		695	460	234	TBD
FTA Section 5307 (2917)	Fed	2,420	-		2,420	1,256	1,165	TBD
Totals		**3,115**	**-**	**-**	**3,115**	**1,716**	**1,399**	

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. Plan to purchase 14 +12 (both projects) at same time; same make and model Transit Vans.

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Capital Programs Quarterly Progress Report

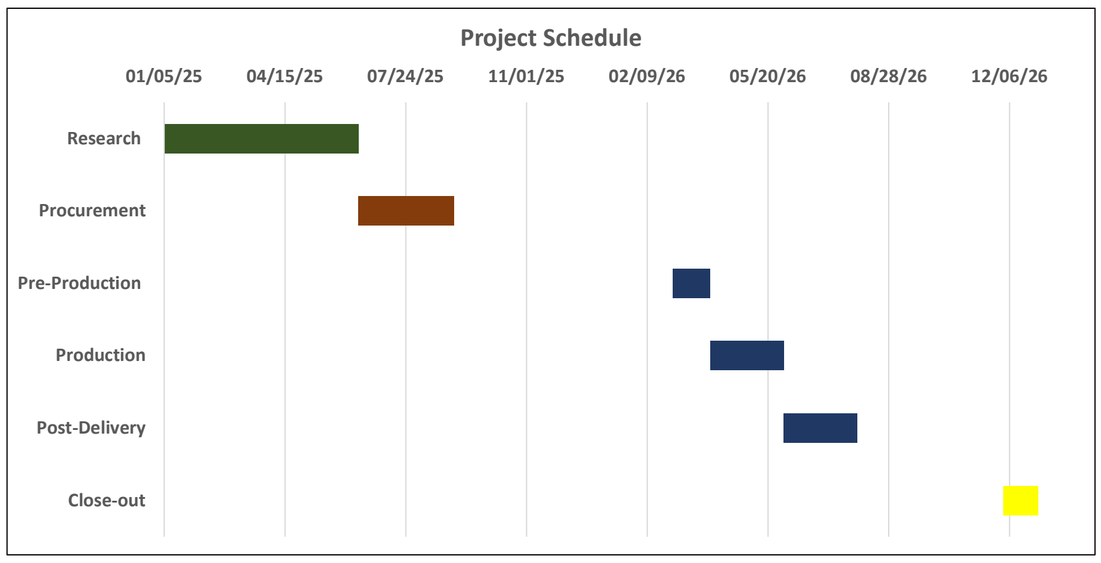
Project Controls

14 Minivans with Transit Vans | **Period: FY27 Q1 (Jul-Sep)** | **Prj. ID: 100876**

Project Manager: Natalie Chi Rasmussen

SCOPE Summary

This project is for the replacement of (14) 2020 Paratransit Braun Gasoline Minivans. The paratransit minivans in District's fleet have a replacement life-cycle of 5 years and will be reach end of life in 2025. The new replacement vehicles will be gasoline paratransit Transit Vans.



KEY ACTIVITIES - Current Reporting Quarter

Agreement signed 7/30/26 & PO issued 7/30/26 to Dealer for purchase of 26 Transit Vans.

KEY ACTIVITIES - Next Reporting Quarter

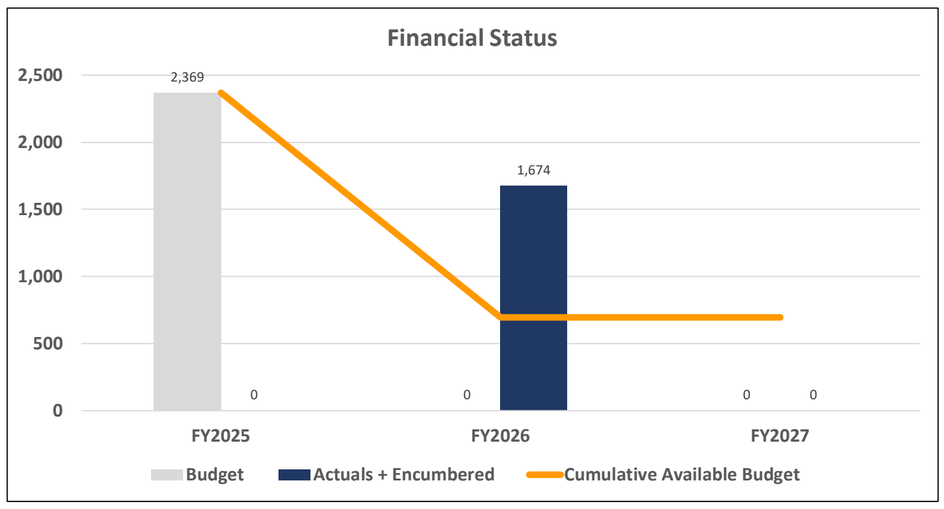
Pending Award for Inspection Services and Post-Delivery Buy America Audit; Modification of Transit Vans to commence in October, tentatively to complete in January 2027

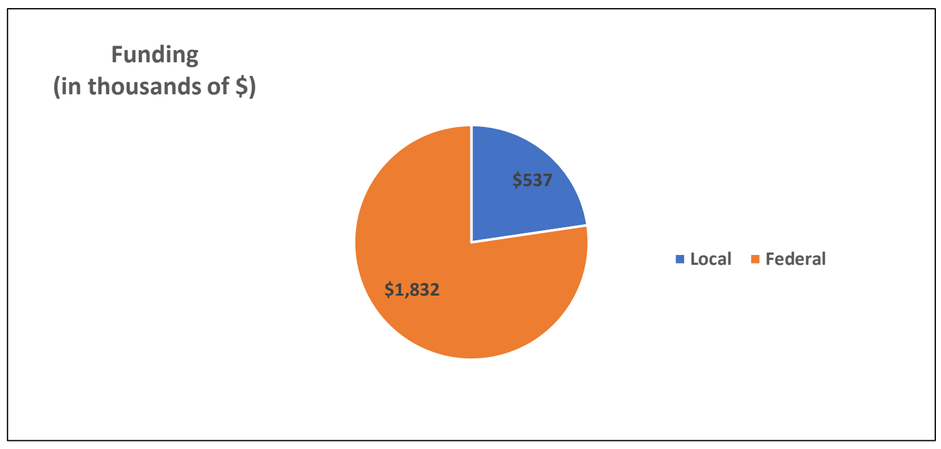
STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 2,369,000	13.8%	70.7%	$ 2,369,000





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

Potential Risk	Mitigation
Price increases for bus price, tariffs	Increase budget
Parts shortages	Service delay is expected
Training delays	Service delay is expected
Post-delivery support by Mfg; labor shortages, FSRs not available	Service delay is expected
Lack of internal support	Ask management for support

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

Issue	Status
Delay due to backlog of components	

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Capital Programs Quarterly Progress Report

Project Controls

14 Minivans with Transit Vans **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100876**

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	01/05/25	01/05/25	06/15/25	06/15/25	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	06/15/25	06/15/25	09/02/25	09/02/25	0	0	
Pre-Production Meetings, Bus Configurations	03/02/26	03/02/26	04/02/26	04/02/26	0	0	
Production, Inspection, Quality Control	04/02/26	04/02/26	06/02/26	06/02/26	0	0	
Post-Delivery: Acceptance, Payments, In-Service	06/02/26	06/02/26	08/02/26	08/02/26	0	0	
Close-out	12/01/26	12/01/26	12/30/26	12/30/26	0	0	
					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	2,369		2,369	1,673	2,369	-		1	1,674	695
Totals	**2,369**	**-**	**2,369**	**1,673**	**2,369**	**-**	**-**	**1**	**1,674**	**695**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2025	2,369		2,369				-		-	2,369
FY2026			-	1,673			-	1	1,674	695
FY2027			-				-		-	695
Totals	**2,369**	**-**	**2,369**	**1,673**	**2,369**	**-**	**-**	**1**	**1,674**	**695**

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	537	-	-	537	537	-	25% split
FTA Sect 5307 (2000)	Fed	367	-	-	367			
FTA Sect 5307 (02917)	Fed	1,465	-	-	1,465	1,465	-	75% split
Totals		**2,369**	**-**	**-**	**2,369**	**2,002**	**-**	

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. Plan to purchase 14 +12 (both projects) at same time; same make and model Transit Vans.

Capital Programs Quarterly Progress Report

Project Controls

Redi-Wheels Replacement (13) **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100996**

Project Manager: Natalie Chi Rasmussen

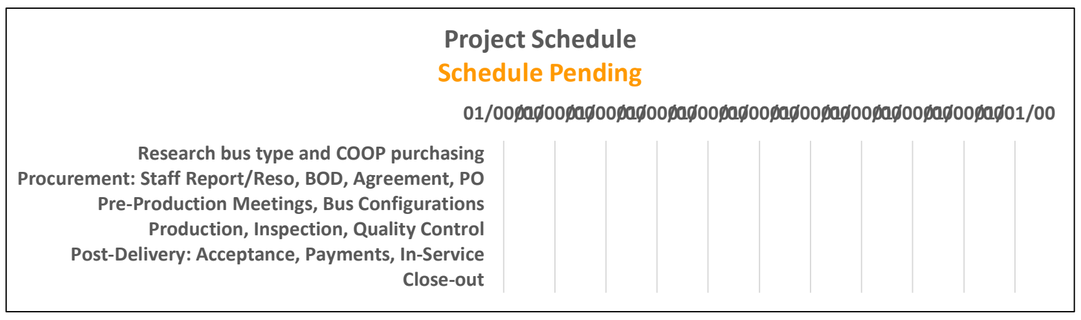
SCOPE Summary

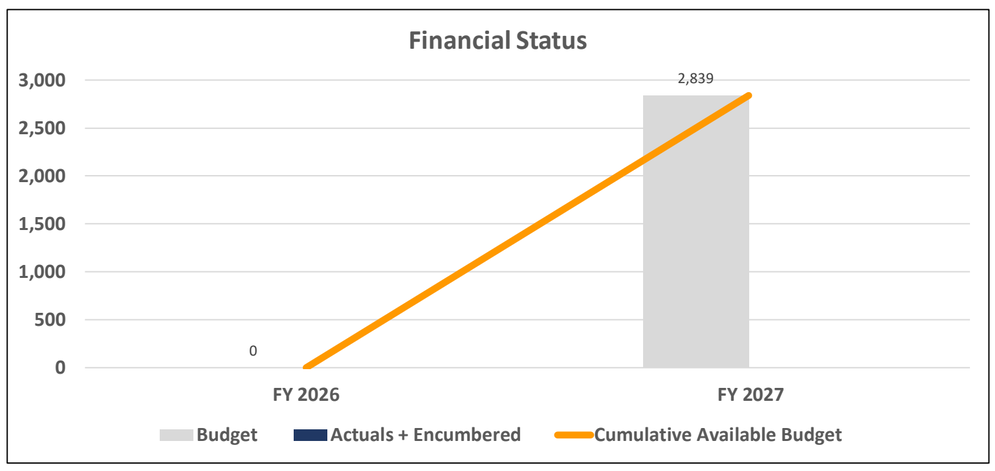
Procure replacement of (13) existing Redi-Wheels with gasoline-powered Transit Vans that have useful life cycles of 5 years.

STATUS Summary **Phase:** Procurement

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

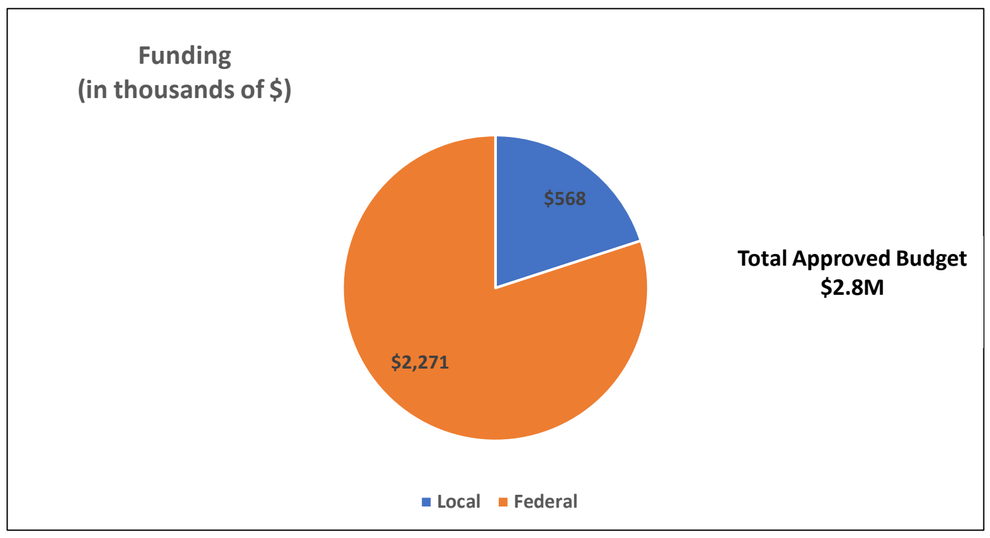
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 2,839,321	0.0%	0.0%	$ 2,839,321





KEY ACTIVITIES - Current Reporting Quarter

Pending Budget, delay in federal funding



KEY ACTIVITIES - Next Reporting Quarter

Market Research of replacement paratransit vehicles

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

Capital Programs Quarterly Progress Report

Project Controls

Redi-Wheels Replacement (13) **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100996**

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					0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO							
Pre-Production Meetings, Bus Configurations					0	0	
Production, Inspection, Quality Control					0	0	
Post-Delivery: Acceptance, Payments, In Service					0	0	
Close-out					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning			-		-	-			-	-
12 - Preliminary Design			-			-			-	-
13 - Final Design			-		-	-			-	-
15 - Procurement	2,839		2,839		2,839	-			-	2,839
16 - Construction			-		-	-			-	-
19 - Closeout			-		-	-			-	-
Totals	**2,839**	**-**	**2,839**	**-**	**2,839**	**-**	**-**	**-**	**-**	**2,839**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2026	-	-	-	-	-	-	-		-	-
FY 2027	2,839		2,839				-		-	2,839
Totals	**2,839**	**-**	**2,839**	**-**	**2,839**	**-**	**-**	**-**	**-**	**2,839**

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)	(E=C-D)	
Measure W Sales Tax (01025)	Local	568			568		568	
Federal	Federal	2,271			2,271		2,271	
					-		-	
Totals		**2,839**	**-**	**-**	**2,839**	**-**	**2,839**	

Project Notes

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Capital Programs Quarterly Progress Report

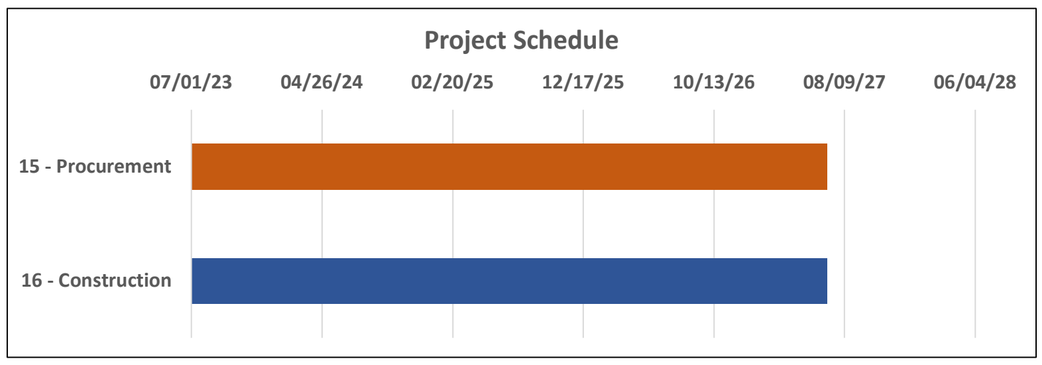
Project Controls

Facility Smaller Projects **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 021507**

Project Manager: Ron Robertson

SCOPE Summary

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



KEY ACTIVITIES - Current Reporting Quarter

Concrete North Base, Gate rebuild at El Camino building, Brake Pit Electrical, Environmental cleanup on Rail line, Power washer repair and rebuild.

KEY ACTIVITIES - Next Reporting Quarter

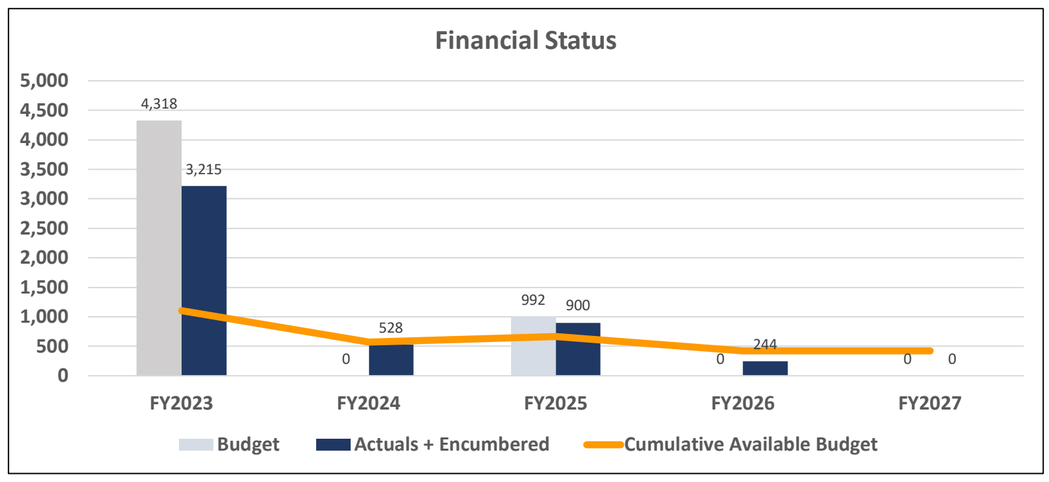
Continue with SOGR projects.

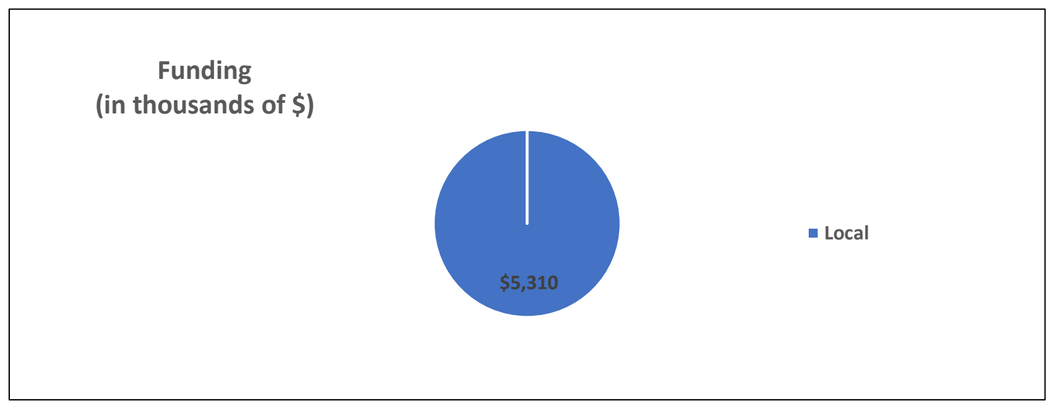
STATUS Summary

Phase: Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 5,310,228	92.0%	92.0%	$ 5,310,228





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Facility Smaller Projects **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 021507**

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)	
15 - Procurement	07/01/23	07/01/23	06/30/27	06/30/27			Ongoing SOGR project
16 - Construction	07/01/23	07/01/23	06/30/27	06/30/27	0	0	Ongoing SOGR project

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	1,691		1,691	-	1,691	-		1,269	1,269	422
16 - Construction	3,619		3,619	18	3,619	-		3,601	3,619	1
Totals	**5,310**	**-**	**5,310**	**18**	**5,310**	**-**	**-**	**4,870**	**4,888**	**423**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2023 / Prior	4,318		4,318	-				3,215	3,215	1,103
FY2024			-	5				523	528	575
FY2025	992		992	11				889	900	667
FY2026			-	1				243	244	423
FY2027			-				-	-	-	423
Totals	**5,310**	**-**	**5,310**	**18**	**5,310**	**-**	**-**	**4,870**	**4,888**	**423**

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	5,310	-		5,310	5,310	-	
Totals		**5,310**	**-**	**-**	**5,310**	**5,310**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

Central Roof Replacement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100252**

Project Manager: Hubert Chan

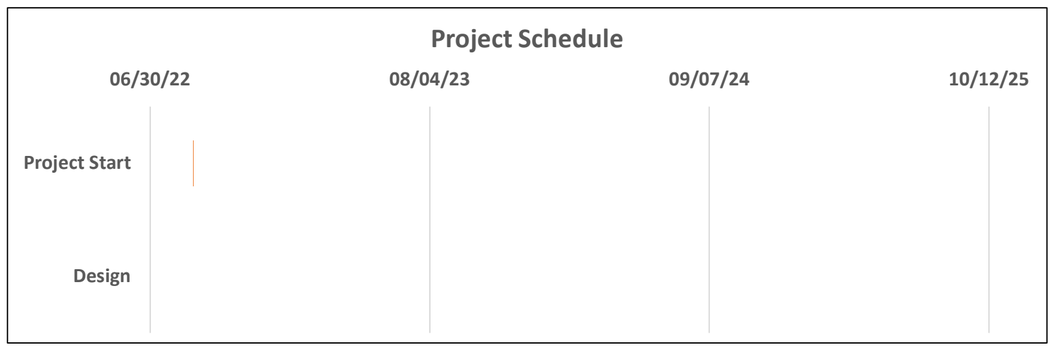
SCOPE Summary

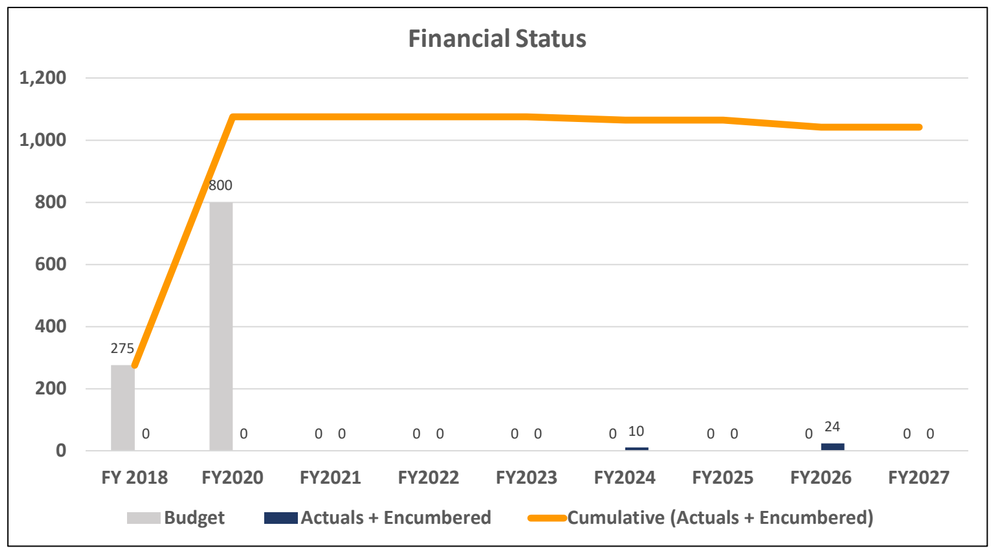
The Central roof (West side only) was assessed in 2019 for repair and/or replacement. The Project will now assess Central roofing as a whole for repair and/or replacement; scope includes restoration of existing recreational areas. Design of new Central roofing is forthcoming in early 2024. Subsequent construction work will be phased over 2024-25.

STATUS Summary **Phase:** Design

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

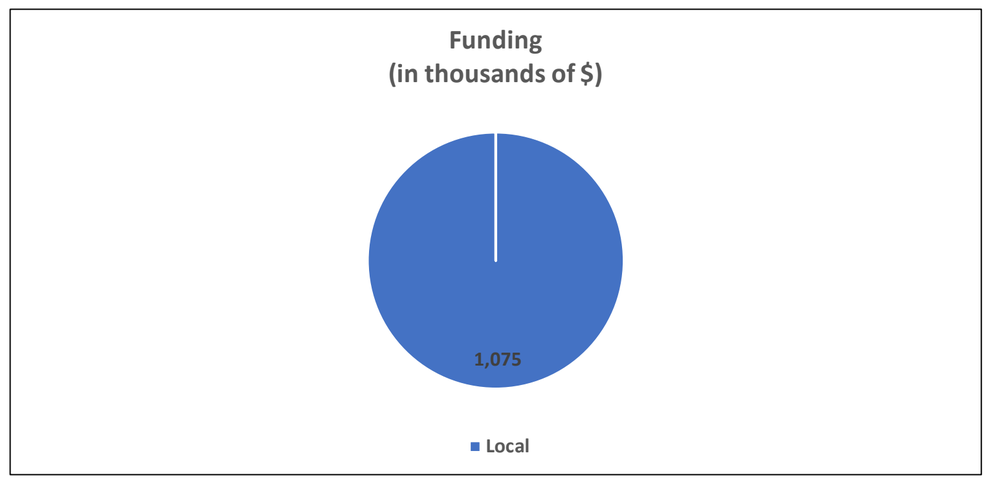
Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 1,075,000	4.3%	3.2%	$ 1,075,000





KEY ACTIVITIES - Current Reporting Quarter

Interim patching continues "as needed"



KEY ACTIVITIES - Next Reporting Quarter

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

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Central Roof Replacement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100252**

Schedule

Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (Days) (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
Project Start	09/01/19	08/30/22	08/31/22	08/31/22	-1094	0	Schedule is on-hold right now. Project will be re-baselined when the decision on the future use of San Carlos HQ is made
Design	09/30/22	11/30/24	11/30/24	11/30/24	-792	0	
Procurement					0	0	
Construction					0	0	
Closing					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
11 - Planning/CD/Env	50		50		50	-		24	24	26
12 - PE/Env/PSE	80		80		80	-		0	0	80
13 - Final Design	100		100		100	-			-	100
15 -Procurement	50		50		50	-			-	50
16 - Construction	775		775		775	-		10	10	765
19 - Closeout	20		20		20	-			-	20
Totals	**1,075**	**-**	**1,075**	**-**	**1,075**	**-**	**-**	**34**	**34**	**1,041**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY 2018	275		275						-	275
FY2020	800		800						-	1,075
FY2021									-	1,075
FY2022									-	1,075
FY2023									-	1,075
FY2024								10	10	1,065
FY2025									-	1,065
FY2026								24	24	1,041
FY2027							-		-	1,041
Totals	**1,075**	**-**	**1,075**	**-**	**1,075**	**-**	**-**	**34**	**34**	**1,041**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original (A)	Changes (B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	1,075	-		1,075	1,075	-	
Totals		**1,075**	**-**	**-**	**1,075**	**1,075**	**-**	

Project Notes

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

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Capital Programs Quarterly Progress Report

Project Controls

Central Building Various Site Improvements **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100473**

Project Manager: Ron Robertson

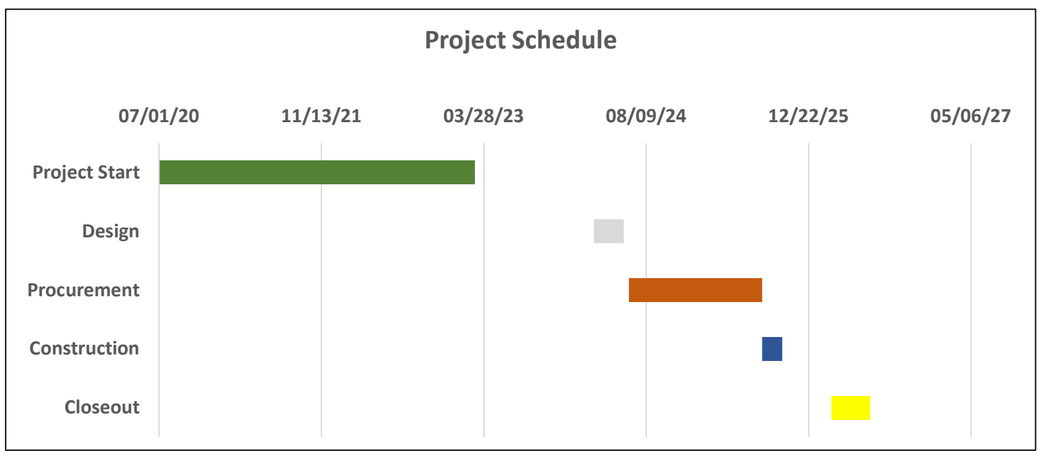
Phase: Design

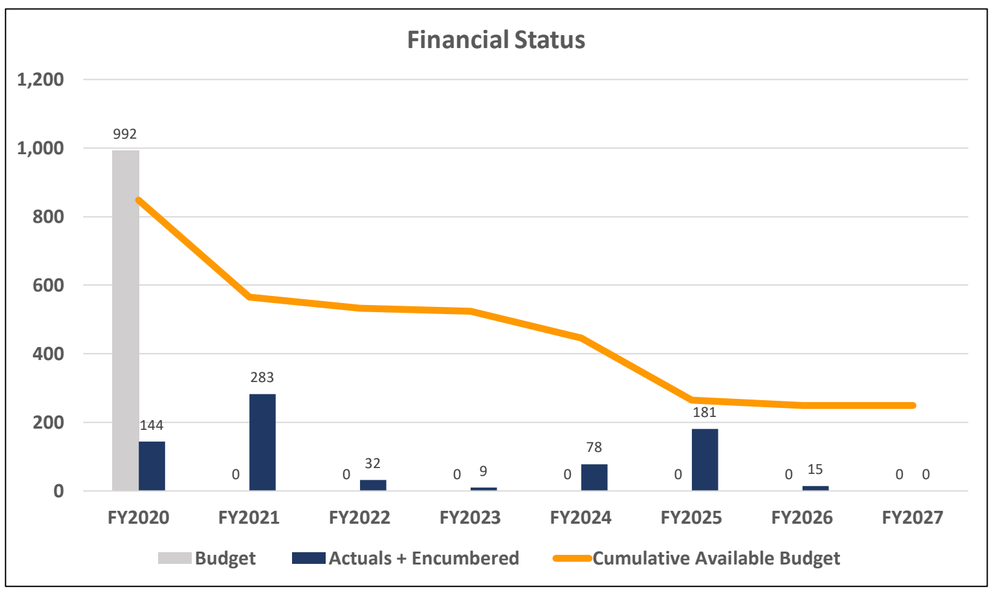
SCOPE Summary

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	●	●	●

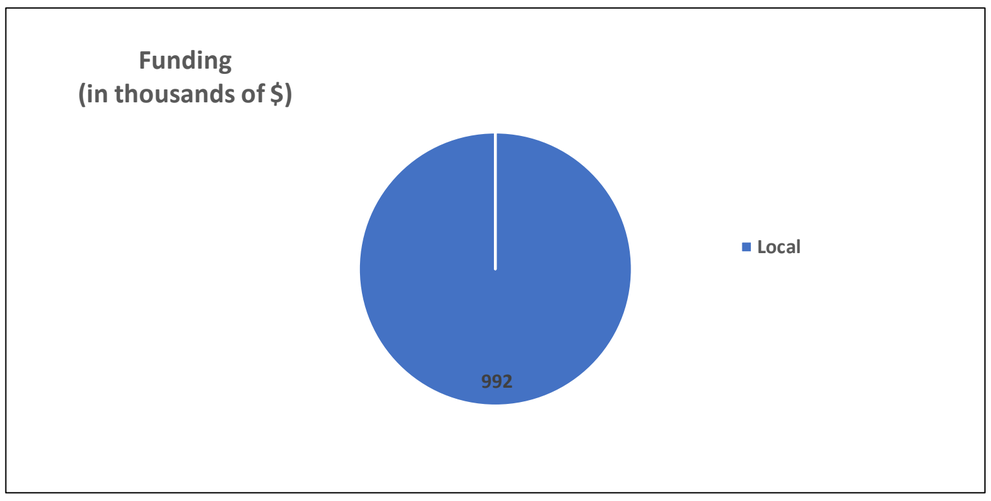
Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 991,837	26.0%	74.9%	$ 991,837





KEY ACTIVITIES - Current Reporting Quarter

Facilities will reserve limited projects for emergency repairs if/when needed; the fund balance will return to District's funding pool.



KEY ACTIVITIES - Next Reporting Quarter

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Central Building Various Site Improvements **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100473**

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	02/28/23	02/28/23	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
Closeout	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 Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	30	(21)	9		9			9	9	-
16 - Construction	1,819	(836)	983		983			734	734	249
Totals	**1,849**	**(857)**	**992**	**-**	**992**	**-**	**-**	**743**	**743**	**249**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2020	1,849	(857)	992	-				144	144	848
FY2021			-	-				283	283	565
FY2022	-		-	-				32	32	533
FY2023	-		-	-				9	9	524
FY2024	-		-	-				78	78	446
FY2025	-		-	-				181	181	264
FY2026	-		-	-			-	15	15	249
FY2027	-		-	-			-		-	249
Totals	**1,849**	**(857)**	**992**	**-**	**992**	**-**	**-**	**743**	**743**	**249**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
General Capital Fund (01050)	Local	1,849	(857)		992	992	-	
Totals		**1,849**	**(857)**	**-**	**992**	**992**	**-**	

Project Notes

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Capital Programs Quarterly Progress Report

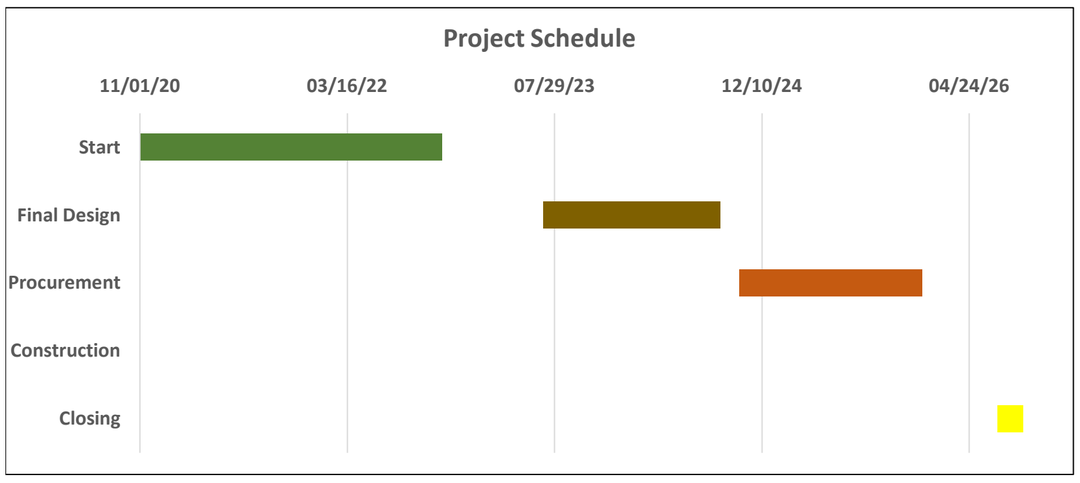
Project Controls

South Base Bus Washer Walls Rehab **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100474**

Project Manager: Kyle Gostkowski

SCOPE Summary

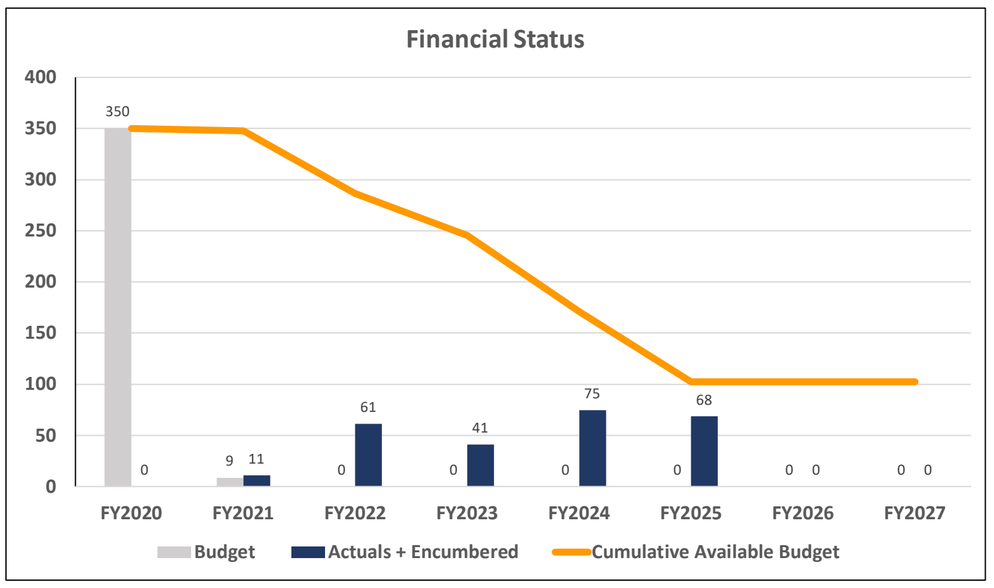
The project will replace the structural walls of the South Base bus washer. Extensive water damage has caused the walls to become unstable and require replacement. Significant section of the walls will be reconstructed and the new design will include waterproofing and/or drainage features. The new wall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

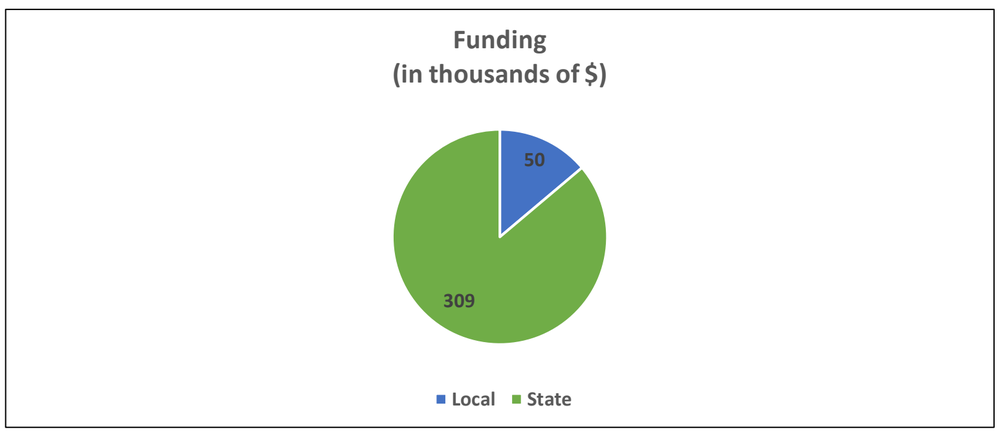


STATUS Summary **Phase:** Final Design

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 358,614	62.3%	71.4%	$ 358,614





KEY ACTIVITIES - Current Reporting Quarter

Initial construction plans focused on wall resurfacing and limited replacement of wall studs/support; As design work progressed, there was evidence of greater internal damage; District staff also determined that future need for a wash lane canopy would require increased load capacity.; Facilities has completed design for wall rehab and added load capacity.

KEY ACTIVITIES - Next Reporting Quarter

Facilities will close the current Project due to expanded scope and insufficient funding. This project will reappear in the next Call for Projects with a new baseline for scope and budget. Planning and design services/work to date are 100% applicable to the forthcoming new Project.

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

Potential 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
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

South Base Bus Washer Walls Rehab **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100474**

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	10/31/22	10/31/22	0	0	
Final Design	07/01/23	07/01/23	08/31/24	08/31/24	0	0	
Procurement	10/16/24	10/16/24	12/31/25	12/31/25	0	0	
Construction	01/01/26	01/01/26	06/30/25	06/30/25	0	0	
Closing	07/01/26	07/01/26	08/31/26	08/31/26	0	0	

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11- Planning	10		10	-	10			10	10	0
12- PE/Env/PSE	35		35		35			35	35	0
13 - Final Design	197		197	-	197			121	121	76
15 -Procurement	35		35		35			8	8	27
16 - Construction	69		69	-	69			69	69	(0)
19 - Closeout	12		12	-	12			12	12	0
Totals	**359**	**-**	**359**	**-**	**359**	**-**	**-**	**256**	**256**	**102**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2020	350		350					-	-	350
FY2021	9		9					11	11	348
FY2022	-		-					61	61	287
FY2023	-		-					41	41	246
FY2024	-		-					75	75	171
FY2025	-		-					68	68	102
FY2026	-		-				-	-	-	102
FY2027	-		-				-	-	-	102
Totals	**359**	**-**	**359**	**-**	**359**	**-**	**-**	**256**	**256**	**102**

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	-		50	50	-	
SOGR FY20 (03126)	State	309	-		309	309	-	
Totals		**359**	**-**	**-**	**359**	**359**	-	

Project Notes

Baseline schedule was updated on 5/7/2025

Capital Programs Quarterly Progress Report

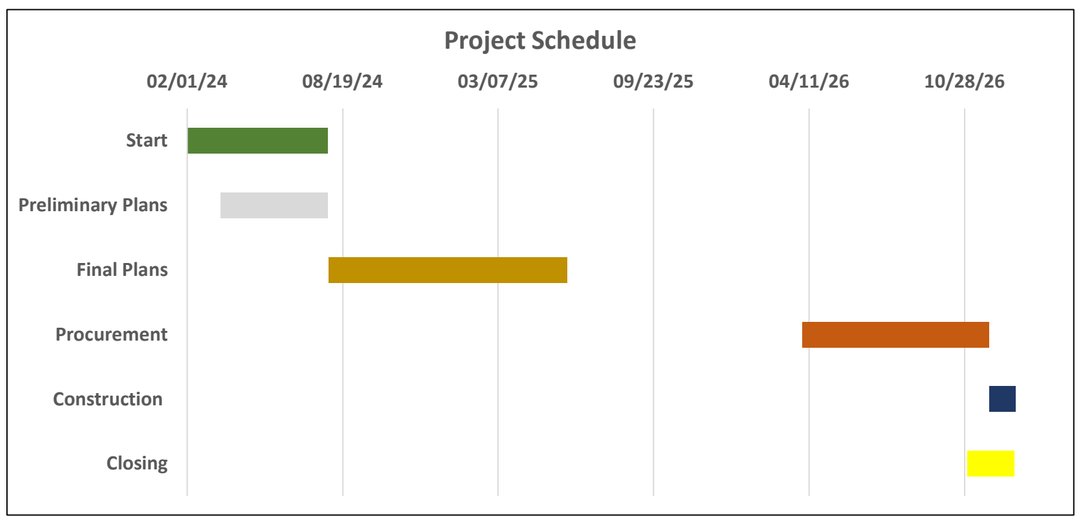
Project Controls

North and South Base Exterior Painting **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100476**

Project Manager: Zahra Babei

SCOPE Summary

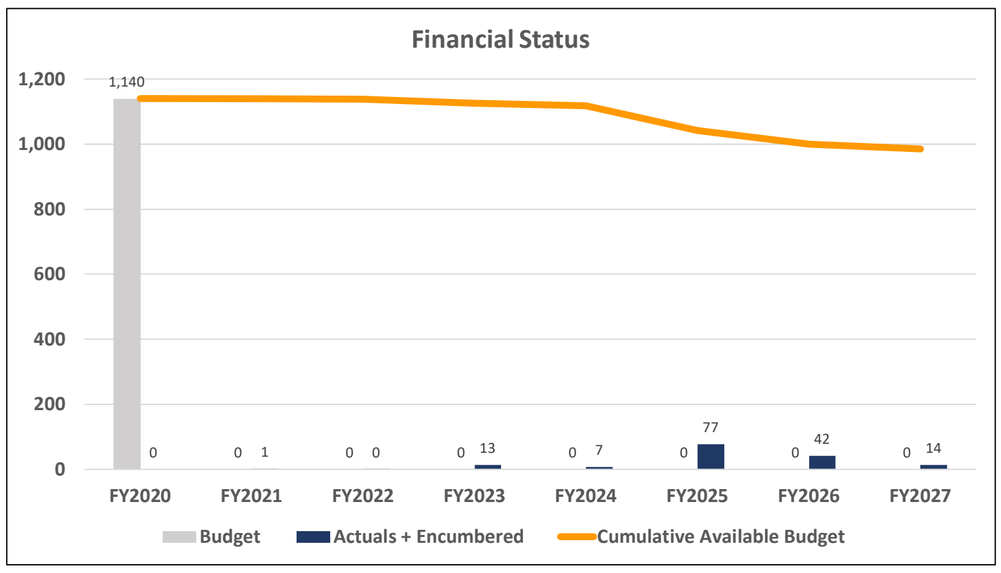
This is a State of Good Repair project to paint the building exteriors at SamTrans North and South Base facilities; 14 buildings total.
Scope include pressure washing, priming and painting of stucco surfaces, bay roll-up doors, pedestrian/safety doors and red/blue fascia panels.



STATUS Summary **Phase:** Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 1,140,000	7.3%	13.6%	$ 1,140,000

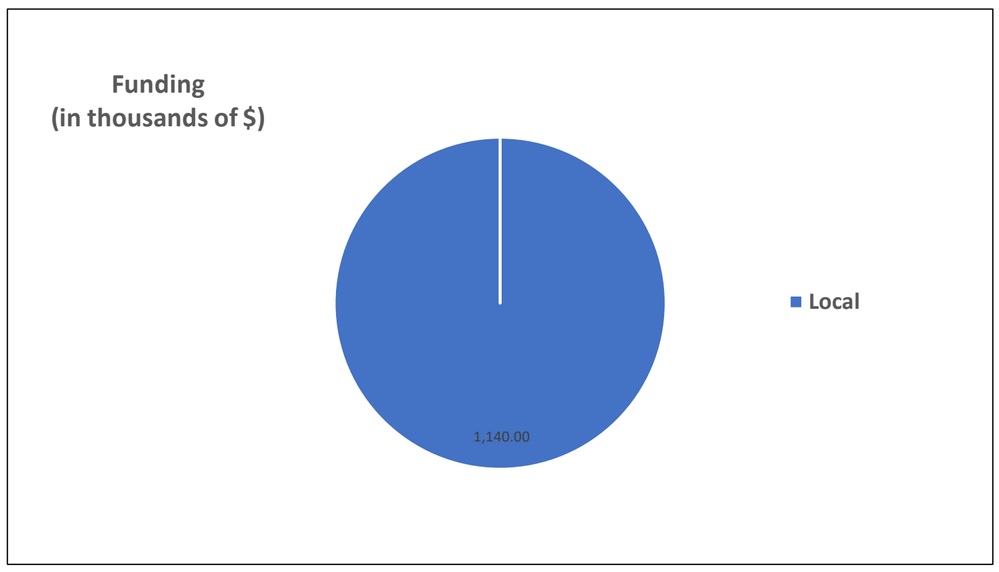


KEY ACTIVITIES - Current Reporting Quarter

Facilities sent bid package to procurement.

KEY ACTIVITIES - Next Reporting Quarter

Procurement is working on the bid package.



Facility Department Overview

The District Facilities Department will ensure effective, efficient, and sustainable services. The Facilities Department is to develop, maintain, repair, and remodel the districts infrastructure and facilities to the highest standards..

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

Potential 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
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

North and South Base Exterior Painting **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100476**

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	
Preliminary Plans	03/15/24	03/15/24	07/31/24	07/31/24	0	0	
Final Plans	08/01/24	08/01/24	06/04/25	06/04/25	0	0	
Procurement	04/02/26	04/02/26	11/28/26	11/28/26	0	0	
Construction	11/29/26	11/29/26	03/29/27	03/29/27	0	0	
Closing	03/30/27	11/01/26	12/31/26	12/31/26	149	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Balance
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11- Planning	10		10	-	10			10	10	-
13 - Final Design	93		93	12	93		1	80	92	1
15 -Procurement	20		20	-	20		14	14	14	6
16 - Construction	1,017		1,017	-	1,017			39	39	978
Totals	**1,140**	**-**	**1,140**	**12**	**1,140**	**-**	**14**	**142**	**155**	**985**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Balance
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2020	1,140		1,140					-	-	1,140
FY2021								1	1	1,139
FY2022								0	0	1,139
FY2023				12				1	13	1,125
FY2024								7	7	1,118
FY2025				1				76	77	1,041
FY2026								42	42	999
FY2027			-				14	14	14	985
Totals	**1,140**	**-**	**1,140**	**12**	**1,140**	**-**	**14**	**142**	**155**	**985**

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	1	-		1	1	-	
General Capital Fund (01050)	Local	1,139	-		1,139	1,139	-	
Totals		**1,140**	**-**	**-**	**1,140**	**1,140**	**-**	

Project Notes

Updated schedule on 06/15/2026.

Capital Programs Quarterly Progress Report

Project Controls

North Base Building 200 Replacement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100548**

Project Manager: Lisha Mai

SCOPE Summary

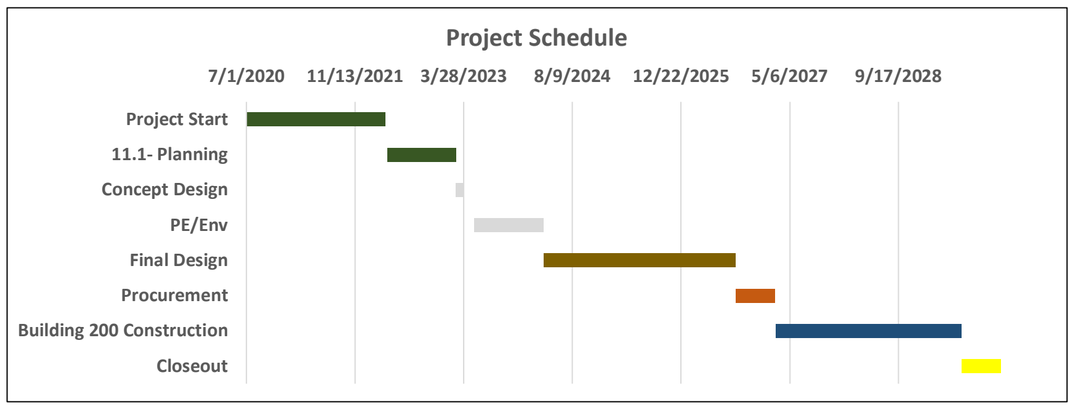
The project includes planning, design, environmental, and construction of new Transportation Building (Building 200) at the North Base facility. The new Building 200 will be 10,650 gross square feet situated across two stories. The new Building 200 is designed to incldue various hardening techniques and materials to enable the District to operate essential SamTrans services out of North Base in case of emergencies such as earthquakes, fires or extreme weather.
A separate project and budget request, tentative for FY28 and FY29, will seek funds for demolition of existing Building 200, pavement restoration, and design of parking layout and striping for future paratransit fleet parking or addiitonal bus storage.

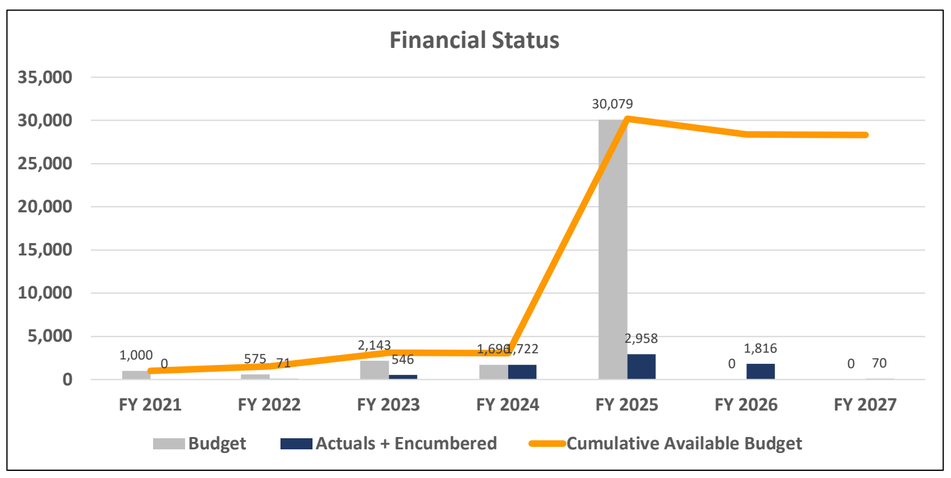
STATUS Summary

Phase: Planning

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

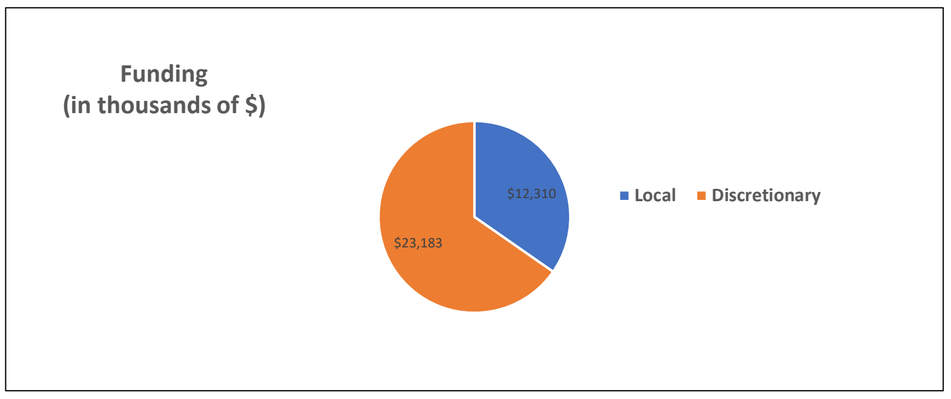
Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$35,492,939	14.0%	20.2%	$ 35,492,939





KEY ACTIVITIES - Current Reporting Quarter

Finalizing 100% Design and preperation of Bid Documents for solicitation.



KEY ACTIVITIES - Next Reporting Quarter

Complete 100% design and Contract Documents for IFB solicitation. Advertise and award construction of new Building 200. Begin construction.

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

Potential Risk	Mitigation
High water content during soil improvement operations.	Award contract, start soil improvements between Aug-Nov, dry season.

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

Issue	Status
Rebaseline to reflect new B200 alternate location	90% design update anticipated in December 2025.

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Capital Programs Quarterly Progress Report

Project Controls

North Base Building 200 Replacement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100548**

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	03/31/22	03/31/22	0	0	Initial part of the planning work was done prior to the starting date of the
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.
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	08/30/26	08/30/26	0	0	
Procurement	09/01/26	09/01/26	02/28/27	02/28/27	0	0	
Building 200 Construction	03/01/27	03/01/27	07/03/29	07/03/29	0	0	
Closeout	07/04/29	07/04/29	12/31/29	12/31/29	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	(E)	(F=C-E)				
11 - Planning	876	-	876	1	876	-		876	877	(0)
12 - PE/Env/PSE	2,958	-	2,958	190	2,958	-	9	2,715	2,905	53
13 - Final Design	3,970	-	3,970	690	3,970	-	61	2,704	3,394	576
15 - Procurement	27,489	-	27,489		27,489	-		9	9	27,480
16 - Construction	200	-	200		200	-			-	200
Totals	**35,493**	**-**	**35,493**	**881**	**35,493**	**-**	**70**	**6,303**	**7,184**	**28,309**

2025 Board Approved / Not activated
Discretionary Funding / District Sales Tax Match

PROJECT BUDGET vs Actuals & Encumbrance

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2021	1,000	-	1,000						-	1,000
FY 2022	575	-	575					71	71	1,504
FY 2023	2,143	-	2,143	1				546	546	3,101
FY 2024	1,696	-	1,696	722				1,000	1,722	3,074
FY 2025	30,079	-	30,079	111				2,848	2,958	30,195
FY 2026	-	-	-	47				1,769	1,816	28,379
FY 2027	-	-	-			-	70	70	70	28,309
Totals	**35,493**	**-**	**35,493**	**881**	**-**	**-**	**70**	**6,303**	**7,184**	

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 - Capital (01024)	Local	71	-		71	71	-	
General Capital Fund (01050)	Local	12,239			12,239	12,239	-	
Uncomitted (99600)	Discretionary	23,183			23,183	23,183	-	
Totals		**35,493**	**-**	**-**	**35,493**	**35,493**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

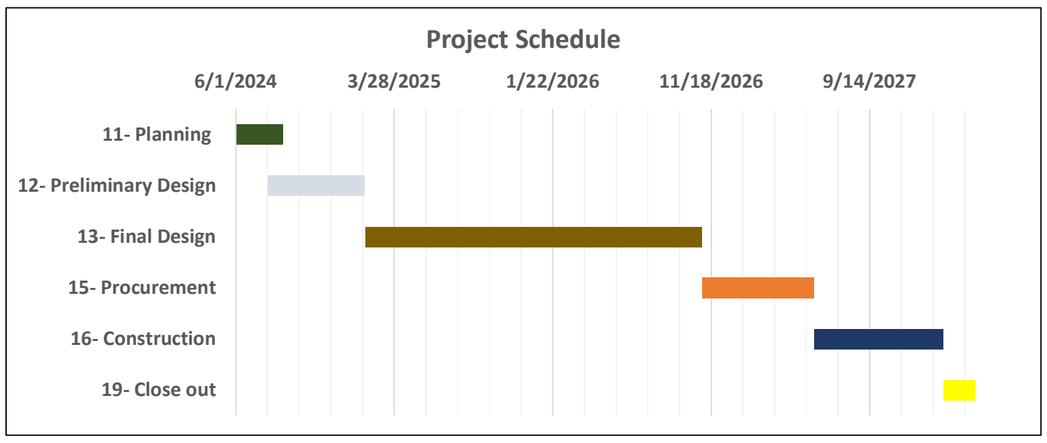
Project Controls

South Base Water Utility Lines Replacement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100710**

Project Manager: Kyle Gostkowski

SCOPE Summary

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



KEY ACTIVITIES - Current Reporting Quarter

Coordinating with Calwater to procure the right backflow preventor.

KEY ACTIVITIES - Next Reporting Quarter

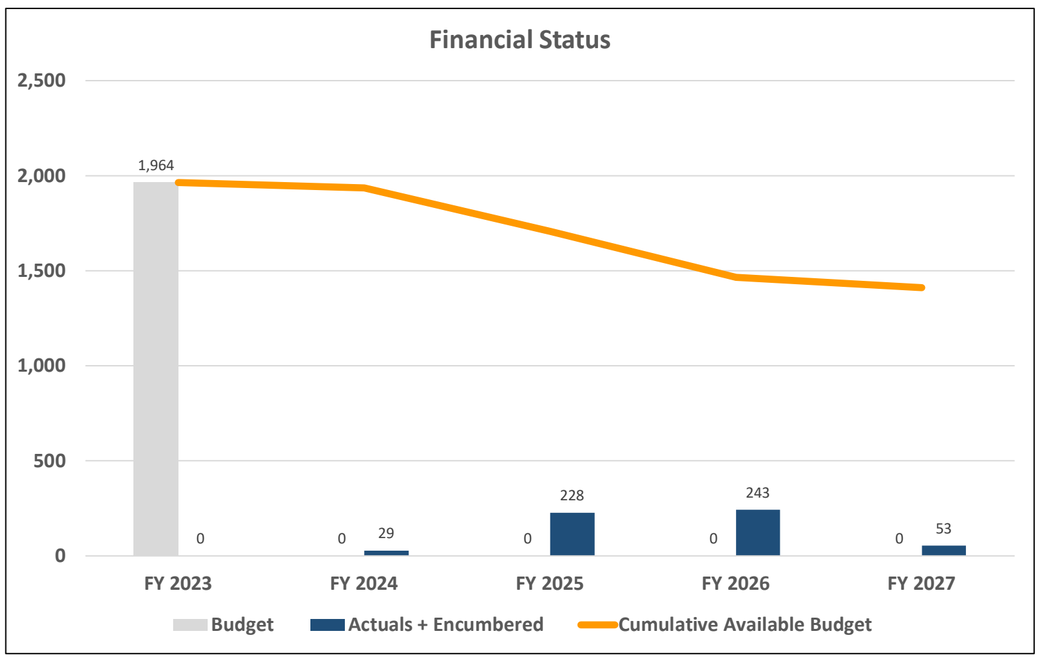
Revaluating Fire Water and Domestic water backflow requirements, running calculations to size the backflow

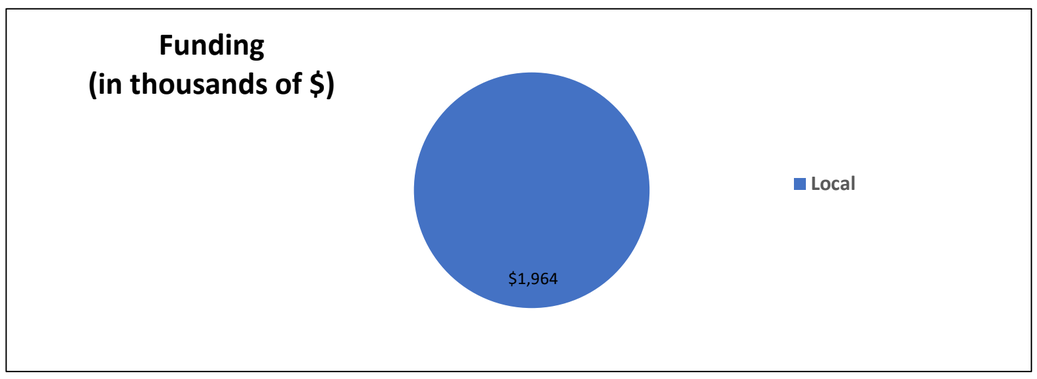
STATUS Summary

Phase: Planning

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 1,964,000	3.2%	28.2%	$ 1,964,000





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

Potential 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
Fire pump may be required to get the needed pressure using the CalWater preferred Backflow	Will not know until after calcuations are finished.

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Capital Programs Quarterly Progress Report

Project Controls

South Base Water Utility Lines Replacement **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100710**

Schedule

Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (Days) (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
11- Planning	06/01/24	06/01/24	08/30/24	08/30/24	0	0	
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	10/31/26	10/31/26	0	0	
15- Procurement	11/01/26	11/01/26	05/31/27	05/31/27	0	0	
16- Construction	06/01/27	06/01/27	01/31/28	01/31/28	0	0	
19- Close out	02/01/28	02/01/28	03/31/28	03/31/28	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	(E)	(F=C-E)	This Period	To Date		
11- Planning	6		6		6	-		6	6	-
12- Preliminary Design	6		6		6	-		6	6	-
13- Final Design	312		312	29	312	-	16	276	305	7
15- Procurement	11		11		11	-			-	11
16- Construction	1,595		1,595	179	1,595	-	37	58	237	1,358
19- Close out	34		34	-	34	-			-	34
Totals	**1,964**	**-**	**1,964**	**207**	**1,964**	**-**	**53**	**346**	**553**	**1,411**

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

	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY 2023	1,964		1,964		1,964				-	1,964
FY 2024			-	29	-				29	1,935
FY 2025			-	45	-			183	228	1,708
FY 2026			-	134	-			110	243	1,464
FY 2027			-		-		53	53	53	1,411
Totals	**1,964**	**-**	**1,964**	**207**	**1,964**	**-**	**53**	**346**	**553**	**1,411**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved Original (A)	Board Approved Changes (B)	Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated Funding (F=E-D)	Comments
General Capital Fund (01050)	Local	1,964	-		1,964	1,964	-	
					-		-	
Totals		**1,964**	**-**	**-**	**1,964**	**1,964**	-	

Project Notes

Rebased project schedule on 6/6/2025

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Capital Programs Quarterly Progress Report

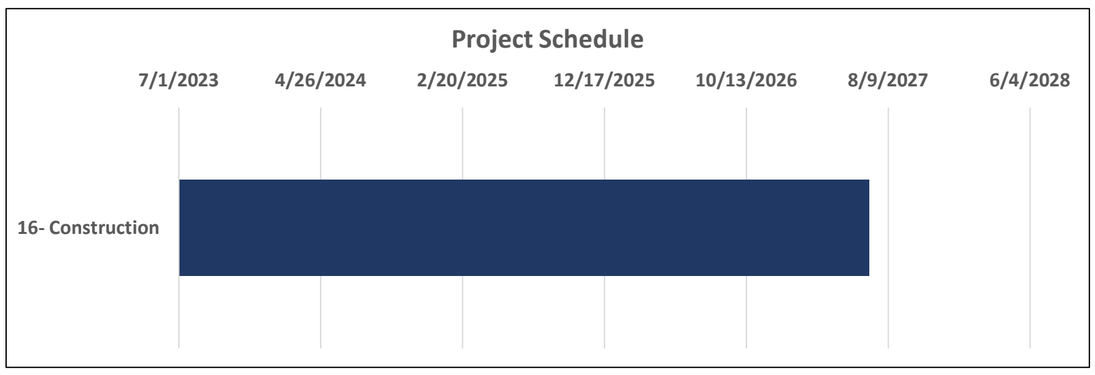
Project Controls

Interim Workspace Enhancement **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100763**

Project Manager: Ron Robertson

SCOPE Summary **Keep Open for now for misc scope - $1M will be returned to budget office**

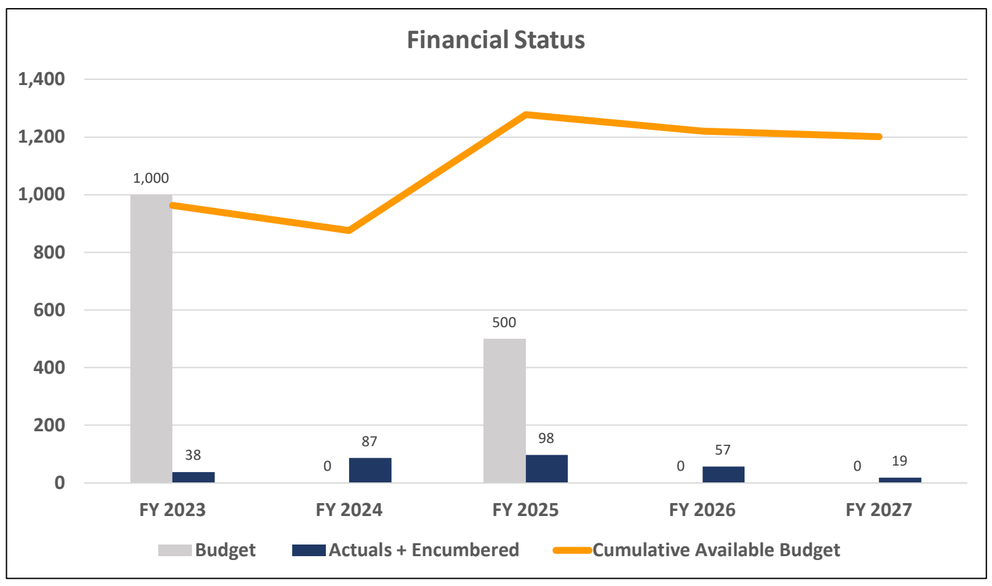
Replace carpet as needed, repaint as needed, re-arrange and or replace cubicles as needed at District buildings.



STATUS Summary **Phase:** Construction

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

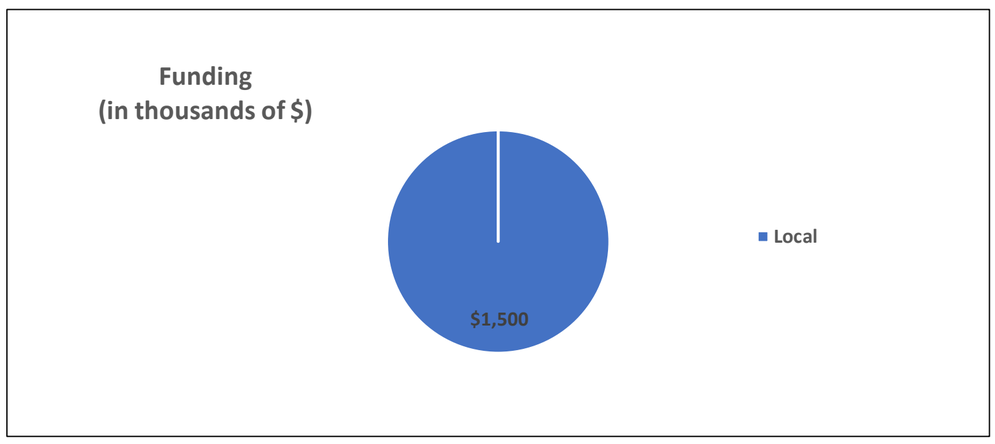
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 1,500,000	79.2%	20.0%	$ 1,500,000



KEY ACTIVITIES - Current Reporting Quarter

Keep Open for now for misc scope - $1M will be returned to budget office

KEY ACTIVITIES - Next Reporting Quarter



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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Interim Workspace Enhancement **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100763**

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	6/30/2027	6/30/2027	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	90		90		90	-	19	37	37	53
16 - Construction	1,410		1,410		1,410	-		263	263	1,147
Totals	**1,500**	**-**	**1,500**	**-**	**1,500**	**-**	**19**	**299**	**299**	**1,201**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023	1,000		1,000					38	38	962
FY 2024			-					87	87	875
FY 2025	500		500					98	98	1,277
FY 2026			-					57	57	1,220
FY 2027			-				19	19	19	1,201
Totals	**1,500**	**-**	**1,500**	**-**	**1,500**	**-**	**19**	**299**	**299**	**1,201**

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	1,500			1,500	1,500	-	
Totals		**1,500**	**-**	**-**	**1,500**	**1,500**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

North Base and South Base Condition & Needs Assessment **Period: FY27 Q1 (Jul-Sep)** **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.

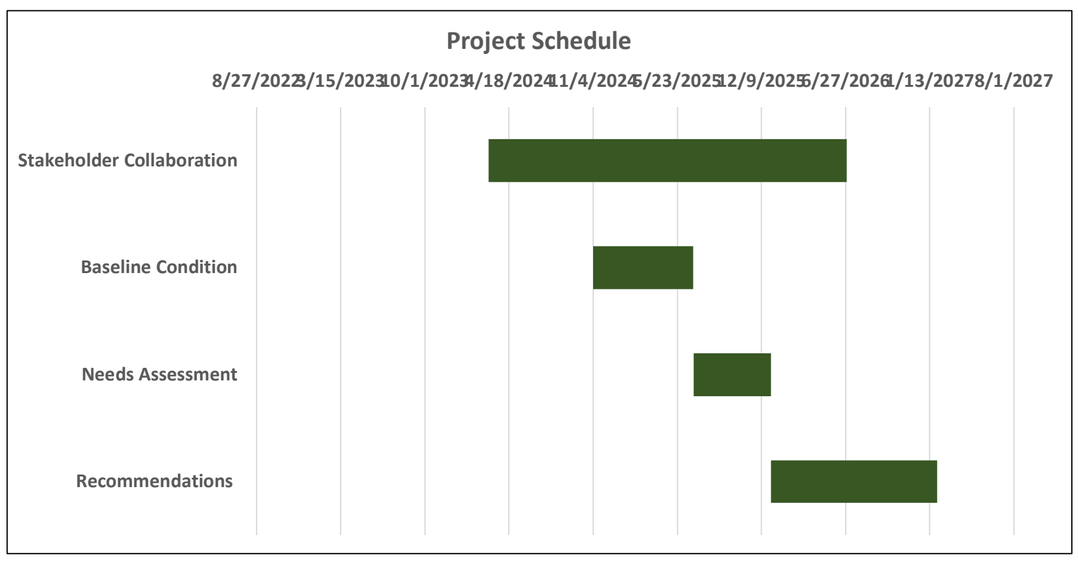
Original conditions and needs assessment scope above completed. Expanding project scope to perform a settlement and structural assessment of North Base Building 100. Scheduled completion date adjusted accordingly with expanded scope.

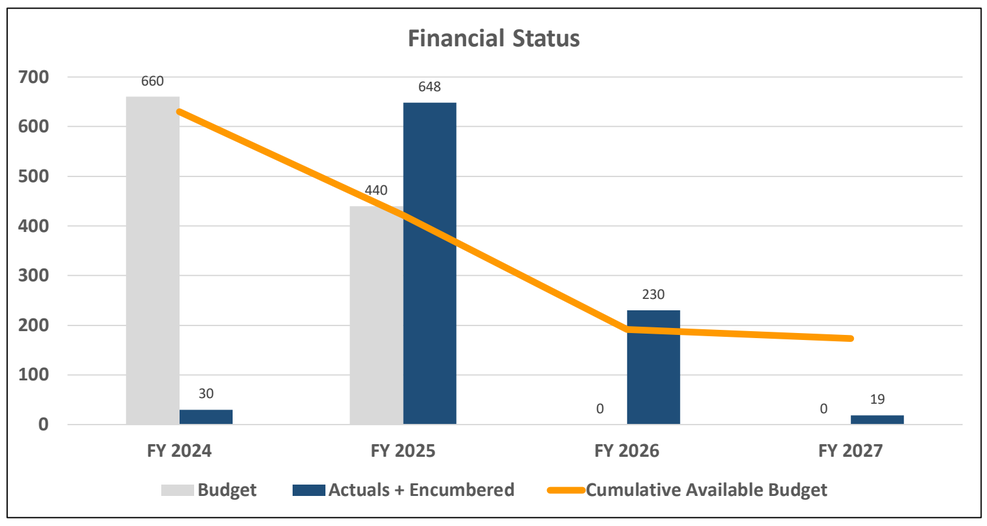
STATUS Summary

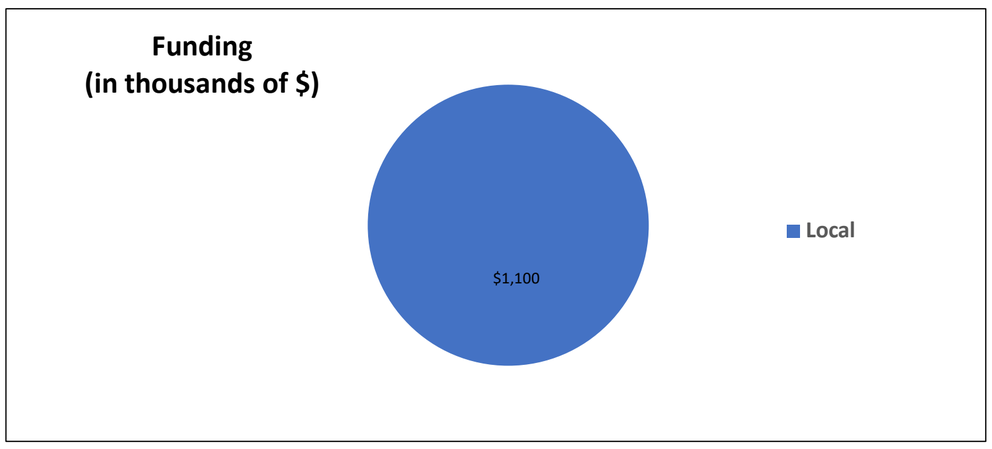
Phase: Planning

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

Approved Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 1,100,000	73.0%	84.2%	$ 146,615







KEY ACTIVITIES - Current Reporting Quarter

1. Work Proposal for Building 100 assessement issued in July 2026.
2. Floor level survey performed and associated report development in progress.

KEY ACTIVITIES - Next Reporting Quarter

1. Complete report for floor level survey findings.
2. Perform structural assessment on NB Bldg. 100. Compile and submit associated report
3. Assess and present 4 Options and associated pricing for potential paths forward.
4. Start preperation of executive summary report.

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

North Base and South Base Condition & Needs Assessment **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100768**

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	1/31/2027	1/31/2027	0	0	Adjusted for expanded scope

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

Activity	Budget				Estimate at Completion	Inactivated Funding	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Allocated	Committed			This Period	To Date		
	(A)	(B)	(C)	(D)	E	(F=C-B)				
11 - Planning	660	-	660	17	-	660	(6)	642	658	2
12 - PE/Env/PSE	440	-	440	130	-	440	25	139	269	171
13 - Final Design		-			-	-			-	-
15 - Procurement		-			-	-			-	-
16 - Construction		-			-	-			-	-
19 - Closeout		-			-	-			-	-
Totals	**1,100**	**-**	**1,100**	**147**	**-**	**1,100**	**19**	**780**	**927**	**173**
							Planning credit due to payroll charges after PO Correction TBD (Budget Transfer or PO release)			

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

Activity	Budget				Estimate at Completion	Inactivated Funding	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Allocated	Committed			This Period	To Date		
	(A)	(B)	(C)	(D)	E	(F=C-B)				
FY 2024	660	-	660	17				13	30	630
FY 2025	440	-	440					648	648	422
FY 2026		-		130				100	230	192
FY 2027		-					19	19	19	173
Totals	**1,100**	**-**	**1,100**	**147**	**1,100**	**1,100**	**19**	**780**	**927**	**173**

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	1,100			1,100	1,100	-	
Totals		**1,100**	-	-	**1,100**	**1,100**	-	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

SamTrans Building Demolition **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100812**

Project Manager: Ronald Robertson

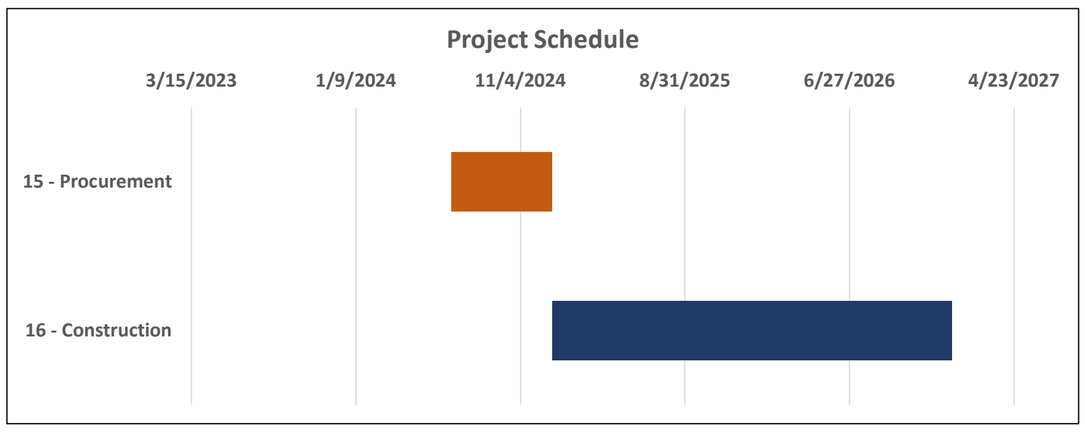
SCOPE Summary

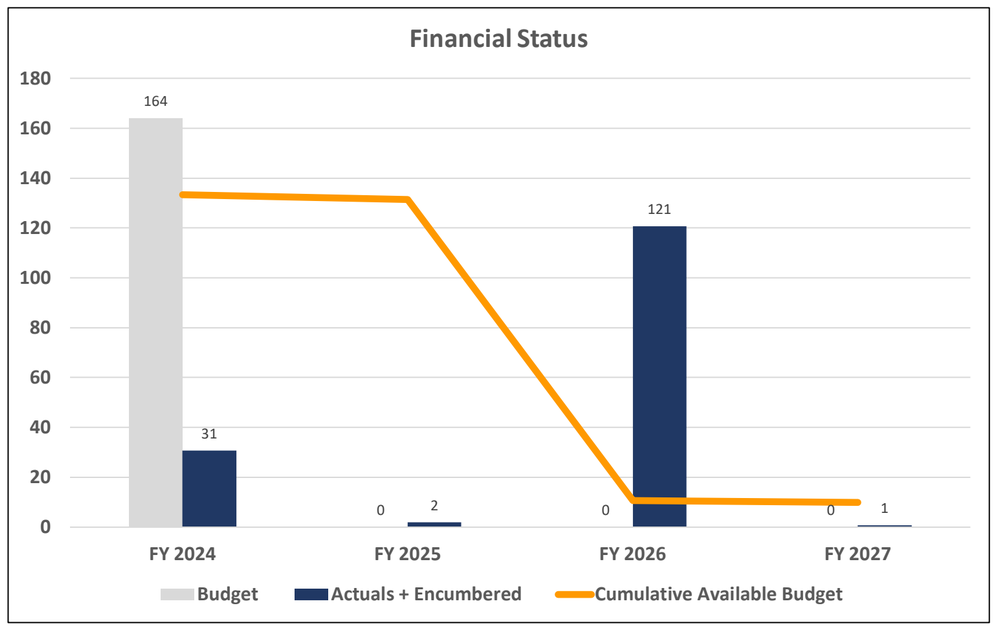
City of San Carlos issued a code enforcement notice to demolish the burned out building ASAP. This project is just for the demolition task.

STATUS Summary **Phase:** Design

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

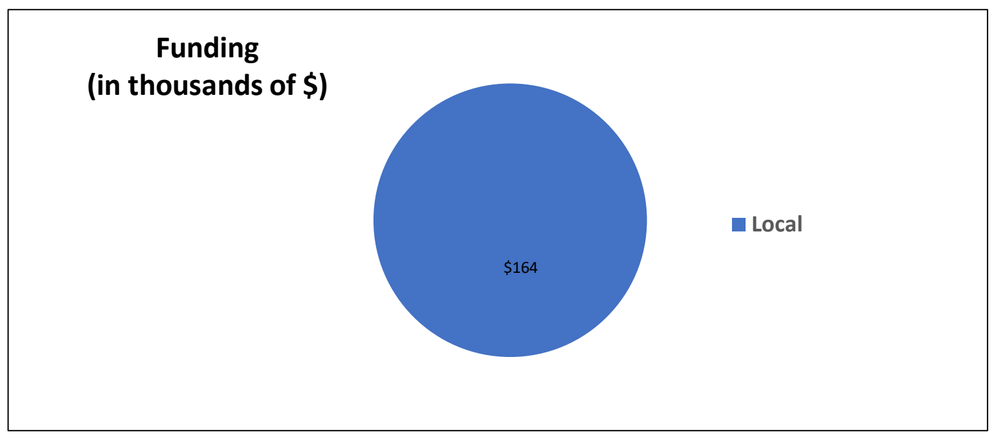
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 164,000	95.0%	94.0%	$ 164,000





KEY ACTIVITIES - Current Reporting Quarter

The building has been demolished but we are preserving the perimeter with rental fencing, until we have the permanent fence installed. The pre-bid walk has taken place; we are close to getting the permanent fencing up around the site.



KEY ACTIVITIES - Next Reporting Quarter

Working to complete the permanent fencing around the site.

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

Capital Programs Quarterly Progress Report

Project Controls

SamTrans Building Demolition **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100812**

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)	
15 - Procurement	7/1/2024	7/1/2024	12/31/2024	12/31/2024	0	0	
16 - Construction	1/1/2025	1/1/2025	12/31/2026	12/31/2026	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning			-		-	-			-	-
13 - Final Design			-		-	-			-	-
15 - Procurement	50		50	27	50	-	0	19	46	4
16 - Construction	114		114	1	114	-	1	107	108	6
19 - Closeout			-		-	-			-	-
Totals	**164**	**-**	**164**	**28**	**164**	**-**	**1**	**126**	**154**	**10**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2024	164		164	28				2	31	133
FY 2025			-					2	2	131
FY 2026			-				-	121	121	11
FY 2027			-				1	1	1	10
Totals	**164**	**-**	**164**	**28**	**164**	**-**	**1**	**126**	**154**	**10**

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)	(E=C-D)	
General Capital (01050)	Local	164			164		164	
Totals		**164**	**-**	**-**	**164**	**-**	**164**	

Project Notes

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Capital Programs Quarterly Progress Report

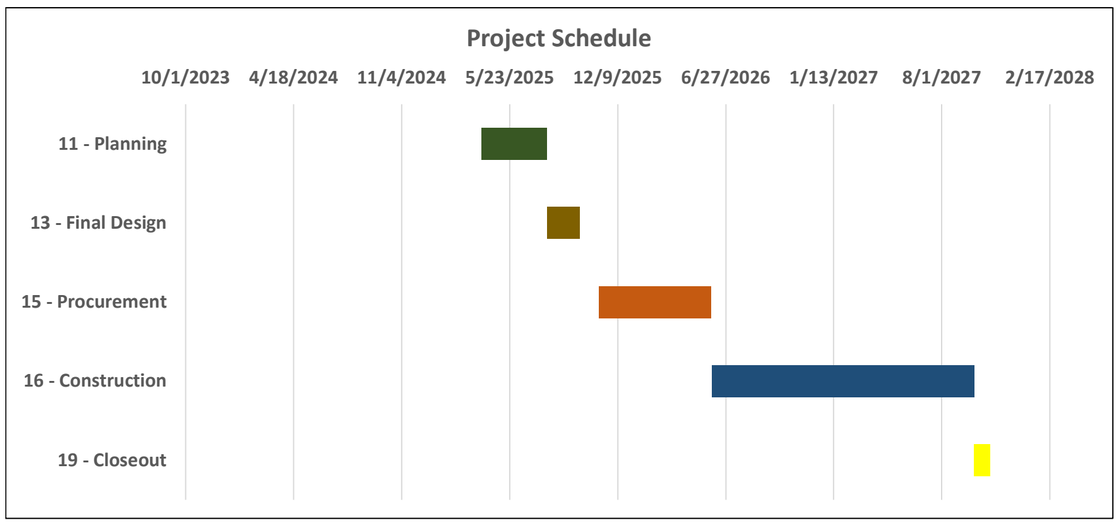
Project Controls

Concrete Replacement at NB, SB, and Sequoia Station **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100879**

Project Manager: Doug Deming

SCOPE Summary

This project will assess and complete phased concrete replacement at District facilities where concrete at select locations has failed. Scope includes demolition and removal of existing concrete; new baserock foundation; concrete frame and dowels; pour new concrete and monitor during cure period. Initial efforts will begin at Sequoia Station and subsequent work will address NB, SB and other facilities.



KEY ACTIVITIES - Current Reporting Quarter

Continue to work with Redwood City Public Works and concrete issues at the site.; Contractor to continue with project submittals and deliverables. Contract awarded for Sequoia Station concrete replacement; Submittals are in progress.

KEY ACTIVITIES - Next Reporting Quarter

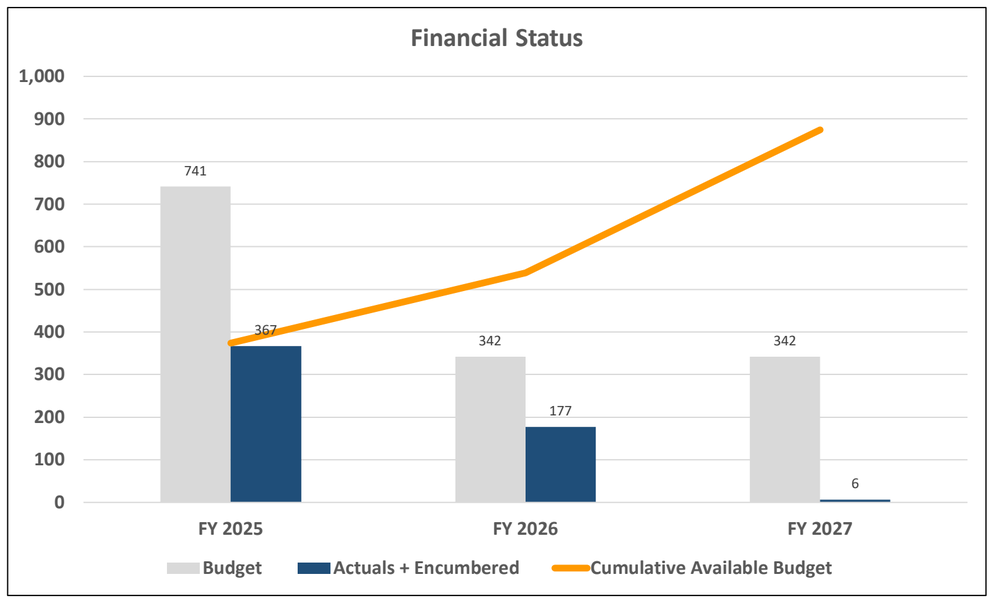
Approve project submittals; Start construction in middle of November.

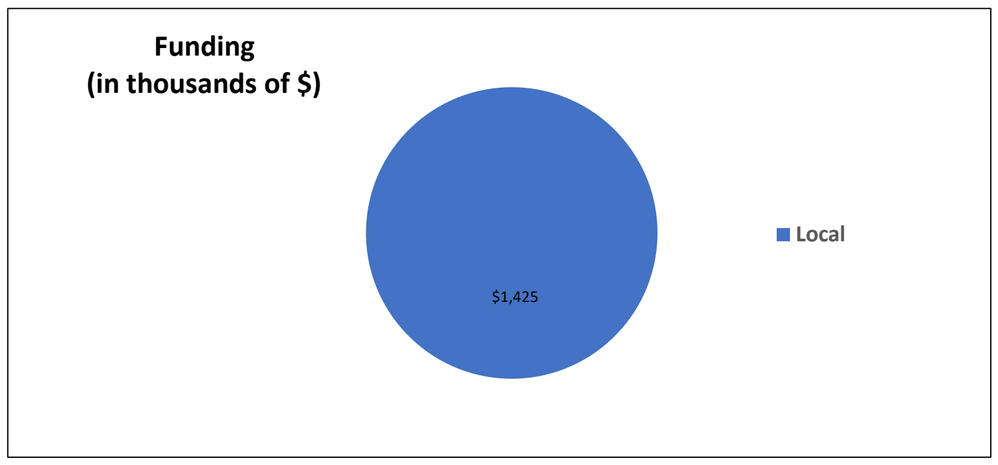
STATUS Summary

Phase: Design

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 1,425,000	47.8%	38.6%	$ 1,425,000





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

Potential Risk	Mitigation
Site conditions may include hidden damages	Project Team will observe initial excavation for any discovery of hidden conditions
Low risk of weather related issues	Will evaluate as needed

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

Issue	Status
Bus boarding displacement during construction	Facilities and Bus Ops have coordinated for passenger boarding at an adjacent site.

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Capital Programs Quarterly Progress Report

Project Controls

Concrete Replacement at NB, SB, and Sequoia Station **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100879**

Schedule

Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (Days) (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
11 - Planning	4/1/2025	4/1/2025	7/31/2025	7/31/2025	0	0	
13 - Final Design	8/1/2025	8/1/2025	9/30/2025	9/30/2025	0	0	
15 - Procurement	10/1/2025	11/5/2025	5/31/2026	5/31/2026	-35	0	
16 - Construction	6/1/2026	6/1/2026	9/30/2027	9/30/2027	0	0	Sequoia finished Fall'26; then NB+SB
19 - Closeout	9/30/2027	9/30/2027	10/30/2027	10/30/2027	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
11 - Planning	16		16		16	-		10	10	5
13 - Final Design	67		67	6	67	-	2	59	65	2
15 - Procurement	17		17		17	-	4	16	16	1
16 - Construction	1,308		1,308		1,308	-		459	459	849
19 - Closeout	17		17		17	-			-	17
Totals	**1,425**	**-**	**1,425**	**6**	**1,425**	**-**	**6**	**544**	**551**	**874**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY 2025	741		741	6				361	367	374
FY 2026	342		342					177	177	539
FY 2027	342		342				6	6	6	874
Totals	**1,425**	**-**	**1,425**	**6**	**1,425**	**-**	**6**	**544**	**551**	**874**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original (A)	Changes (B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
01025-01050-01100	Local	1,425			1,425		1,425	
Totals		**1,425**	**-**	**-**	**1,425**	**-**	**1,425**	

Project Notes

Subsequent work at other facilities is to be determined and will proceed by informal CUPCCAA bids as applicable.

A separate contract for North Base minor site work was awarded in Dec'25; North Base concrete is now completed

Capital Programs Quarterly Progress Report

Project Controls

NB and SB Steam Bay Hydraulic Lifts **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100880**

Project Manager: Harkirpal Sehmbey

SCOPE Summary

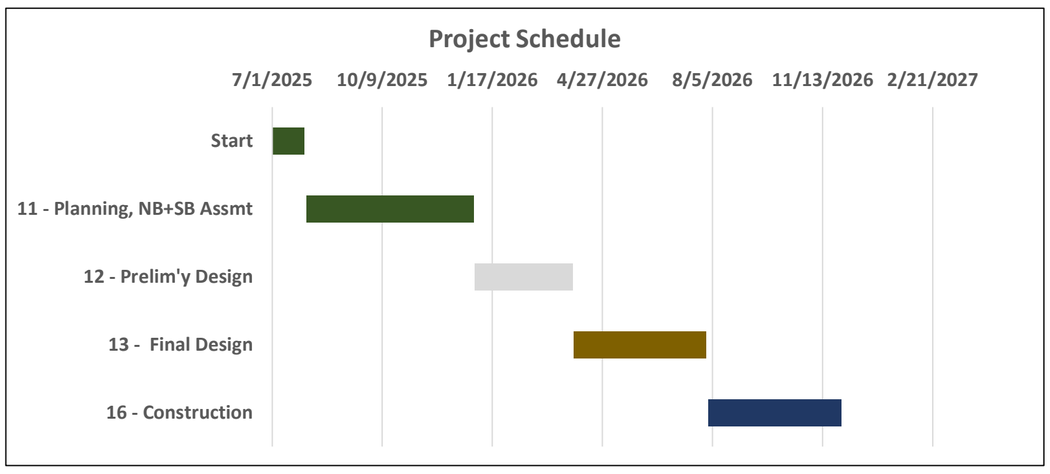
Assess eight (8) hydraulic lifts at NB (4) and SB (4) steam bays, including equipment functionality and environmental conditions. Conduct SOGR review to determine a repair-replacement strategy which may include replacing in-ground hydraulic lifts with electric surface-mount scissor lifts as warranted.

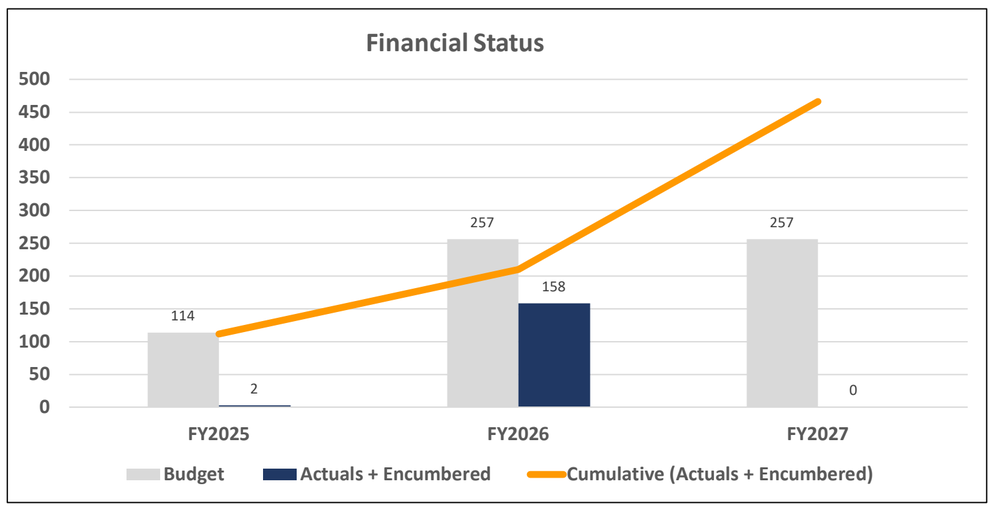
STATUS Summary

Phase: Construction

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

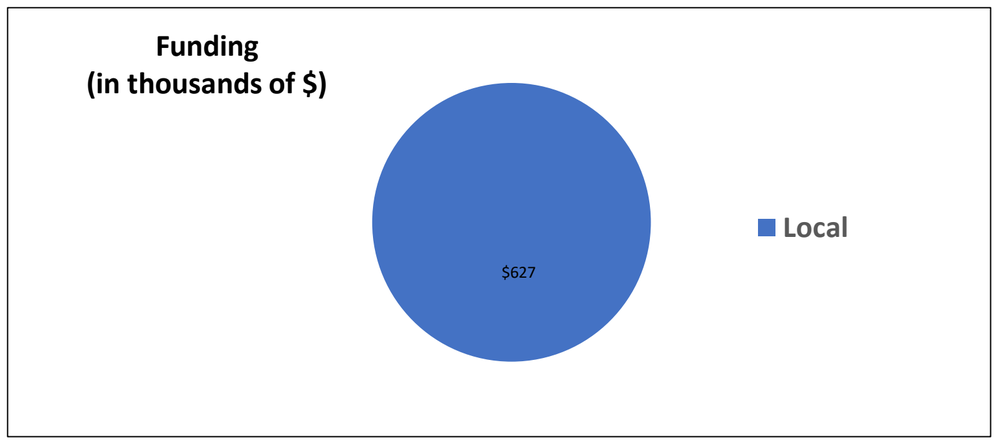
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 627,000	74.9%	25.7%	$ 627,000





KEY ACTIVITIES - Current Reporting Quarter

Facilities and Bus Maintenance staff (NB+SB) contemplated various in-ground/mobile lift solutions. Facilities proceeded with the CUPCCAA work at South Base; Procured external lift. Lead time items (hydraulic ram) are expecting 6-8 week lead time.



KEY ACTIVITIES - Next Reporting Quarter

Expect delivery of hydraulic ram.

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

Potential Risk	Mitigation
Site conditions may include hidden damages	Site assessment will include pot-holing as needed for underground/hidden conditions

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

Issue	Status
Lifts may be abandoned in place	If abandoned in place, Facilities will ensure proper colletion/disposal of hydraulic fluids

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Capital Programs Quarterly Progress Report

Project Controls

NB and SB Steam Bay Hydraulic Lifts **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100880**

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	7/1/2025	7/1/2025	7/30/2025	7/30/2025	0	0	
11 - Planning, NB+SB Assmt	8/1/2025	8/1/2025	12/31/2025	12/31/2025	0	0	Site assessments
12 - Prelim'y Design	1/1/2026	1/1/2026	3/31/2026	3/31/2026	0	0	Determine repair vs. replace
13 - Final Design	4/1/2026	4/1/2026	7/30/2026	7/30/2026	0	0	
16 - Construction	8/1/2026	8/1/2026	11/30/2026	11/30/2026	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	11		11	0	11			2	3	9
12 - Prelim'y Design	17		17		17				-	17
13 - Final Design	86		86		86				-	86
16 - Construction	513		513	158	513				158	355
Totals	**627**	-	**627**	**158**	**627**	-	-	**2**	**161**	**466**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2025	114		114	0				2	2	112
FY2026	257		257	158				0	158	210
FY2027	257		257						-	466
Totals	**627**	-	**627**	**158**	**627**	-	-	**2**	**161**	**466**

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)	(E=C-D)	
Sales Tax -01050		114			114		114	
Measure W 01025		513			513		513	
Totals		**627**	-	-	**627**	-	**627**	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

Replace NB Under Ground Utilities **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100898**

Project Manager: Kyle Gostkowski

SCOPE Summary

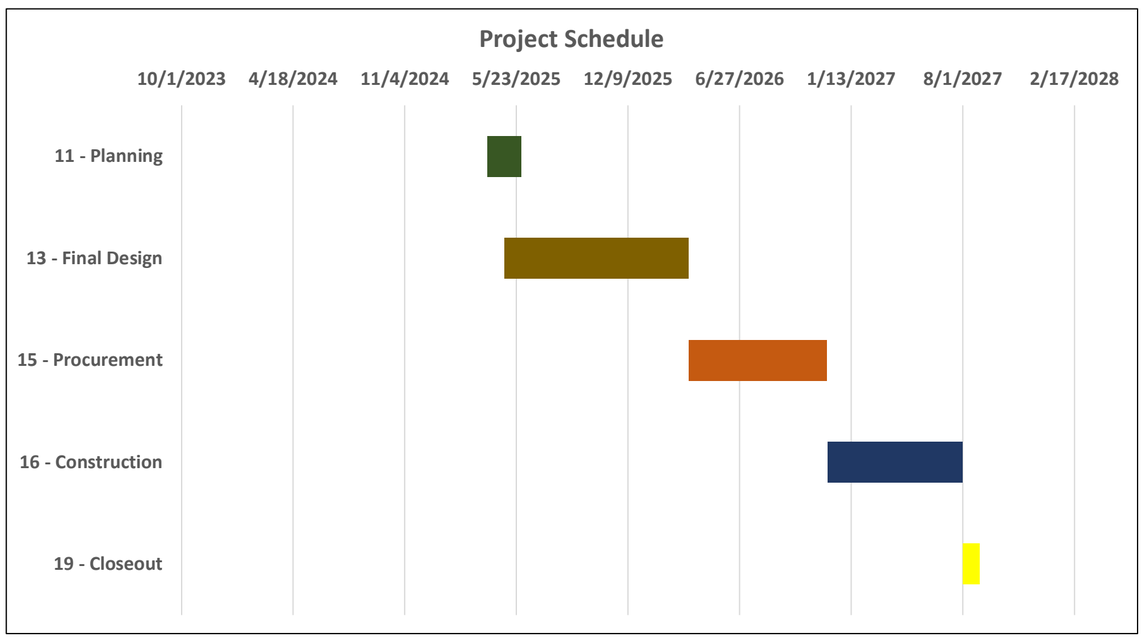
District staff have found that existing fire water distribution lines at the North Base facility are damaged and require replacement. These lines support fire protection to District staff/equipment. Expedited design and construction will replace pipes, pumps, valves, meters and related fittings from in-coming city connections up to and including the fire service connections across North Base. Project scope will assess domestic water lines at North Base as well for simultaneous replacement as warranted.

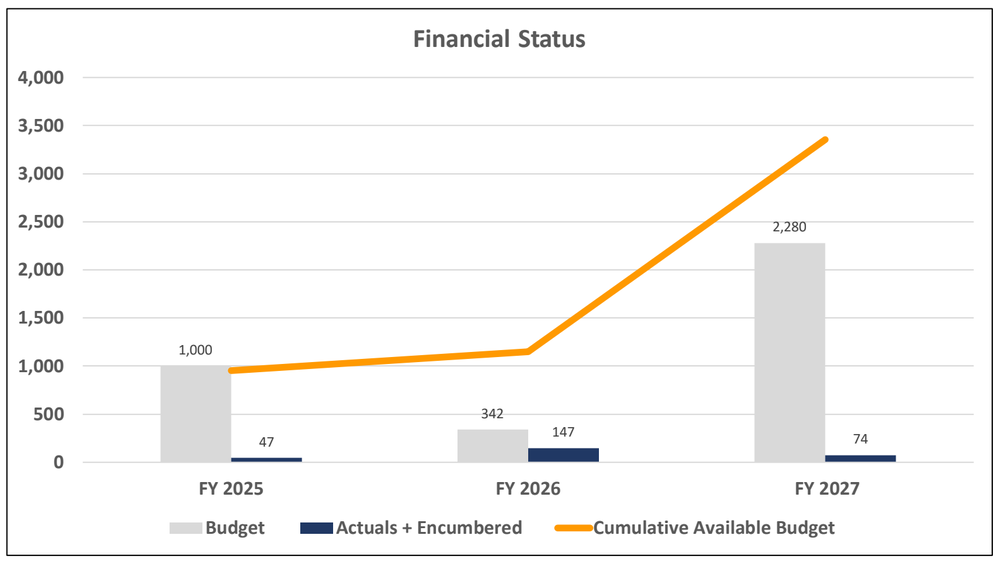
STATUS Summary

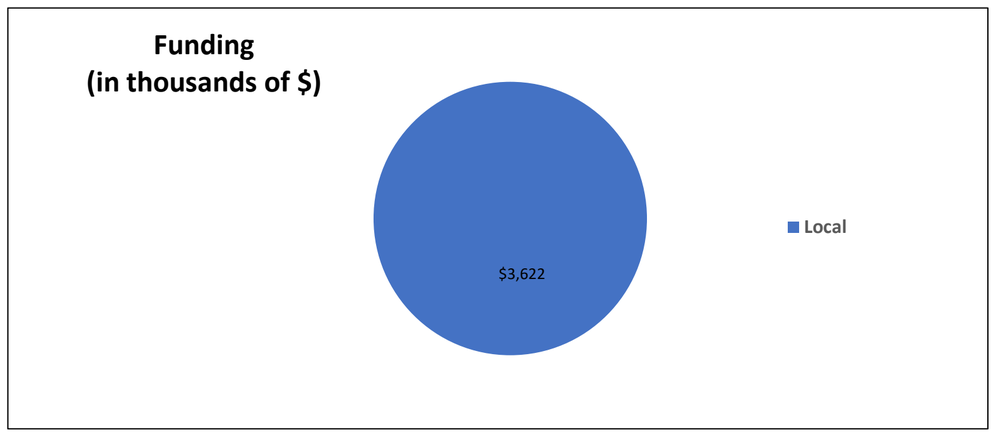
Phase: Design

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 3,622,000	35.1%	7.4%	$ 3,622,000







KEY ACTIVITIES - Current Reporting Quarter

Finalizing documents to submit for Board approval.

KEY ACTIVITIES - Next Reporting Quarter

Award contract

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

Potential Risk	Mitigation
There is potential for hidden damage	
SSF Fire Marshal not accepting design	

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

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

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Capital Programs Quarterly Progress Report

Project Controls

Replace NB Under Ground Utilities **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100898**

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	4/1/2025	4/1/2025	5/31/2025	5/31/2025	0	0	Expedited planning
13 - Final Design	6/1/2025	5/1/2025	3/31/2026	3/27/2026	31	4	
15 - Procurement	4/1/2026	3/28/2026	11/30/2026	11/30/2026	4	0	
16 - Construction	12/1/2026	12/1/2026	7/31/2027	7/31/2027	0	0	
19 - Closeout	8/1/2027	8/1/2027	8/31/2027	8/31/2027	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Allocated	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
13 - Final Design	100		100		100	-	12	101	101	(1)
15 - Procurement	15		15		15	-			-	15
16 - Construction	3,507		3,507	34	3,507	-	62	133	167	3,340
Totals	**3,622**	**-**	**3,622**	**34**	**3,622**	**-**	**74**	**233**	**267**	**3,355**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Allocated	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2025	1,000		1,000	34				12	47	953
FY 2026	342		342					147	147	1,148
FY 2027	2,280		2,280				74	74	74	3,355
Totals	**3,622**	**-**	**3,622**	**34**	**3,622**	**-**	**74**	**233**	**267**	**3,355**

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)	(E=C-D)	
Measure W - 01025	Local	-			-	-	-	
Sales Tax -01050 -01100	Local	3,622			3,622	3,622	-	
Totals		**3,622**	**-**	**-**	**3,622**	**3,622**	**-**	

Project Notes

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Capital Programs Quarterly Progress Report

Project Controls

NB Sewer Line: Assess, Repair and/or Replace **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100926**

Project Manager: Harri Emari

SCOPE Summary

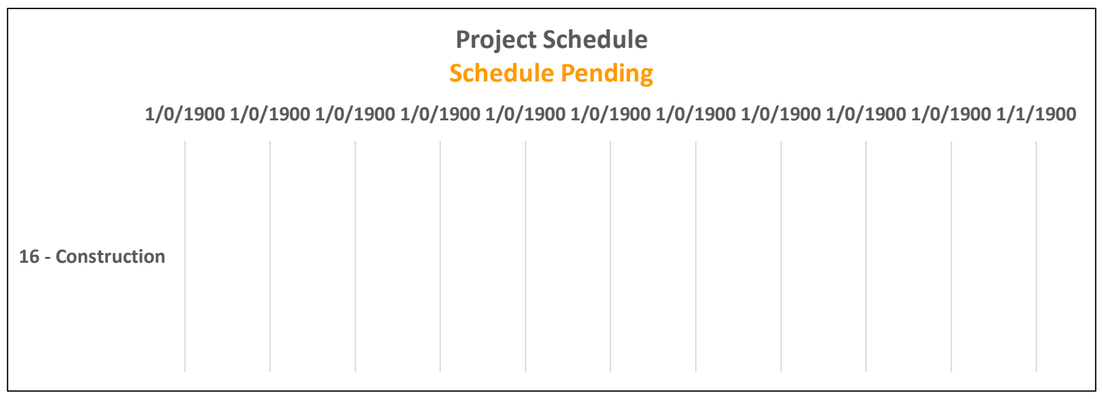
This project will do site assessment, environmental remediation, equipment repair, and/or replacements of the North Base sewer line. The current connection to the city sewer has been in use since 1984 and has indications of corrosion due to shallow and salty groundwater at North Base, creating potential health and safety hazards. An assessment of the sewer line is needed, and it is likely there will be a recommendation to replace the line.

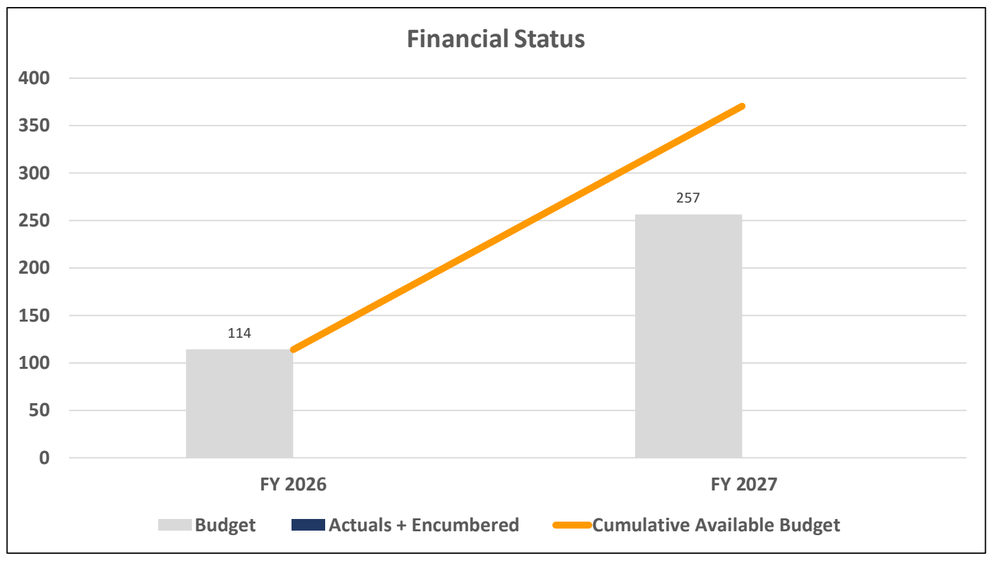
STATUS Summary

Phase: Construction

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

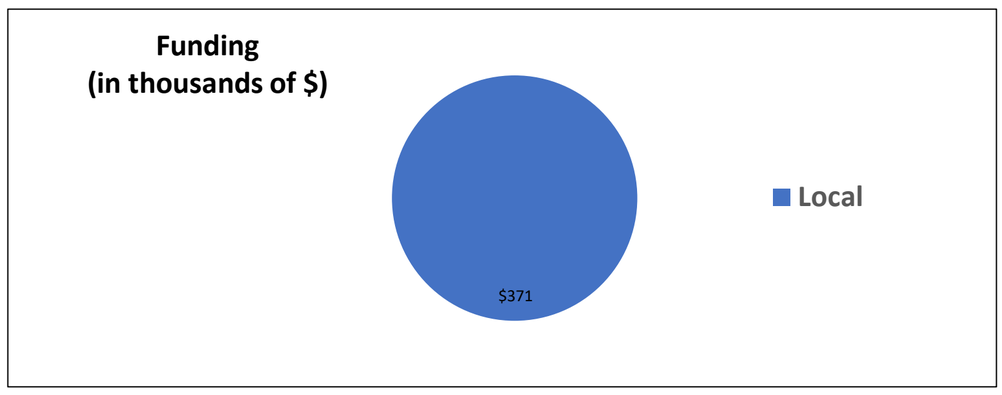
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 370,500	0.0%	0.0%	$ 370,500





KEY ACTIVITIES - Current Reporting Quarter

No update provided from project manager



KEY ACTIVITIES - Next Reporting Quarter

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

NB Sewer Line: Assess, Repair and/or Replace **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100926**

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					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Allocated	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
16 - Construction	371		371		371	-			-	371
Totals	371	-	371	-	371	-	-	-	-	371

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Allocated	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2026	114		114						-	114
FY 2027	257		257				-		-	371
Totals	**371**	-	**371**	-	**371**	-	-	-	-	**371**

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)	(E=C-D)	
Capital Contingency (01100)	Local	371			371	371	-	
Totals		**371**	-	-	**371**	**371**	-	

Project Notes

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Capital Programs Quarterly Progress Report

Project Controls

NB and SB in-shop Hydraulic Lifts **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100927**

Project Manager: Harkirpal Sehmbey

SCOPE Summary

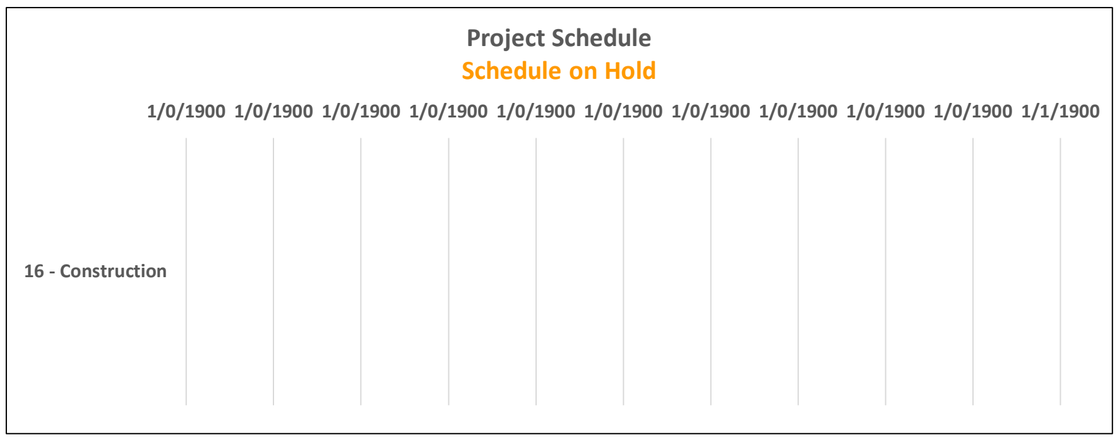
This project will assess NB+SB In-shop hydraulic lifts; approximately 70-units total. Scope includes equipment functional assessment, environmental condition assessment along with prioritized repair/replace strategy for select lift equipment. Subsequent budget requests to follow for any major developments.

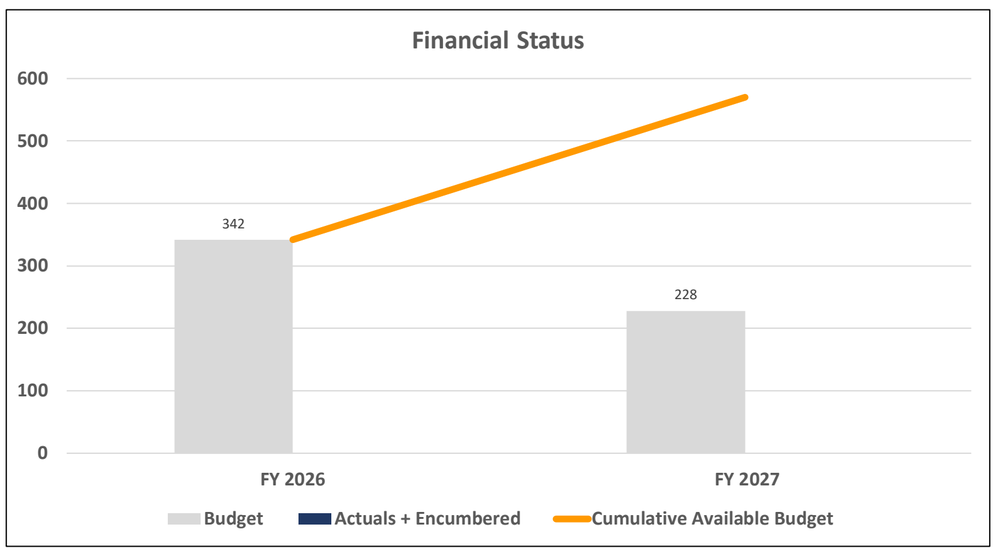
STATUS Summary

Phase: Construction

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

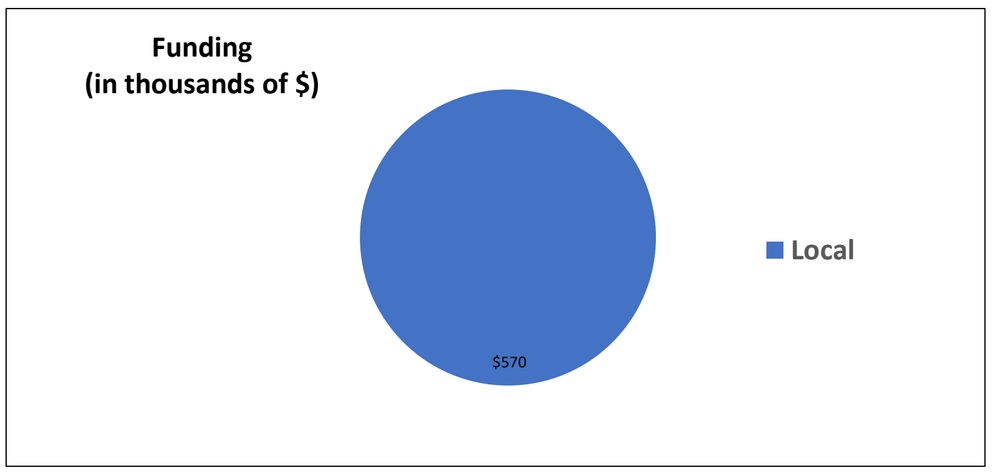
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 570,000	0.0%	0.0%	$ 570,000





KEY ACTIVITIES - Current Reporting Quarter

Facilities staff is working with base managers to come up with an alternative solution.
Schedule is on-hold until alternative solution is resolved.



KEY ACTIVITIES - Next Reporting Quarter

TBD

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

NB and SB in-shop Hydraulic Lifts **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100927**

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					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Allocated	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
16 - Construction	570		570		570	-			-	570
Totals	**570**	**-**	**570**	**-**	**570**	**-**	**-**	**-**	**-**	**570**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Allocated	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2026	342		342						-	342
FY 2027	228		228				-		-	570
Totals	**570**	**-**	**570**	**-**	**570**	**-**	**-**	**-**	**-**	**570**

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)	(E=C-D)	
Measure W Sales Tax (01025)	Local	570			570	570	-	
Totals		**570**	**-**	**-**	**570**	**570**	**-**	

Project Notes

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Capital Programs Quarterly Progress Report

Project Controls

Facility Smaller Projects & Repairs **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100949**

Project Manager: Harkirpal Sehmbey

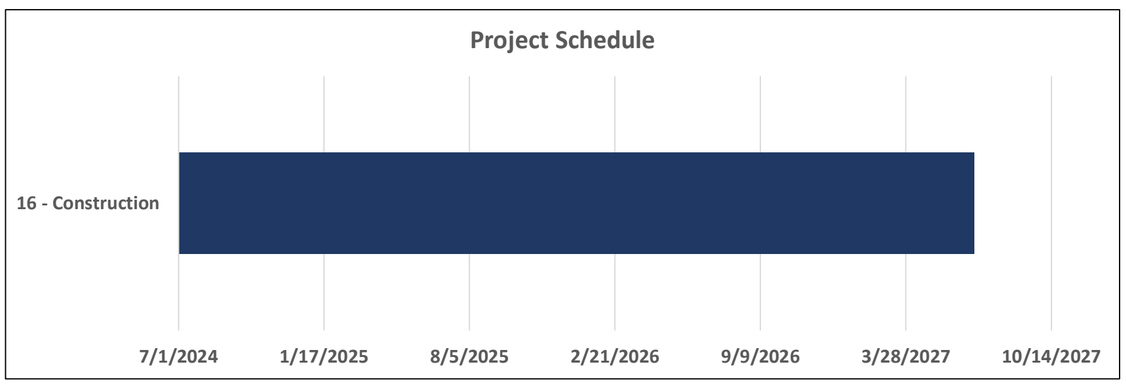
SCOPE Summary

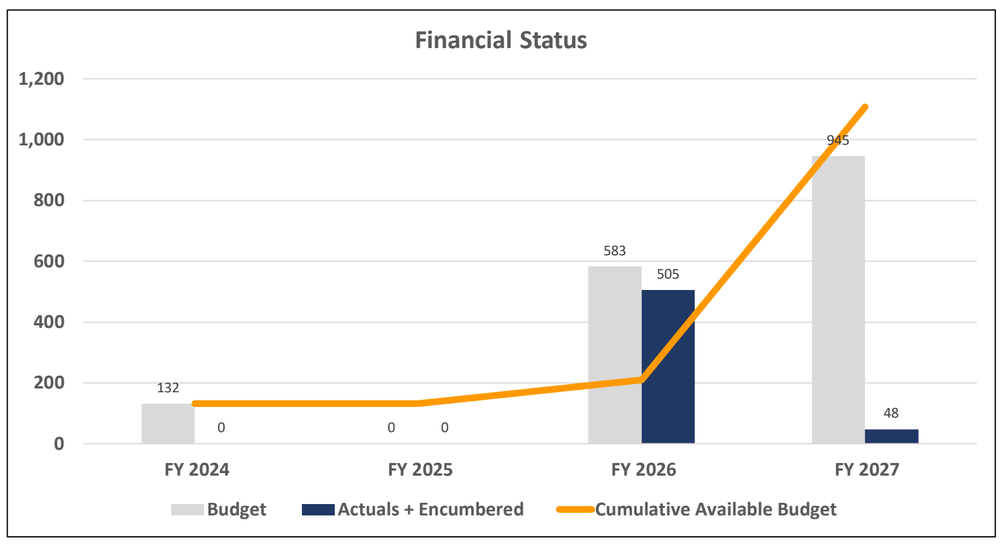
This project is intended to maintain a state of good repair for the District's infrastructure, shops, and facilities needed for District employees to perform their duties.

STATUS Summary **Phase:** Construction

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

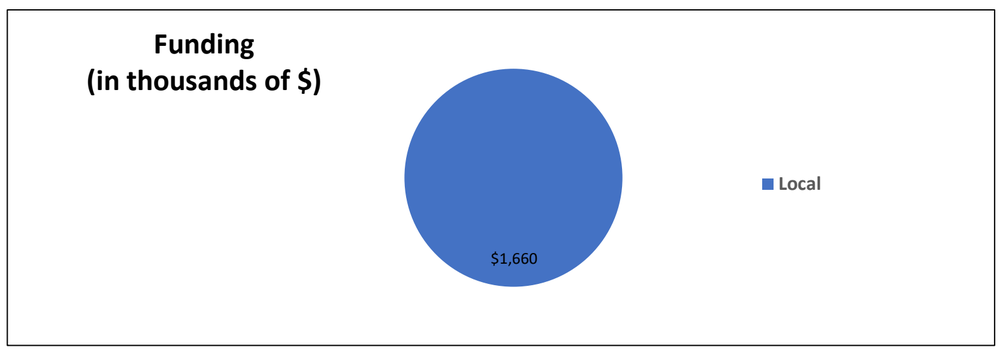
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 1,660,000	33.0%	33.3%	$ 1,660,000





KEY ACTIVITIES - Current Reporting Quarter

This project is intended to maintain a state of good repair for the District's infrastructure, shops, and facilities needed for District employees to perform their duties.



KEY ACTIVITIES - Next Reporting Quarter

Continue to maintain state of good repair for the District

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Facility Smaller Projects & Repairs **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100949**

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	7/1/2024	7/1/2024	6/30/2027	6/30/2027	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
11 - Planning			-		-	-			-	-
12 - Preliminary Design									-	
13 - Final Design			-		-	-			-	-
15 - Procurement			-		-	-			-	-
16 - Construction	1,660		1,660	77	1,660	-	48	475	553	1,107
19 - Closeout			-		-	-			-	-
Totals	**1,660**	**-**	**1,660**	**77**	**1,660**	**-**	**48**	**475**	**553**	**1,107**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY 2024	132		132						-	132
FY 2025			-						-	132
FY 2026	583		583	77			-	427	505	210
FY 2027	945		945				48	48	48	1,107
Totals	**1,660**	**-**	**1,660**	**77**	**1,660**	**-**	**48**	**475**	**553**	**1,107**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Original (A)	Changes (B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital (01050)	Local	132			132		132	
Capital Contingency (01100)	Local	1,528			1,528		1,528	
Totals		**1,660**	**-**	**-**	**1,660**	**-**	**1,660**	

Project Notes

Capital Programs Quarterly Progress Report

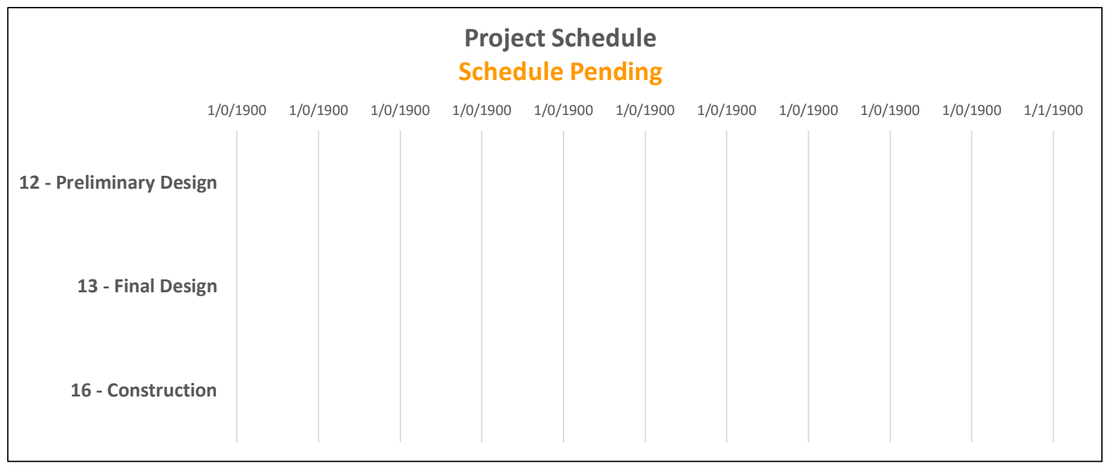
Project Controls

NB-SB Roof Replacement Assessment **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100977**

Project Manager: Harri Emari

SCOPE Summary

Assess and design of 40+ years old roof replacement for buildings located at North Base and South Base.



KEY ACTIVITIES - Current Reporting Quarter

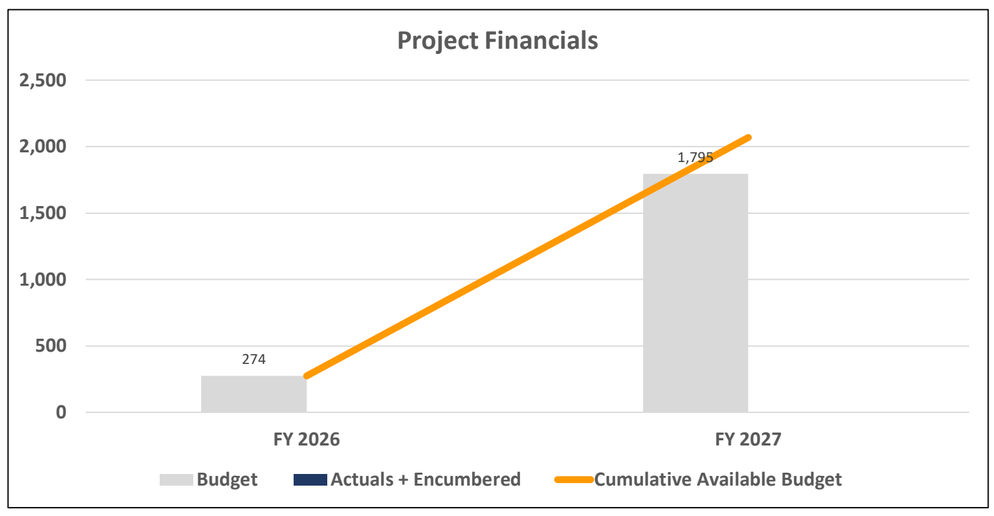
Facilities staff is having discussions internally to start assessment & study for the bases.

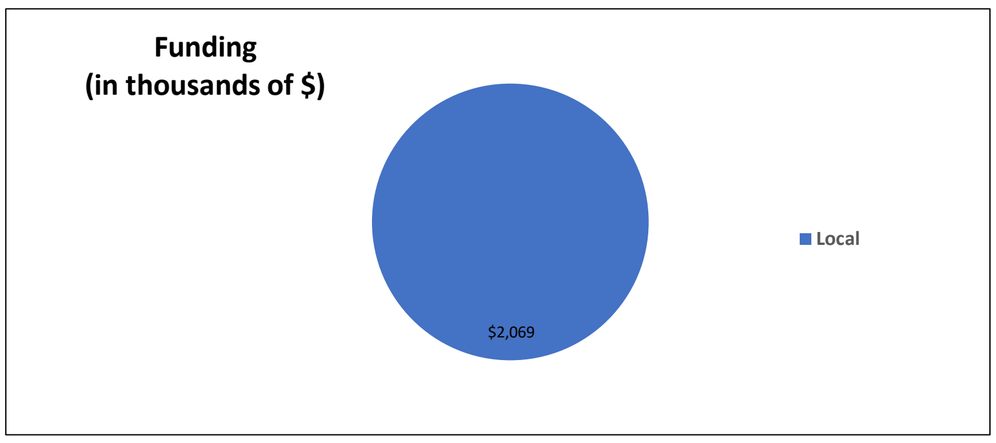
KEY ACTIVITIES - Next Reporting Quarter

STATUS Summary **Phase:** Construction

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 2,068,600	0.0%	0.0%	$ 2,069,100





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

NB-SB Roof Replacement Assessment **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100977**

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)	
12 - Preliminary Design							
13 - Final Design					0	0	
16 - Construction					0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning			-		-	-			-	-
12 - Preliminary Design	114		114		114				-	114
13 - Final Design	160		160		160	-			-	160
15 - Procurement			-		-	-			-	-
16 - Construction	1,796		1,796		1,796	-			-	1,796
19 - Closeout			-		-	-			-	-
Totals	**2,069**	**-**	**2,069**	**-**	**2,069**	**-**	**-**	**-**	**-**	**2,069**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2026	274		274						-	274
FY 2027	1,795		1,795						-	2,069
Totals	**2,069**	**-**	**2,069**	**-**	**2,069**	**-**	**-**	**-**	**-**	**2,069**

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)	(E=C-D)	
Capital Contingency (01100)	Local	2,069			2,069		2,069	
Totals		**2,069**	**-**	**-**	**2,069**	**-**	**2,069**	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

Dumbarton Bridge Safety/Maintenance Assessment **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100979**

Project Manager: Harkirpal Sehmbey

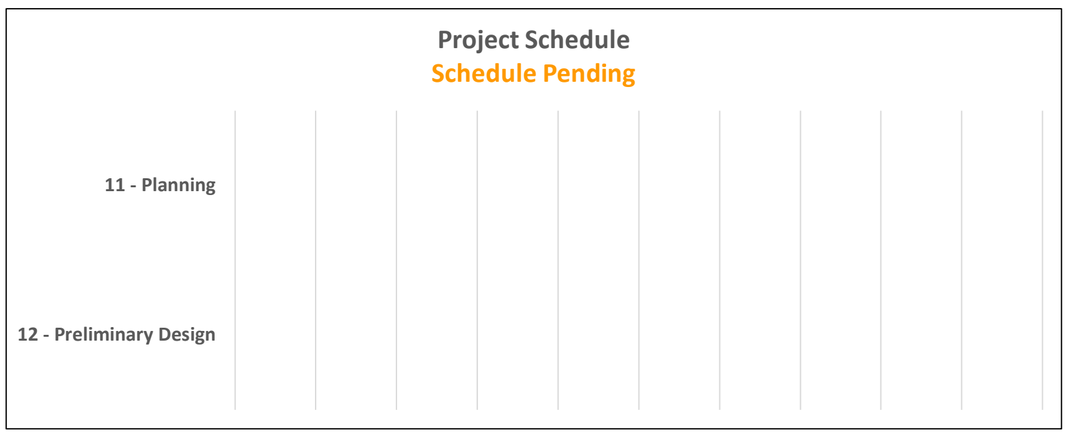
SCOPE Summary

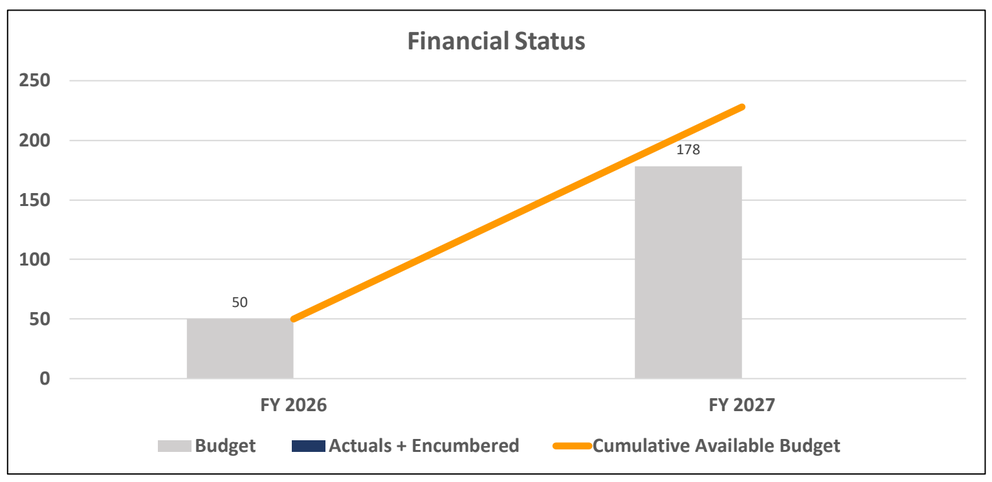
Conduct a detailed field assessment to identify safety / structural issues & applicable SOGR/remediation actions/costs. Key elements include site assessment of various mechanical/electrical components -- structural metal, erosion controls, mechanical equipment, electrical switchgear and related lights/sensors/transponders.

STATUS Summary **Phase:** PS&E

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

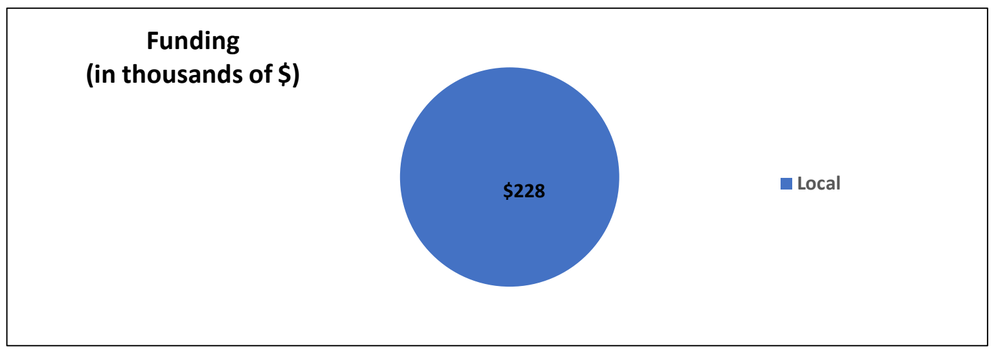
Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 228,000	0.0%	0.0%	$ 228,000





KEY ACTIVITIES - Current Reporting Quarter

Facility staff is discussing options for a safe path to access the area in order to provide an initial assessment.



KEY ACTIVITIES - Next Reporting Quarter

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Dumbarton Bridge Safety/Maintenance Assessment **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100979**

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					0	0	
12 - Preliminary Design							

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	50		50		50	-			-	50
12 - Preliminary Design	178		178		178				-	178
13 - Final Design			-		-	-			-	-
15 - Procurement			-		-	-			-	-
16 - Construction			-		-	-			-	-
19 - Closeout			-		-	-			-	-
Totals	**228**	**-**	**228**	**-**	**228**	**-**	**-**	**-**	**-**	**228**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2026	50		50						-	50
FY 2027	178		178				-		-	228
Totals	**228**	**-**	**228**	**-**	**228**	**-**	**-**	**-**	**-**	**228**

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)	(E=C-D)	
Dumbarton MOU Reserve (01028)	Local	228			228		228	
					-		-	
					-		-	
Totals		**228**	**-**	**-**	**228**	**-**	**228**	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

North Base - Sea Level Rise and Erosion Mitigation **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100712**

Project Manager: Lisha Mai

SCOPE Summary

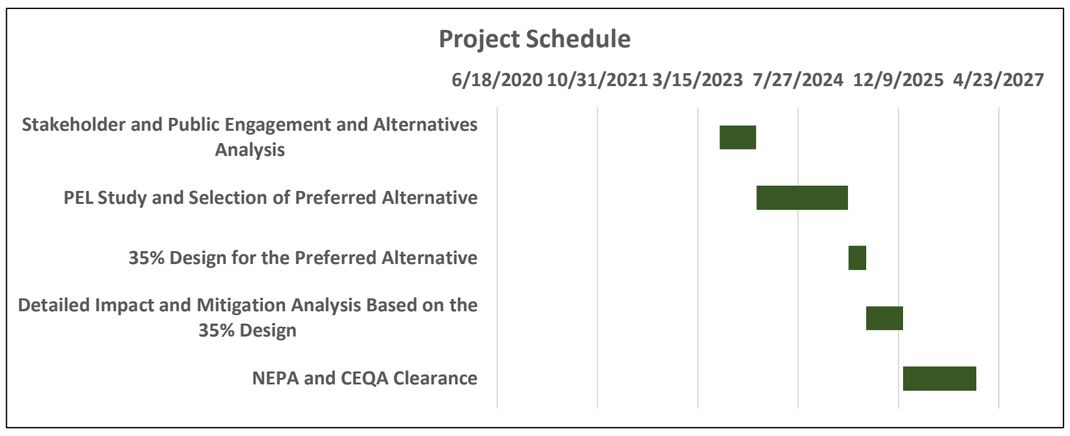
The project will perform a feasibility study of long-term sea level rise adaptation and erosion mitigation alternatives for North Base. The project will conduct the necessary planning and predesign to develop mitigation solutions to protect North Base and SamTrans' ability to operate from the impacts 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.

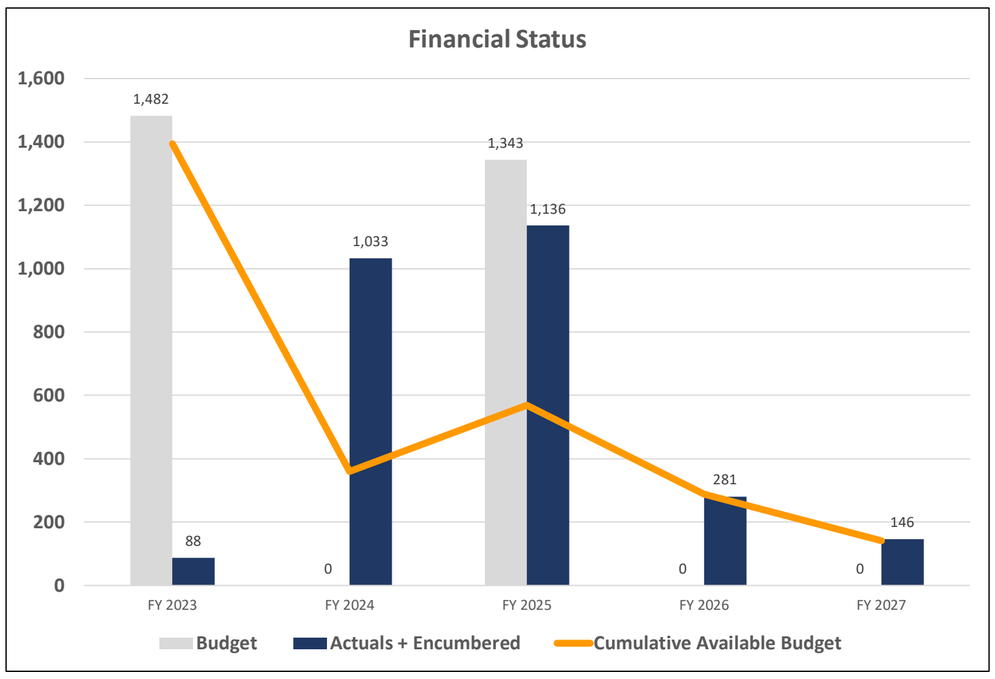
STATUS Summary

Phase: Planning

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

Approved Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 2,825,100	9.7%	95.0%	$ 2,825,100



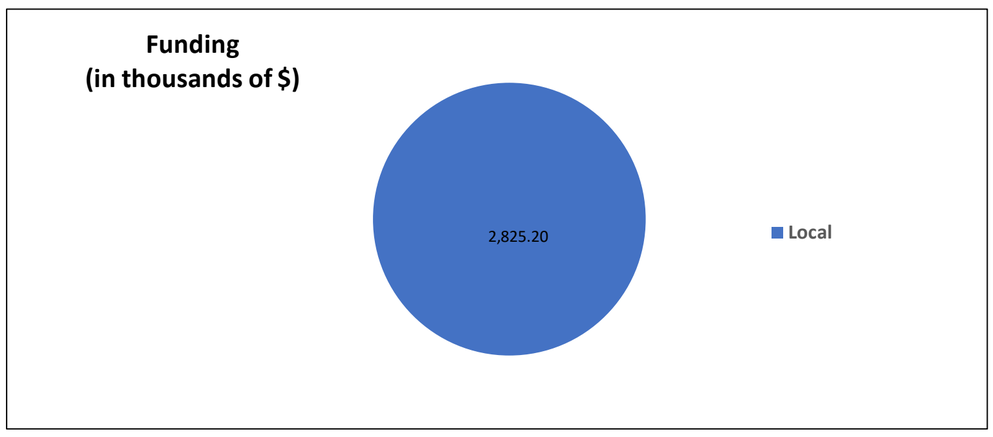


KEY ACTIVITIES - Current Reporting Quarter

Continue North Base Relocation Study and prepare draft recommendation based on findings to Ad-Hoc Committee.

KEY ACTIVITIES - Next Reporting Quarter

Finalize the North Base Relocation Study. Present staff recommendation to Board. Continue next steps of environmental process based on Board direction.



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

Potential Risk	Mitigation
Environmental agency review may result in unforseen mitigation requirements.	TBD

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

Issue	Status
None at this phase	

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Capital Programs Quarterly Progress Report

Project Controls

North Base - Sea Level Rise and Erosion Mitigation **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100712**

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 reassed and adjusted for longer ext. stakeholder engagment and permitting agency consultation. This step is vitial to assessment of feasiblity.
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 / ESTIMATE AT COMPLETION / COSTS Details (in thousands of $)

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	1,482		1,482	31	1,482	-	14	1,286	1,317	165
12 - PE/Env/PSE	1,343		1,343	689	1,343	(0)	133	678	1,367	(24)
13 - Final Design	-				-	-			-	-
15 - Procurement	-				-	-			-	-
16 - Construction	-				-	-			-	-
19 - Closeout	-				-	-			-	-
Totals	**2,825**	**-**	**2,825**	**719**	**2,825**	**(0)**	**146**	**1,965**	**2,684**	**141**

Credit due to payroll charges after PO
Correction TBD (Budget Transfer or PO release)

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2023	1,482		1,482	82				6	88	1,394
FY 2024				437				597	1,033	361
FY 2025	1,343		1,343	200				935	1,136	568
FY 2026								281	281	288
FY 2027							146	146	146	141
Totals	**2,825**		**2,825**	**719**	**2,825**	**(0)**	**146**	**1,965**	**2,684**	**141**

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	2,825			2,825	2,825	-	
TBD		0					(0)	
Totals		**2,825**	**-**	**-**	**2,825**	**2,825**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

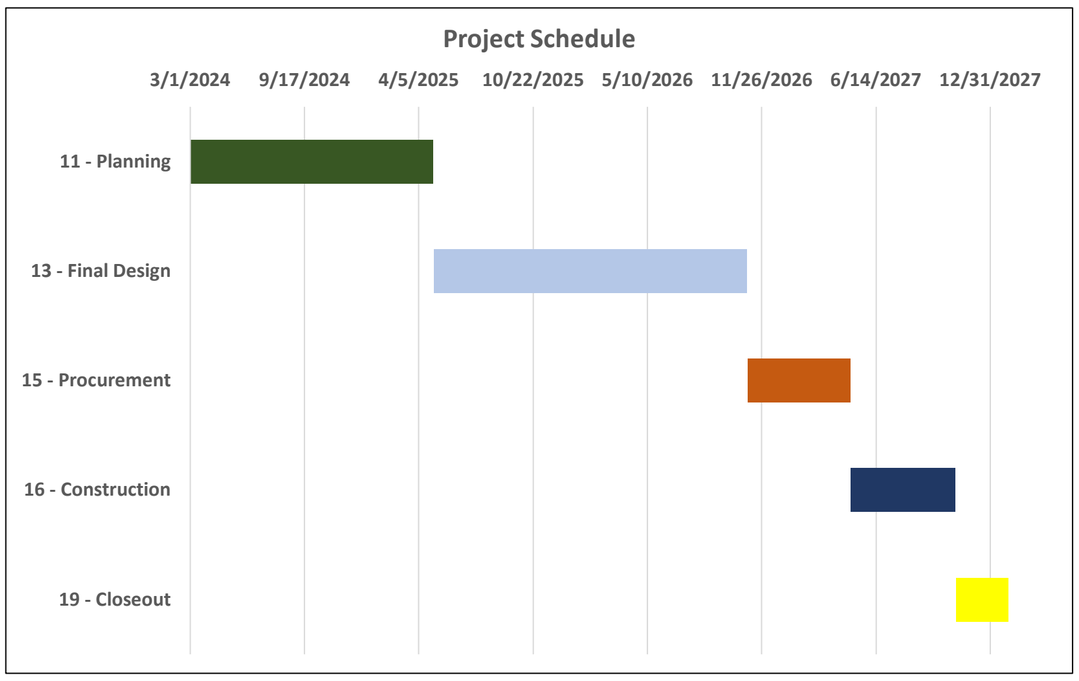
Project Controls

North Base Shoreline Erosion Control Mitigation **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100883**

Project Manager: Lisha Mai

SCOPE Summary

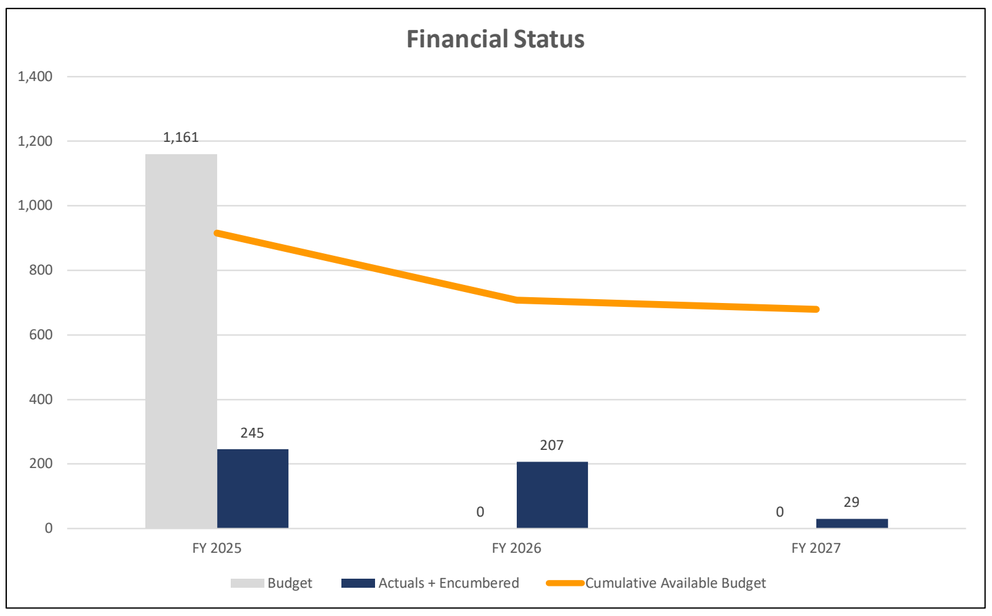
Implement near-term erosion control mitigation and shoreline slope stabilization along North Base shoreline from an updated Erosion Assessment Report. Early implementation involves development of design plans and obtaining environmental clearance and permits from various permitting agencies for mitigating areas of erosion at high risk of failure.



STATUS Summary **Phase:** CON

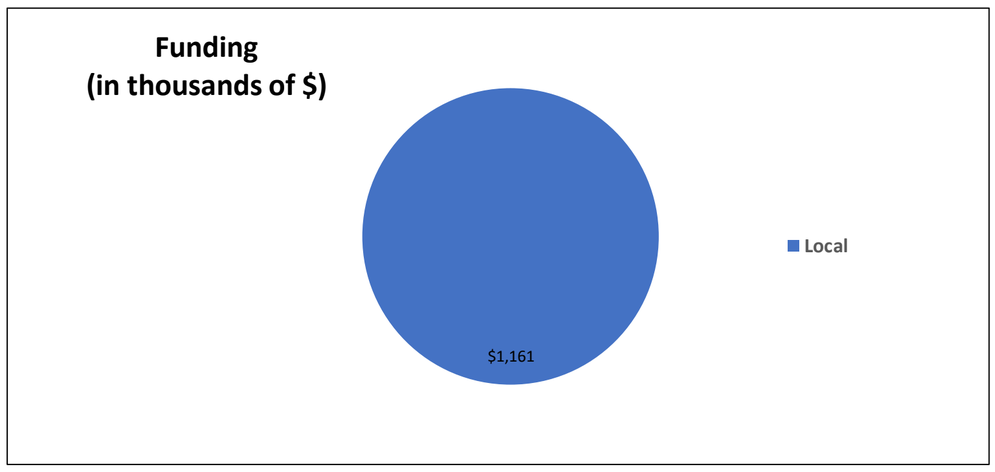
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 1,160,520	19.3%	41.5%	$ 1,160,520



KEY ACTIVITIES - Current Reporting Quarter

Finalizing 100% Design and preperation of Bid Documents for solicitation.



KEY ACTIVITIES - Next Reporting Quarter

Complete 100% design and Contract Documents to send to C&P for bid solicitation.

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

Potential Risk	Mitigation
Anticipated El Nino storm could further impact the shoreline before the contract is awarded for construction, potentially adding scope to project.	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

North Base Shoreline Erosion Control Mitigation **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100883**

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	3/1/2024	3/1/2024	4/30/2025	4/30/2025	0	0	
13 - Final Design	5/1/2025	5/1/2025	10/31/2026	10/31/2026	0	0	
15 - Procurement	11/1/2026	11/1/2026	4/30/2027	4/30/2027	0	0	
16 - Construction	5/1/2027	5/1/2027	10/31/2027	10/31/2027	0	0	
19 - Closeout	11/1/2027	11/1/2027	1/31/2028	1/31/2028	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	34		34		34	-	1	24	24	11
12 - Preliminary Design	397		397	231	397		3	122	353	54
13 - Final Design	140		140	38	140	-	25	66	105	89
15 - Procurement			-		-	-	-	-	-	89
16 - Construction	590		590		590	-	-	-	-	679
19 - Closeout			-		-	-	-	-	-	679
Totals	**1,161**	**-**	**1,161**	**270**	**1,161**	**-**	**29**	**212**	**481**	

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2025	1,161		1,161	231				14	245	915
FY 2026			-	38				169	207	708
FY 2027			-				29	29	29	679
Totals	**1,161**	**-**	**1,161**	**270**	**1,161**	**-**	**29**	**212**	**481**	

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)	(E=C-D)	
General Capital (01050)	Local	1,161			1,161		1,161	
Totals		**1,161**	**-**	**-**	**1,161**	**-**	**1,161**	

Project Notes

samTrans

Capital Programs Quarterly Progress Report

Project Controls

South Base Levee System Assessment **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100884**

Project Manager: Lisha Mai

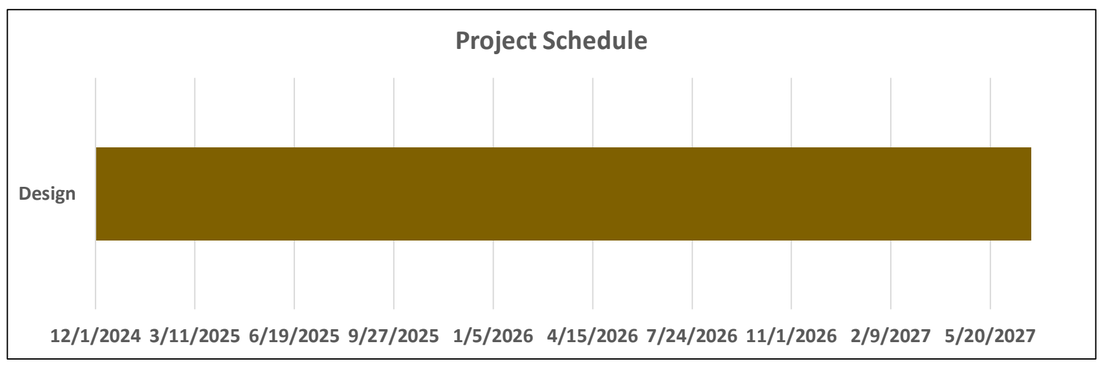
SCOPE Summary

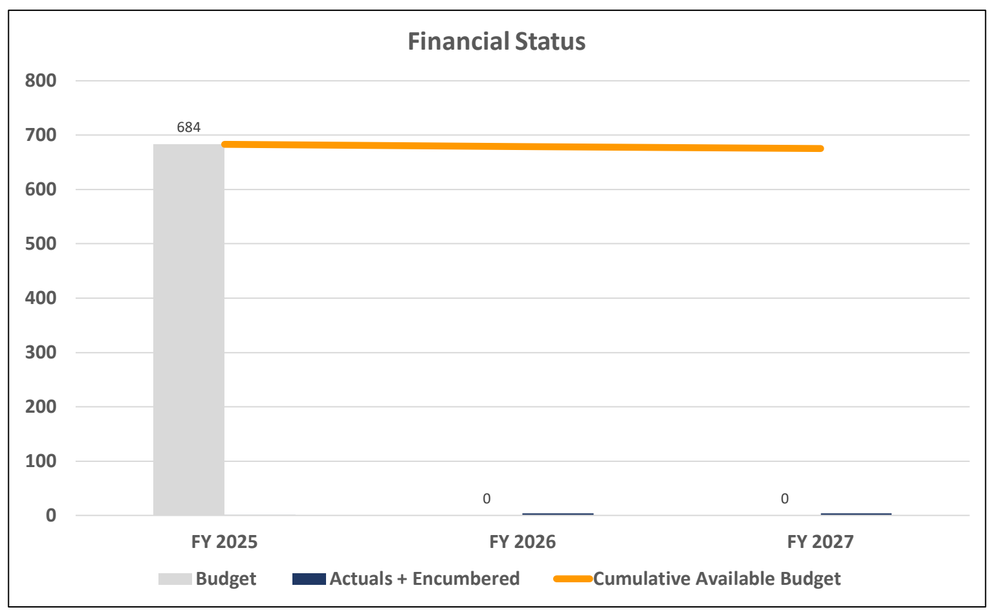
The project will implement recommendations by the Federal Emergency Management Agency (FEMA) and perform studies in collaboration with Redwood City, San Carlos, and OneShoreline to address deficiencies in the existing levee system at South Base, and its effects on the next FEMA map revision that could de-accredit the existing Redwood Shore levee system. It also includes review of proposed design for future flood protection to meet certification requirements and long-term sea level rise protection.

STATUS Summary **Phase:** Design

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 684,000	71.0%	1.3%	$ 684,000

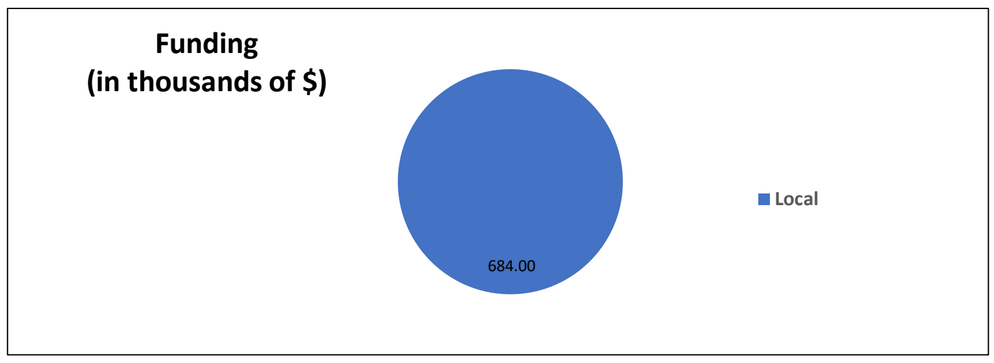




KEY ACTIVITIES - Current Reporting Quarter

Continued to participate in Regional Technical Committee along with RWC, San Carlos, SMC, OneShoreline, Caltrans and other external agencies for development of Redwood Shore Sea Level Rise Project. Reviewed and commented on 65% design plans.

RWC, the lead agency, is faced with challenges regarding potential cost sharing model and level of protection. Current work was funded through August 2026, when the FEMA grant closes. Future funding has not been identified.



KEY ACTIVITIES - Next Reporting Quarter

Continue to participate in Regional Technical Committee. Receive update from RWC regarding potential cost sharing plan.

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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

South Base Levee System Assessment **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100884**

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)	
13 - Final Design	12/1/2024	12/1/2024	6/30/2027	6/30/2027	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	684		684		684	-	4	9	9	675
13 - Final Design			-		-	-			-	-
15 - Procurement			-		-	-			-	-
16 - Construction			-		-	-			-	-
19 - Closeout			-		-	-			-	-
Totals	**684**	**-**	**684**	**-**	**684**	**-**	**4**	**9**	**9**	**675**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2025	684		684					1	1	683
FY 2026			-					4	4	679
FY 2027			-				4	4	4	675
Totals	**684**	**-**	**684**	**-**	**684**	**-**	**4**	**9**	**9**	**675**

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)	(E=C-D)	
General Capital (01050)	Local	684			684		684	
Totals		**684**	**-**	**-**	**684**	**-**	**684**	

Project Notes

Capital Programs Quarterly Progress Report

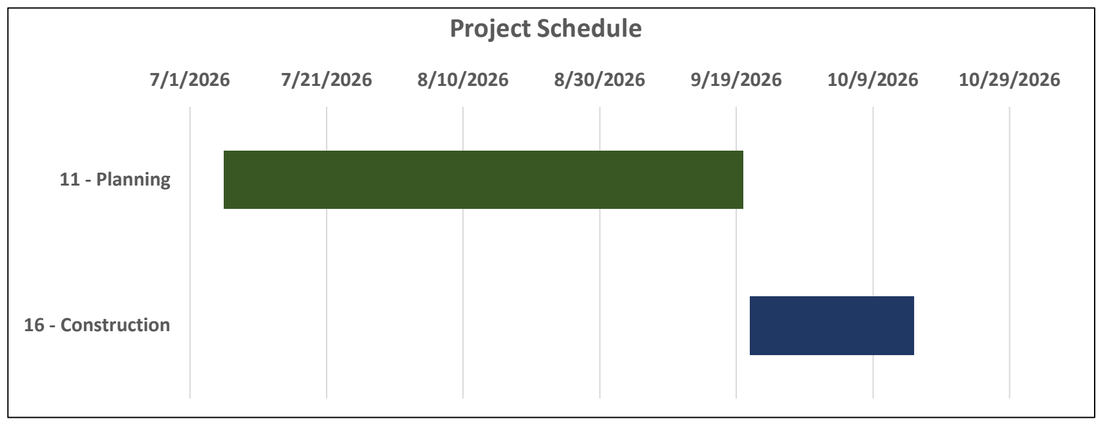
Project Controls

Artificial Intelligence **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100980**

Project Manager: Susmita Pattnaik

SCOPE Summary

This project proposes the establishment of a districtwide Artificial Intelligence (AI) Enablement Fund to strategically support the responsible adoption of AI across business and operational functions. This project will provide the structure, oversight, and investment needed to ensure AI technologies are implemented consistently, securely, and in alignment with district goals. The first phase will engage a specialized consulting firm. The second phase will focus on deploying AI software and solutions aligned with the approved strategy and prioritized use cases.



KEY ACTIVITIES - Current Reporting Quarter

Current State AI Strategy Report draft completed and reviewed with project team for review and feedback.
Reviewed Use case prioritization and selection session with Vendor and shared district AI champions for feedback.
Consolidated AI current state workshop Feedback

KEY ACTIVITIES - Next Reporting Quarter

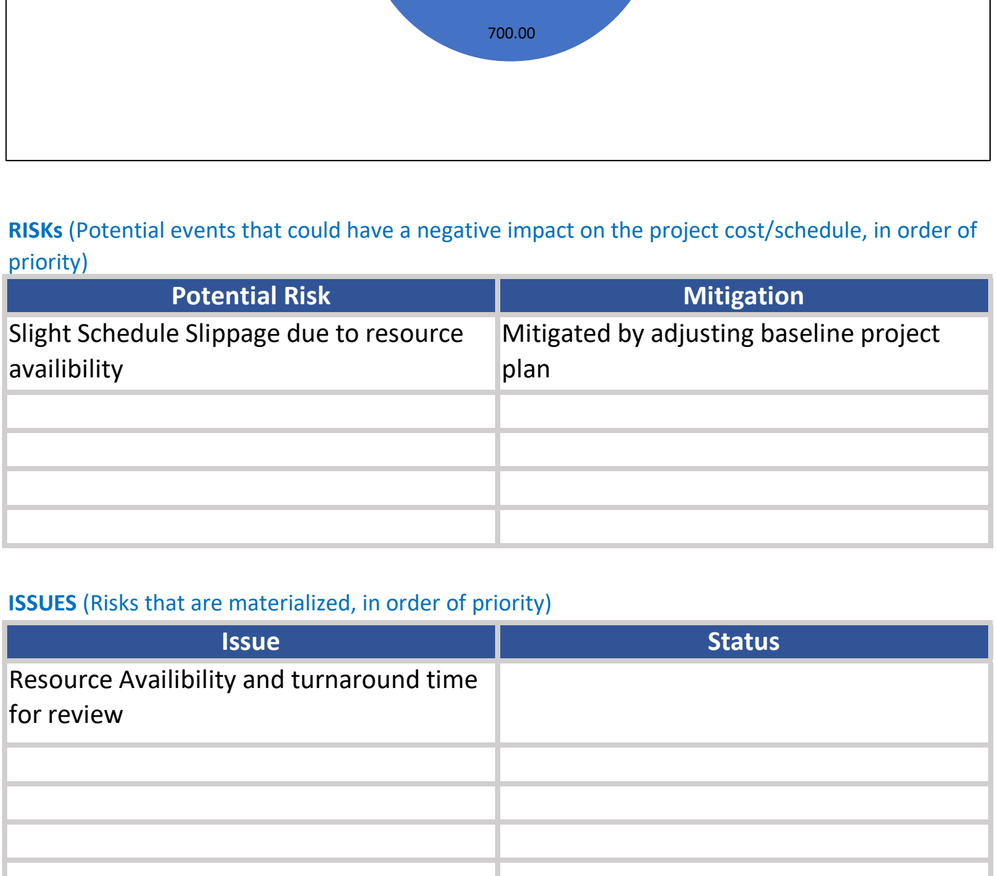
Review Future State Readout Session with project team.
Review Use case prioritization and selection session
Review AI and Data Governance polices with project team
Review Roadmap design and sequencing session

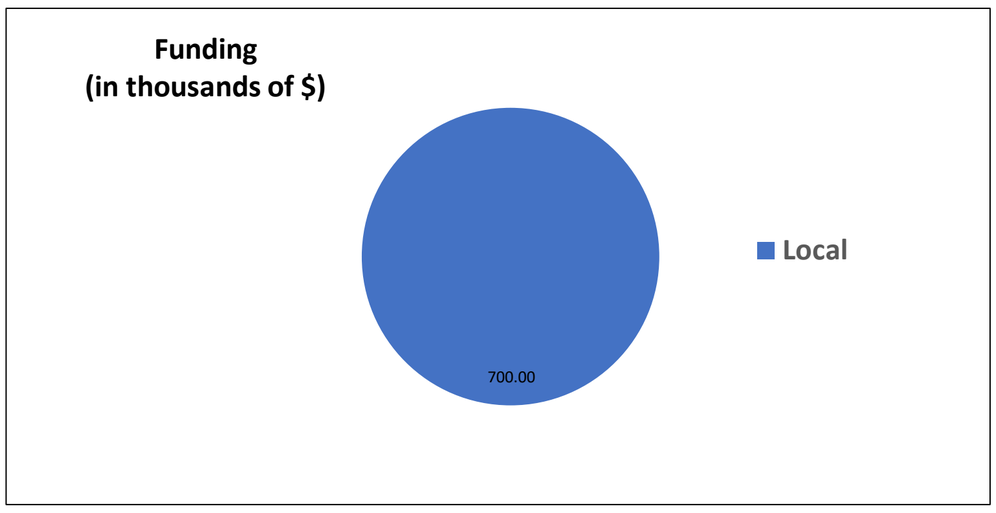
STATUS Summary

Phase:

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 700,000	85.1%	11.7%	$ 700,000





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

Potential Risk	Mitigation
Slight Schedule Slippage due to resource availibility	Mitigated by adjusting baseline project plan

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

Issue	Status
Resource Availibility and turnaround time for review	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Artificial Intelligence **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100980**

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	7/6/2026	7/6/2026	9/20/2026	9/20/2026	0	0	
16 - Construction	9/21/2026	9/21/2026	10/15/2026	10/15/2026	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning	250		250	-	250	-	27	82	82	168
12 - Preliminary Design			-		-				-	-
13 - Final Design			-		-	-			-	-
15 - Procurement			-		-	-			-	-
16 - Construction	450		450		450	-			-	450
19 - Closeout			-		-	-			-	-
Totals	**700**	**-**	**700**	**-**	**700**	**-**	**27**	**82**	**82**	**618**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2026	250		250	-				54	54	196
FY 2027	450		450				27	27	27	618
Totals	**700**	**-**	**700**	**-**	**700**	**-**	**27**	**82**	**82**	**618**

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)	(E=C-D)	
Capital Contingency (01100)	Local	700			700		700	
					-		-	
					-		-	
Totals		**700**	**-**	**-**	**700**	**-**	**700**	

Project Notes

On schedule

Capital Programs Quarterly Progress Report

Project Controls

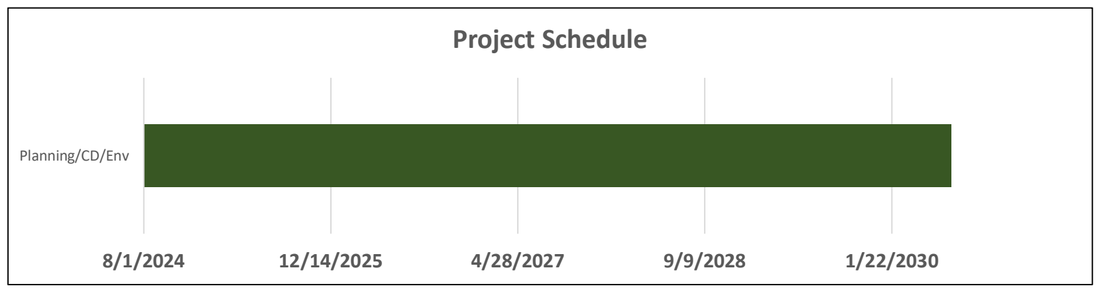
SamTrans 2018 TOD Program **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100265**

Project Manager: Charla Gomez

SCOPE Summary

SamTrans is currently in the process of studying a number of Transit Oriented Development opportunities and projects. The funds provides as part of this project are to support staff and consultant efforts to conduct a number of tasks in support of such projects, including but not limited to: analyzing different development opportunities, drafting developer solicitation documents, setting criteria for evaluation of developer proposals, making determination as to appropriate transit infrastructure to be incorporated as part of such potential developments, analyzing cash flow associated with potential development and negotiating business transactions, all as necessary to support agency property development objectives. Potential projects include, but are not limited to:
1. Analyzing alternatives for disposition of SamTrans HQ building;
2. Analyzing development opportunities for Brewster facility;
3. Continuing support for Daly City TOD Project;
4. Other opportunities as they may arise.
The project supports SamTrans' goals and objectives in the following manner:

Expand mobility options for customers: Development of housing or office space in close proximity to bus and rail lines provides last mile options for Caltrain and SamTrans customers
Strengthen our fiscal health: Development of agency property will result in a long term revenue stream for the agency.



KEY ACTIVITIES - Current Reporting Quarter

Working on the RFP for developer solicitation in San Carlos HQs redvelopment.

KEY ACTIVITIES - Next Reporting Quarter

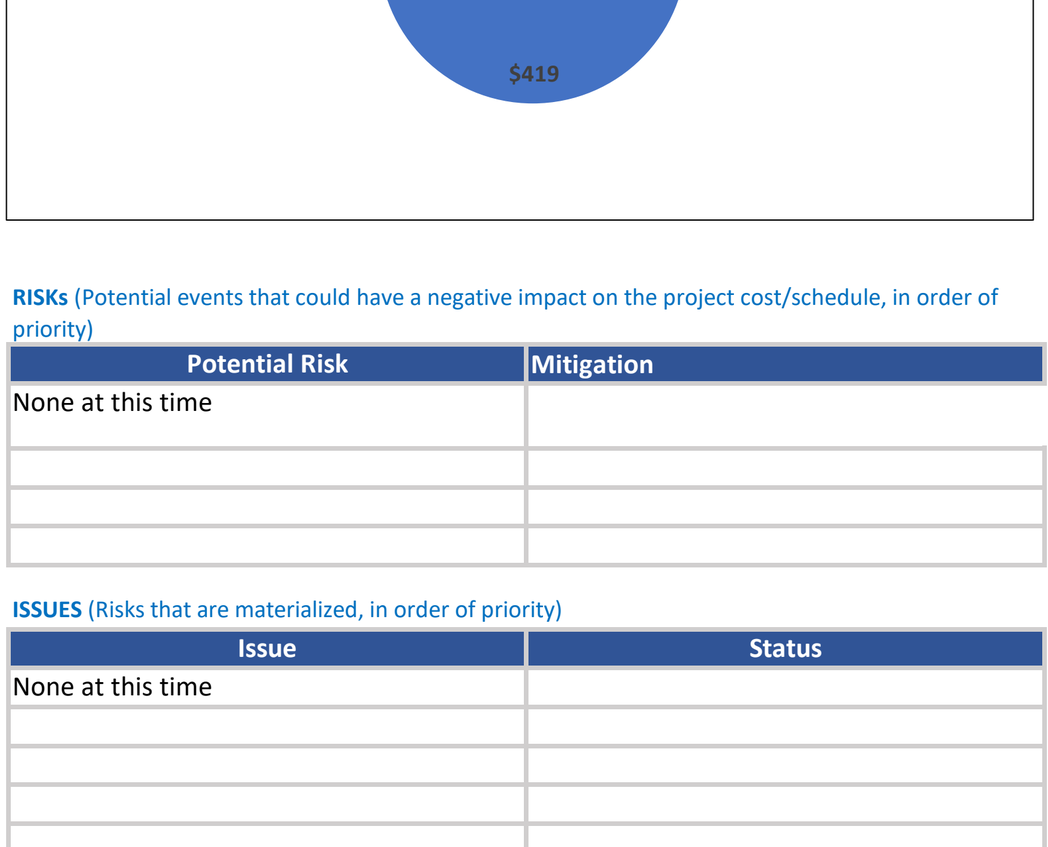
Advancing SLA declaration at Brewster.

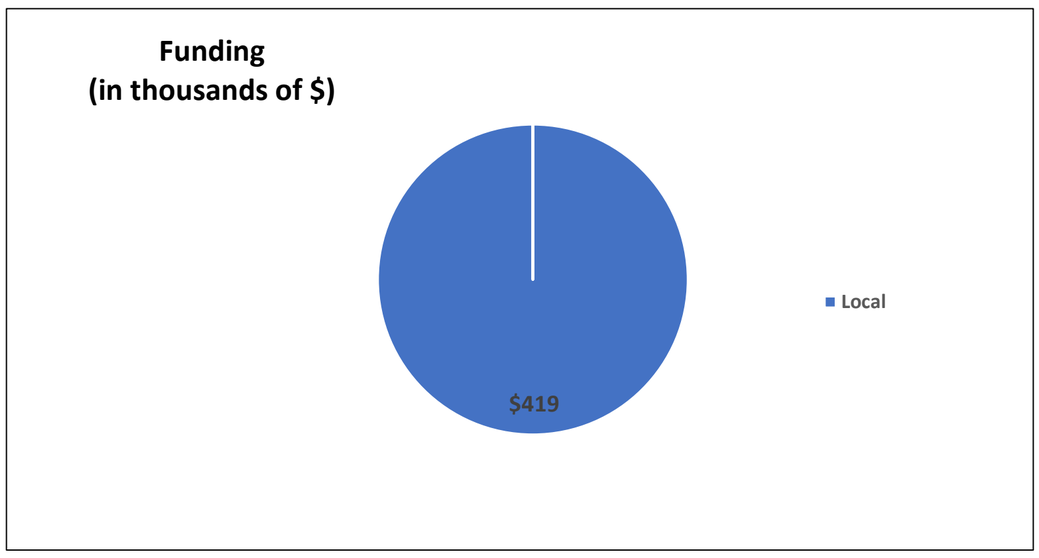
STATUS Summary

Phase: Planning

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

Budget	Schedule Progress	Expended %	Estimate At Completion
$ 419,000	36.6%	32.8%	$ 419,000





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

Capital Programs Quarterly Progress Report

Project Controls

SamTrans 2018 TOD Program **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100265**

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/CD/Env	08/01/24	08/01/24	06/30/30	06/30/30	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning/CD/Env	419		419	86	419	-	9	51	137	282
Totals	**419**	**-**	**419**	**86**	**419**	**-**	**9**	**51**	**137**	**282**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2018	150		150						-	150
FY2024			-	10					10	140
FY2025			-	76				18	94	46
FY2026	269		269					25	25	290
FY2027			-				9	9	9	282
Totals	**419**	**-**	**419**	**86**	**419**	**-**	**9**	**51**	**137**	**282**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Un-activated Funding	Comments
		Original	Changes					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(E=C-D)	
General Capital Fund (01050)	Local	150	-		150	150	-	
Capital Reserve (01100)	Local	269	-		269	269	-	
Totals		**419**	**-**	**-**	**419**	**419**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

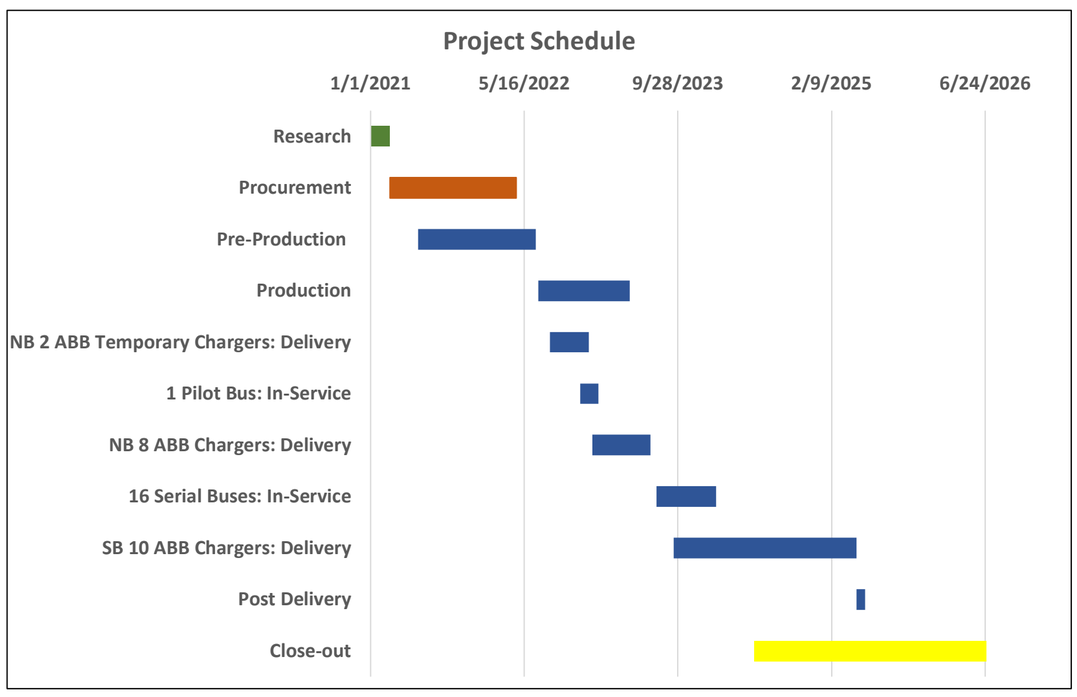
Project Controls

Express Bus - BEB (Purchase 17 Battery Electr Bus) **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100585**

Project Manager: David Harbour

SCOPE Summary

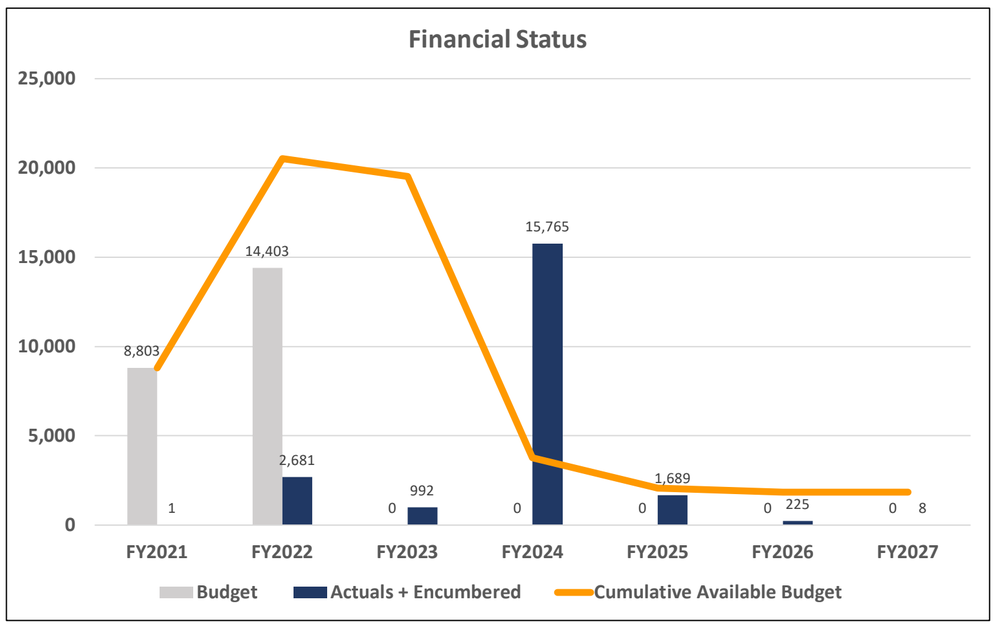
To purchase 7 battery electric heavy-duty, low-floor, 40-foot buses (BEBs) that will be used for the Express Bus Pilot Program and 10 battery electric buses will be replacing the ten 2003 Gillig that were scheduled for replacements with the initial 10 pilot battery electric buses. There will also be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



STATUS Summary **Phase:** Procurement

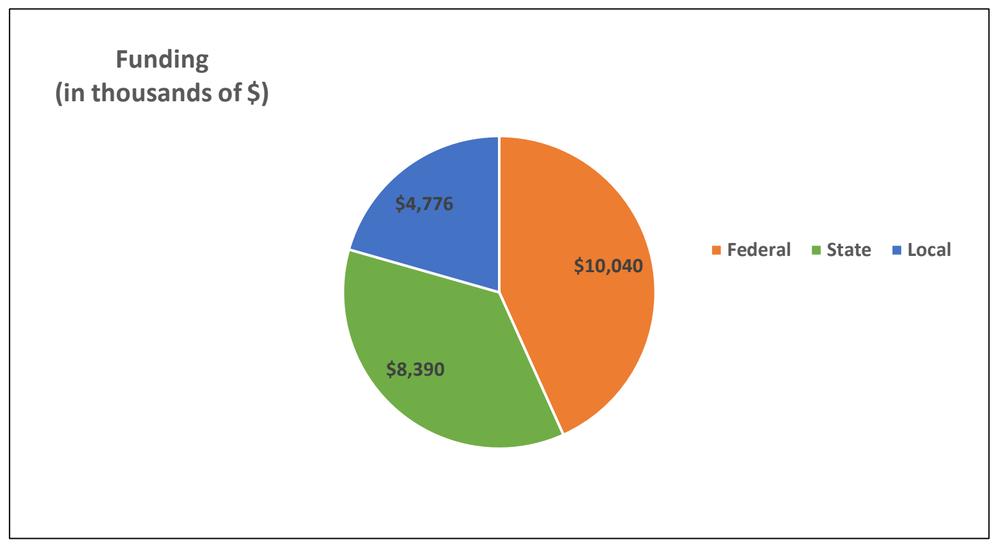
Month	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 23,205,482	97.5%	92.0%	$ 23,205,482



KEY ACTIVITIES - Current Reporting Quarter

Drive Motor PEM retrofit



KEY ACTIVITIES - Next Reporting Quarter

Warranty retrofit of Battery ESS system commenced in July. Estimated 3-4 weeks per bus; estimate 3-4 Buses in this quarter.

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

Potential Risk	Mitigation
Price increases for bus price	Increase budget
Delayed Infrastructure: chargers, etc.	Delay in service 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.	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 & delivery: Parts delayed until mid-2023
Delayed production of buses	Received revised schedule from New Flyer regarding remaining 16 BEB on 5/19/23

samTrans

Capital Programs Quarterly Progress Report

Project Controls

Express Bus - BEB (Purchase 17 Battery Electr Bus) **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100585**

Schedule

Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (Days) (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
Research bus type and COOP purchasing	01/01/21	01/01/21	03/05/21	03/05/21	0	0	Initial 7 BEB as Expansion; Add 10 BEB to replace Proterras
Procurement: Staff Report/Reso, BOD, Agreement, Amendment, PO	03/05/21	03/05/21	04/20/22	04/20/22	0	0	Agreement signed 6/30/21; Amendment signed 4/20/22
Pre-Production Meetings, Bus Configurations	06/04/21	06/04/21	06/23/22	06/23/22			
Production, Inspection, Quality Control	07/01/22	07/01/22	04/24/23	04/24/23	0	0	Pilot Bus delayed by 2 month. Supply chain caused delay at New Flyer Plant.
NB 2 ABB Temporary Chargers: Delivery to North Base; Payment; Commissioning	08/08/22	08/08/22	09/15/22	12/12/22	0	-88	2 Temp Chargers delivered 8/8/22; started commissioning 11/29/22 and completed 12/12/22.
1 Pilot Bus: Delivery, Acceptance, 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
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	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
15 -Procurement	23,205		23,205	1,099	23,205		8	20,261	21,360	1,846
Totals	**23,205**	**-**	**23,205**	**1,099**	**23,205**	**-**	**8**	**20,261**	**21,360**	**1,846**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY2021	8,803		8,803					1	1	8,802
FY2022	14,403		14,403	987				1,694	2,681	20,524
FY2023			-	13				980	992	19,532
FY2024			-					15,765	15,765	3,767
FY2025			-	100				1,589	1,689	2,078
FY2026			-					225	225	1,853
FY2027			-				8	8	8	1,846
Totals	**23,205**	**-**	**23,205**	**1,099**	**23,205**	**-**	**8**	**20,261**	**21,360**	**1,846**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved Original (A)	Board Approved Changes (B)	Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated Funding (F=E-D)	Comments
Measure W Sales Tax (01024)	Local	4,776	-		4,776	4,776	-	
Sec 5307 Grant (02182)	Federal	5,234	-		5,234	5,234	-	
FTA 1671 (02186)	Federal	1,976	-		1,976	1,976	-	
SOGR FY18 (03120)	State	578	-		578	578	-	
Prop 1B PTMISEA (03618)	State		-		-	-	-	
LCTOP - FY16 Electric Buses (03933)	State	950	-		950	950	-	
LCTOP - FY17 Electric Buses (03934)	State	309	-		309	309	-	
LCTOP - FY18 Express Buses (03940)	State	1,132	-		1,132	1,132	-	
LCTOP - FY19 Express Buses Pilot (03942)	State	1,717	-		1,717	1,717	-	
LCTOP Program - FY20 (03944)	State	1,703	-		1,703	1,703	-	
SB1 LLP-Express Bus Project (03947)	State	2,000	-		2,000	2,000	-	
AHSC - Express Bus Project (04429)	Federal	2,250	-		2,250	2,250	-	
BAAQMD - 16HDZ005 Electric Bus (04209)	Federal	474	-		474	474	-	
FY17 AB664 (04116)	Federal	106	-		106	106	-	
Totals		**23,205**	**-**	**-**	**23,205**	**23,205**	**-**	

Project Notes

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Capital Programs Quarterly Progress Report

Project Controls

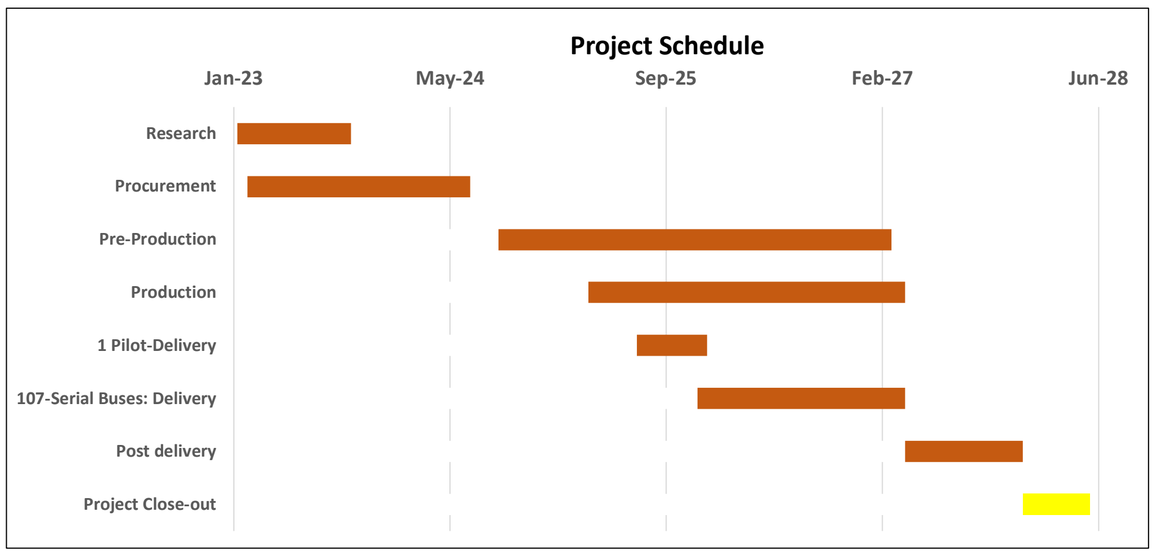
Replace (135) 2009 Gillig Buses | **Period: FY27 Q1 (Jul-Sep)** | **Prj. ID: 100635**

Project Manager: David Harbour

Phase: Procurement

SCOPE Summary

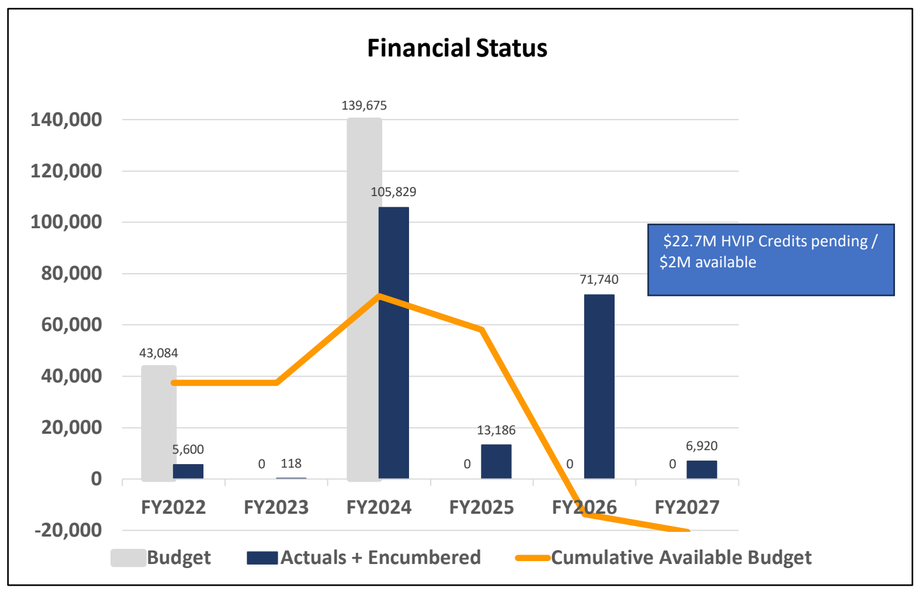
This project will replace (135) 2009 model-year heavy duty diesel buses that will be beyond their useful, with a combination of Battery Electric buses (BEB) and Hydrogen Fuel Cell buses. There will be multiple phases for this replacement project. Phase 1 will be the purchase of 20 BEB and 10 Hydrogen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

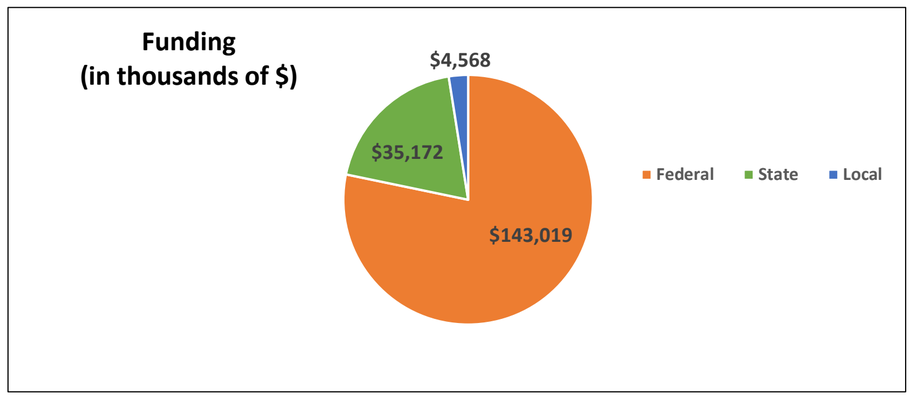


STATUS Summary

Month	Schedule	Budget	Funding
Current	🟡	🟢	🟢
Previous	🟡	🟢	🟢

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 182,758,978	89.3%	111.3%	$ 182,758,978





KEY ACTIVITIES - Current Reporting Quarter

Received 55 buses; Accepted 46 buses; Continue to pay milestone invoices; Continue training

KEY ACTIVITIES - Next Reporting Quarter

In this Qtr, we expect to receive 25 buses and accept 20 buses; Continue to pay milestone invoices; Continue training

RISKs (potential events that could have a negative impact on the project cost/schedule. In order of priority

Potential Risk	Potential Outcome
Price increases for bus price (tariffs, sales tax, PPI)	Increase budget
Delayed Infrastructure: chargers, fueling stations, H2 availability	Service delay is expected
Training Delays (OEM unavailable for training)	Service delay is expected
Post-Delivery support by Manufacturer; Labor shortages: FSRs are not available	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
Delay with internal ITS components / Accep	ITS to take buses in batches to complete installation of systems prior to in-service
Tariffs imposed on buses	Received notices since 3/4/25 on increased burden on buses due to tariffs
Defect delays by OEM	Pending 2 buses from OEM to fix defects; cannot accept and put into service
Xalt Battery Plant Closure	Received confirmation from OEM that this will not affect

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Capital Programs Quarterly Progress Report

Project Controls

Replace (135) 2009 Gillig Buses **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100635**

Schedule

Summary Activities	Baseline Start	Est. or Act. Start	Baseline Completion	Est. or Act. Completion	Start Variance (Days)	Completion Variance (Days)	Comments
	(A)	(B)	(C)	(D)	(E= A-B)	(F= C-D)	
PHASE 1: 30 ZERO EMISSION BUSES							
Research bus type and COOP purchasing	04/01/22	04/01/22	05/03/22	05/03/22	0	0	
Procurement: Staff Report/Reso, BOD, Agreement, PO	05/02/22	05/02/22	09/30/22	09/30/22	0	0	
Gillig (20 BEB): Pre-Production Meetings, Bus Configurations	10/17/22	10/24/22	07/21/23	07/21/23	-7	0	
Gillig (20 BEB): Production, Inspection, Quality Control	07/24/23	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	Schedule changed; supply chain delay; 60 day testing of Pilot Bus
Gillig (19 BEB): Delivery, Acceptance, Payments, In-Service	09/01/23	08/26/24	02/05/24	02/26/26	-360	-752	Last Bus in-service on 2/26/26
New Flyer (10 FCEB): Pre-Production Meetings, Bus Configurations	11/01/22	10/12/22	07/31/23	07/31/23	20	0	
New Flyer (10 FCEB): Production, Inspection, Quality Control	04/10/23	04/17/23	09/01/23	01/15/24	-7	-136	
New Flyer (1 Pilot FCEB): Delivery, Acceptance, Payments, In-Service	06/12/23	09/08/23	08/14/23	10/09/23	-88	-56	Pilot delivered 9/08/23; 60 day testing of Pilot Bus; Conditionally accepted 3/28/24: Not in-service
New Flyer (9 FCEB): Delivery, Acceptance, Payments, In-Service	07/14/23	12/29/23	11/03/23	05/08/25	-168	-552	Last Bus in-service on 5/8/25
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	
Production, Inspection, Quality Control	09/01/25	03/31/25	04/01/27	04/01/27	154	0	March 31, 2025, Pilot Bus line-entry; ETA Pilot Bus delivery July
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	01/30/26	12/08/25	04/01/27	04/01/27	53	0	
Post delivery: Acceptance, Payments, In-Service	04/02/27	04/02/27	12/30/27	12/30/27	0	0	30 day testing of Serial Buses
Project Close-out	06/01/28	12/31/27	06/01/28	06/01/28	153	0	Project Close-out of 100635 (All Phases)

PROJECT BUDGET vs Actuals & Encumbrance

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 - Procurement	182,759		182,759	100,425	182,759		6,920	102,969	203,394	(20,635)
Totals	**182,759**	-	**182,759**	**100,425**	**182,759**	-	**6,920**	**102,969**	**203,394**	**(20,635)**

$22.7M HVIP Credits Pending / $2M available

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2022	43,084		43,084	5,599				1	5,600	37,484
FY2023			-	-				118	118	37,366
FY2024	139,675		139,675	94,626				11,203	105,829	71,211
FY2025			-	200				12,987	13,186	58,025
FY2026			-					71,740	71,740	(13,715)
FY2027			-				6,920	6,920	6,920	(20,635)
Totals	**182,759**	-	**182,759**	**100,425**	**182,759**	-	**6,920**	**102,969**	**203,394**	**(20,635)**

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	4,568			4,568	4,568	-	
Sect 5339 Repl 2009 Bus (02754)	Federal	811			811	811	-	
Sec5307 FY 21/22 (02908)	Federal	25,731			25,731	25,731	-	
Sec5307 FY 22/23 (02909)	Federal	46,502			46,502	46,502	-	
Prop 1B PTMISEA FY14 (03954)	State	9,160			9,160	9,160	-	
AHSC FCEBs / Route 251 (04442)	Federal	3,000			3,000	3,000	-	
FY24 STA SOGR SamTrans (03142)	State	929			929	929	-	
SAMTR - FY21 LCTOP (03955)	State	1,043			1,043	1,043	-	
SAMTR FY22 LCTOP (03955)	State	2,448			2,448	2,448	-	
SAMTR FY23 LCTOP (03964)	State	2,450			2,450	2,450	-	
FY24 LCTOP Fuel Cell Bu (03970)	State	2,627			2,627	2,627	-	
FY24 FTA Sec 5307 (02911)	Federal	66,976			66,976	66,976	-	
FY23/24 TIRCP Bus Rep (03969)	State	15,000			15,000	15,000	-	
State SB1 LPP-F (03971)	State	1,515			1,515	1,515	-	
Totals		**182,759**	-	-	**182,759**			

Project Notes

Multiple Phases procurement and different zero emission technology buses

Capital Programs Quarterly Progress Report

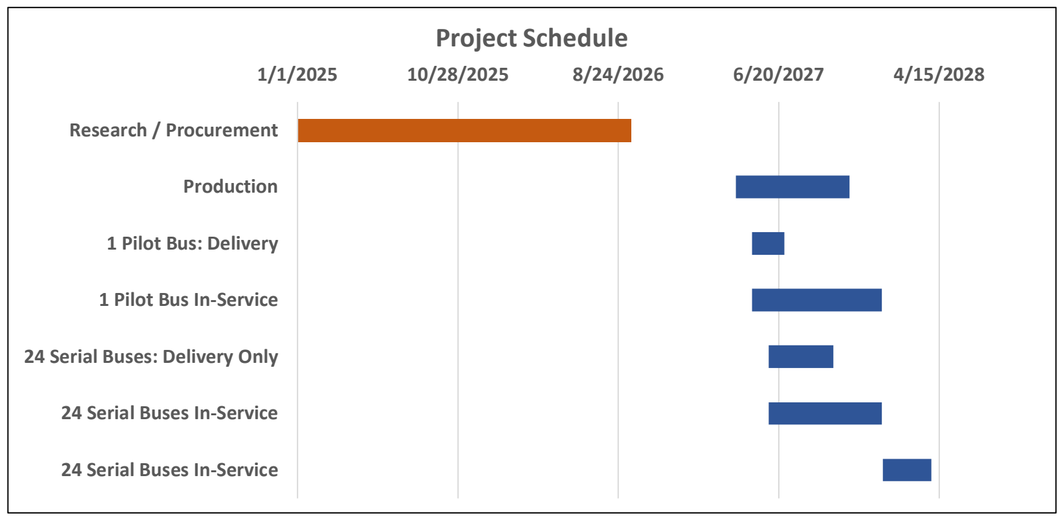
Project Controls

Purchase 25 BEBs **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100877**

Project Manager: Natalie Chi Rasmussen

SCOPE Summary

The standard buses in District's fleet have a replacement life-cycle of 12 years and these 2013 Gillig buses, (25) Gillig Hybrid 40' will reach end of life in 2025.



KEY ACTIVITIES - Current Reporting Quarter

Pending final agreement full execution; Pending PO issuance; completed PreAward Buy America audit; completed PreProduction meetings for bus configurations; selected Vendor for in-plant inspection services and Post-Delivery Buy America Audit

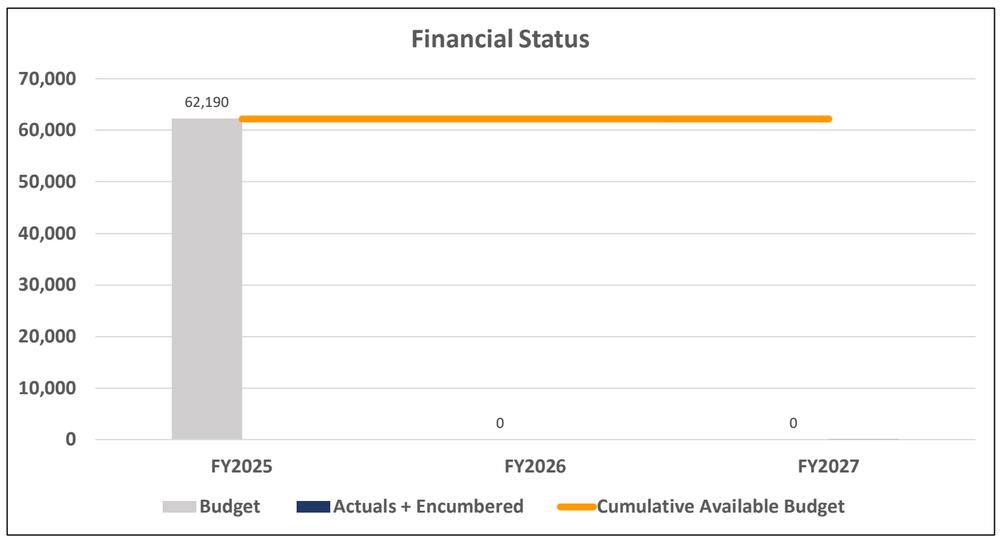
KEY ACTIVITIES - Next Reporting Quarter

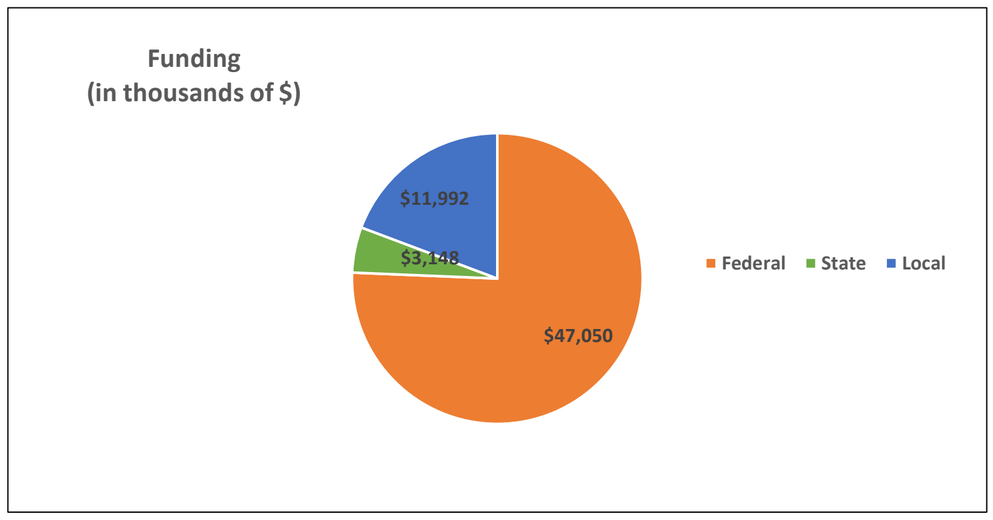
Expect final agreement full execution; Issue PO; finalizing bus configuration

STATUS Summary **Phase:** Procurement

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

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 62,190,281	14.2%	0.0%	$ 62,190,281





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

Potential Risk	Mitigation
Price increases for bus price, tariffs, sales tax, other external factors	Increase budget
Delayed Infrastructure: chargers, etc.	Delay Service
Training Delays; Will affect operators/maintenance driving and working on buses, cannot put in service	Delay Service
Post-Delivery support by Manufacturer; Labor shortages: FSRs are not available.	Delay Service

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

Purchase 25 BEBs **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100877**

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: Research bus type and COOP purchasing	01/01/25	01/01/25	05/06/26	05/06/26	0	0	
PHASE 1: Procurement: Staff Report/Reso, BOD, Agreement, Amendment, PO	06/01/26	06/01/26	10/30/26	10/30/26	0	0	Pending Agreement negotiations; Pending funds
PHASE 1: Pre-Production Meetings, Bus Configurations	09/16/26	09/16/26	09/17/26	09/17/26	0	0	9/16-9/17/26 PreProduction Meeting
PHASE 1: Production, Inspection, Quality Control	04/01/27	04/01/27	10/30/27	10/30/27	0	0	Pilot Bus has 60-day testing
PHASE 1: 1 Pilot Bus: Delivery Only	05/01/27	05/01/27	06/30/27	06/30/27	0	0	
PHASE 1: 1 Pilot Bus Post Delivery: Acceptance, Payments, In-Service	05/01/27	05/01/27	12/30/27	12/30/27	0	0	In-Servce may be delayed due to Infrastructure
PHASE 1: 24 Serial Buses: Delivery Only	06/01/27	06/01/27	09/30/27	09/30/27	0	0	
PHASE 1: 24 Serial Buses Post Delivery: Acceptance, Payments, InService	06/01/27	06/01/27	12/30/27	12/30/27	0	0	In-Servce may be delayed due to Infrastructure
PHASE 1: 24 Serial Buses Post Delivery: Acceptance, Payments, InService	01/01/28	01/01/28	03/31/28	03/31/28	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
15 -Procurement	62,190		62,190	-	62,190		5	5	5	62,185
Totals	**62,190**	**-**	**62,190**	**-**	**62,190**	**-**	**5**	**5**	**5**	**62,185**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY2025	62,190		62,190					-	-	62,190
FY2026			-	-				-	-	62,190
FY2027			-				5	5	5	62,185
Totals	**62,190**	**-**	**62,190**	**-**	**-**	**-**	**5**	**5**	**5**	**62,185**

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	11,522	-		11,522	1,000	10,522	
FTA Section 5307 (02911)	Federal	47,050	-		47,050	-	47,050	
State (03000)	State	3,148	-		3,148	-	3,148	
AB664 Bridge Toll (04137)	Local	471	-		471	-	471	
Totals		**62,190**	**-**	**-**	**62,190**	**1,000**	61,190	

Project Notes

PHASE 1 - PURCHASING 25 GILLIG BEB to replace 25 Gillig Hybrids.

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Capital Programs Quarterly Progress Report

Project Controls

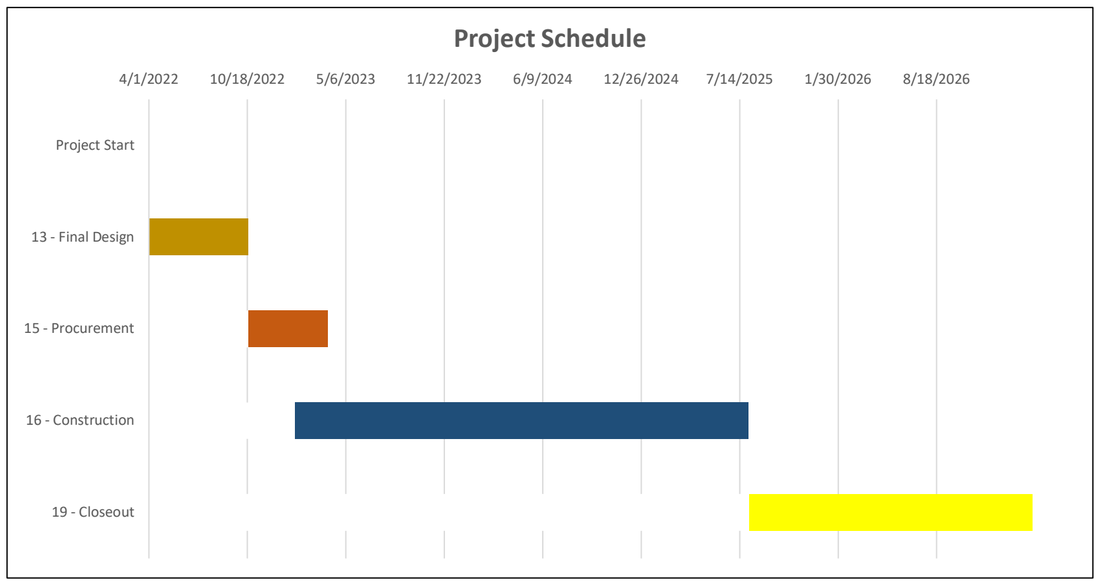
South Base Switchgear Replacement & BEB Chargers Installation **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100547**

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 project.



KEY ACTIVITIES - Current Reporting Quarter

Project activities are completed.
Currently pending final vendor invoices and administrative closure activities which are expected to be completed by the end of February 2027

KEY ACTIVITIES - Next Reporting Quarter

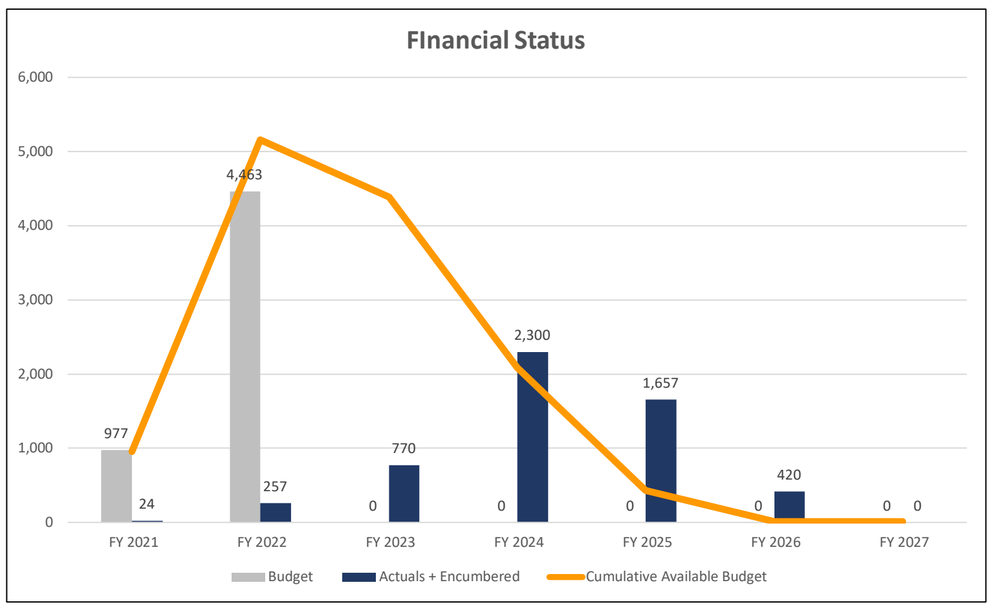
Continue administrative closure activities.

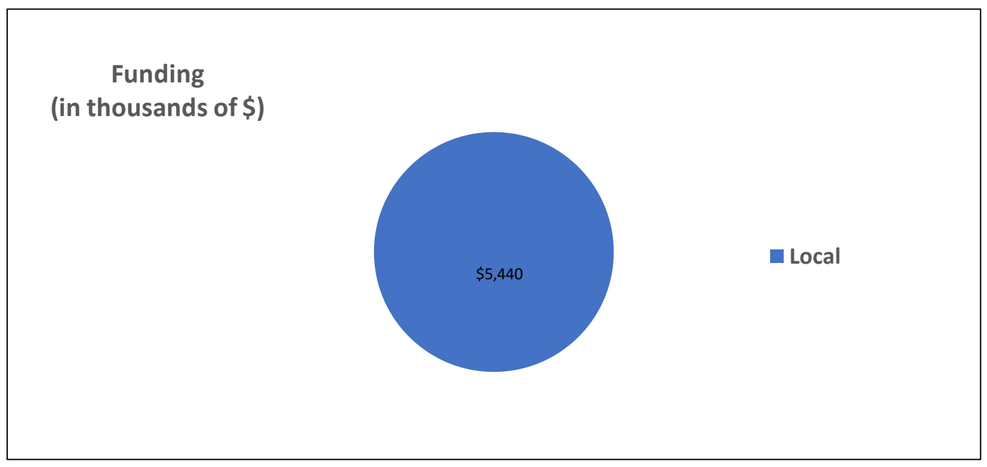
STATUS Summary

Phase: CON

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

Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 5,440,000	99.5%	99.8%	$ 5,440,000





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

Potential Risk	Mitigation
None at this time	

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

Issue	Status
None at this time	

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Capital Programs Quarterly Progress Report

Project Controls

South Base Switchgear Replacement & BEB Chargers Installation **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100547**

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	10/1/2019	10/1/2019	10/1/2019	10/1/2019			Schedule is re-baselined
13 - Final Design	4/1/2022	4/1/2022	10/20/2022	10/20/2022	0	0	completed
15 - Procurement	10/20/2022	10/20/2022	3/30/2023	3/30/2023	0	0	completed
16 - Construction	1/2/2023	1/23/2023	7/20/2025	8/1/2025	-21	-12	completed
19 - Closeout	7/21/2025	8/2/2025	10/19/2025	2/28/2027	-12	-497	Final invoices/paperwork

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
11 - Planning			-		-	-			-	-
12 - Preliminary Design	122		122		122			122	122	
13 - Final Design	257		257		257	-		256	256	1
15 - Procurement	144		144		144	-		143	143	1
16 - Construction	4,713		4,713	64	4,713	-		4,639	4,703	10
19 - Closeout	204		204		204	-		204	204	0
Totals	**5,440**	**-**	**5,440**	**64**	**5,440**	**-**	**-**	**5,364**	**5,428**	**12**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2021	977		977					24	24	953
FY 2022	4,463		4,463	64				193	257	5,158
FY 2023			-				-	770	770	4,388
FY 2024			-				-	2,300	2,300	2,089
FY 2025			-				-	1,657	1,657	431
FY 2026			-				-	420	420	12
FY 2027			-				-	-	-	12
Totals	**5,440**	**-**	**5,440**	**64**	**5,440**	**-**	**-**	**5,364**	**5,428**	**12**

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)	(E=C-D)	
General Capital (01050)	Local	760			760		760	
Measure W Sales Tax (01024)	Local	4,680			4,680		4,680	
Totals		**5,440**	**-**	**-**	**5,440**	**-**	**5,440**	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

ZEB Implementation and Deployment **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100631**

Project Manager: Jeff Shu

SCOPE Summary

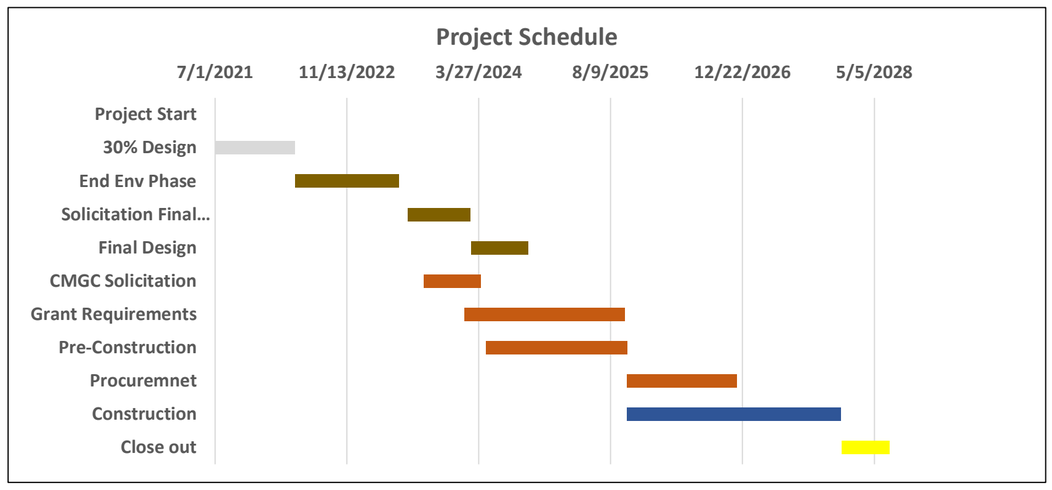
This FY22 Budget Request will provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide w/bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (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).

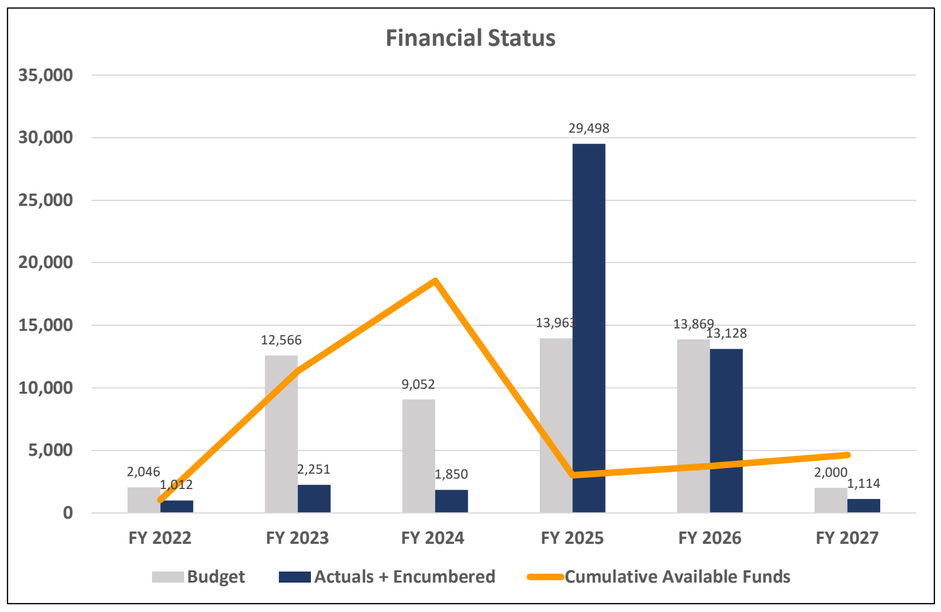
STATUS Summary

Phase: Design

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

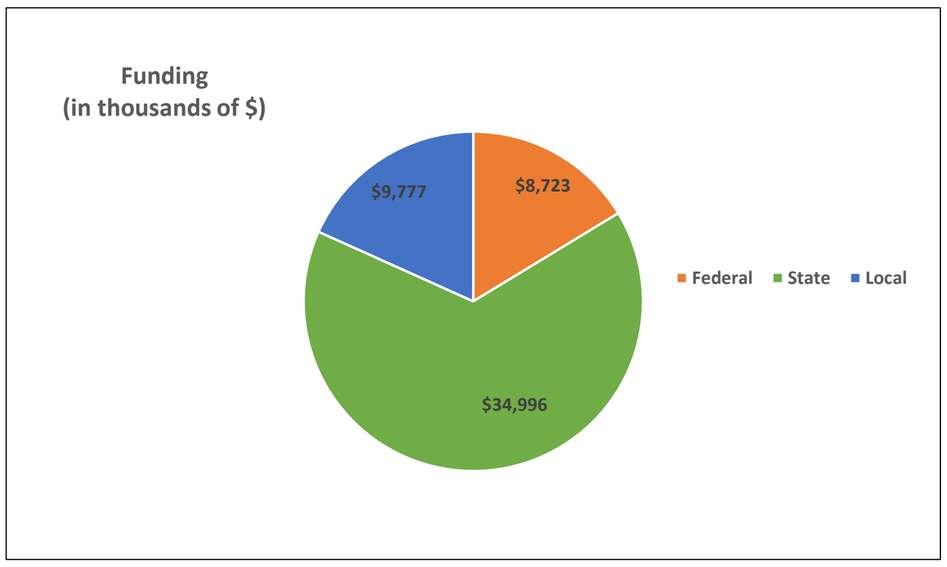
Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 53,495,169	46.8%	91.3%	$ 53,495,169





KEY ACTIVITIES - Current Reporting Quarter

Progress on PG&E Easement; Completed Area 3 exsisting AC pavement demolition; Area 4 AC pavement demolition; Area 4 reinforced concrete pavement installation; Area 4 Reopening to bus traffic.; Completed Area 3 new concrete pavement installation; Begin select priorities of work in the equipment area.



KEY ACTIVITIES - Next Reporting Quarter

Progress on PG&E easements; CN-002.3 Stormwater treatment system work begins.

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

Potential Risk	Mitigation
PG&E work could impact the overall delivery of the project.	Obtain the PG&E Easement documents, expedite granting of easement by County of San Mateo to PGE, and expedite easement on Pico with SamTrans' Real Estate Department Obtain the switchgear maintenance plan and forward to PGE for approvals; Obtain the switchgear test reports and forward to PGE for approvals; Oversee the PGE-related work & Clark's PGE inspection requests; Oversee the PGE-responsible permits (BCDC, City, County)
The lead times for the long-lead electrical equipment could be delayed and impact the project schedule.	Prioritize resolving issues for the long-lead electrical equipment
Charge Management System won't be ready	Manage procurement & integration of the charge management system.; Give PG&E the time to review the Charge Management System; Test the system
Gillig, New Flyer, Hitachi Chargers, and / or the CMS system may have software incompatabilities with each other, resulting in delay of commissioning	Hitachi will provde in-house CMS, SamTrans will procure the CMS.; Prioritizing the technical solutions and resolving issues before commissioning begins with each OEM.; Ensure the Hitachi Chargers and CMS systems have the SamTrans Fleet information & enough time to write the software to ensure compatability.

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

Issue	Status
NOPC 001 for RFI 0095 Structural Steel Girder Splice Confirmation actualized	NOPC was rejected. Clark has 30 days to submit a claim.
New Paint / New Concrete Pavement is difficult to distinguish. They dont create enough contrast.	Field Team is preparing mockups for technical solutions.

samTrans

Capital Programs Quarterly Progress Report

Project Controls

ZEB Implementation and Deployment **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100631**

Schedule

Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (Days) (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
Project Start	7/1/2021	07/01/21	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	05/01/22	05/01/22	01/31/23	05/30/23	0	-119	Completed
Solicitation for Final Design for Charging Infrastructure in SB	07/01/23	07/01/23	10/30/23	02/23/24	0	-116	Completed
Final Design for Permanent Charging Infrastructure in SB	11/01/23	02/28/24	09/30/24	09/30/24	-119	0	Completed
CMGC Solicitation	09/01/23	09/01/23	04/30/24	04/03/24	0	27	Completed
Grant Requirements	02/01/24	02/01/24	09/30/25	09/30/25	0	0	Completed
Pre Construction Phase for Charging Infrastructure in SB	06/01/24	04/22/24	03/30/25	10/10/25	40	-194	Completed
Long Lead Equipment Procurement for Charging Infrastructure in SB	05/02/25	10/10/25	11/30/26	11/30/26	-161	0	This phase was not allowed per funding requirements. The long lead items are being tracked in the construction phase.
Construction of Permanent Charging Infrastructure in SB	10/01/25	10/10/25	12/31/27	12/31/27	-9	0	-Area 3 completed & reopened on 8/31/2026; -Progress on PG&E Easement -Progress in the equipment pad area; -Hitachi Charger GeMO B UL Listing received (1 of 2); -Stormwater Treatment Allowance & change order finished negotiations.
Close out	01/01/28	01/01/28	06/30/28	06/30/28	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
11 - Planning/CD/Env	1,007		1,007	74	1,007	-	-	959	1,033	(27)
12 - PE/Env/PSE	3,667		3,667	260	3,667	-	(0)	3,443	3,703	(36)
13 - Final Design	4,091		4,091	104	4,091	-	(17)	3,896	4,000	92
15 - Procurement	130		130	-	130	-	-	131	131	(1)
16 - Construction	44,601		44,601	26,186	44,601	-	1,131	13,799	39,986	4,615
19 - Closeout	-		-	-	-	-			-	-
Totals	**53,495**		**53,495**	**26,625**	**53,495**	**-**	**1,114**	**22,229**	**48,853**	**4,642**

Credits due to payroll charges after PO Correction TBD (PO release)

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY 2022	2,046		2,046	3		-		1,009	1,012	1,034
FY 2023	12,566		12,566	41		-		2,210	2,251	11,349
FY 2024	9,052		9,052	248		-		1,603	1,850	18,551
FY 2025	13,963		13,963	25,521		-		3,978	29,498	3,015
FY 2026	13,869		13,869	813		-		12,315	13,128	3,756
FY2027	2,000		2,000			-	1,114	1,114	1,114	4,642
Totals	**53,495**		**53,495**	**26,625**	**53,495**	**-**	**1,114**	**22,229**	**48,853**	**4,642**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved Original (A)	Board Approved Changes (B)	Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated Funding (F=E-D)	Comments
Measure W - (01024)	Local	8,674	-		8,674	8,674	-	
FY22/FY23 FTA (02909)	Fed.	5,815			5,815	5,815		
FY24 FTAP (02914)	Fed.	2,908			2,908	2,908		
Prop 1B PTMISEA Interest (03636)	State	229			229	229	-	
Prop 1B PTMISEA FY14(03639)	State	840			840	840	-	
Prob-1B- PTMISAE FY15 (03643)	State	223			223	223	-	
PTMISEA (03646)	State	46			46	46	-	
LCTOP (03958)	State	4,600			4,600	4,600		
LPPC (03976)	State	14,824			14,824	14,824	-	
FY23 AB664 (04129)	State	408			408	408	-	
FY24 AB664 (04137)	State	490			490	490	-	
Bay Area Air Quality (04213)	State	13,336			13,336	13,336	-	
Measure W - (01025)	Local	1,102			1,102	1,102	0	
Totals		**53,495**	**-**	**-**	**53,495**	**53,495**	**0**	

Capital Programs Quarterly Progress Report

Project Controls

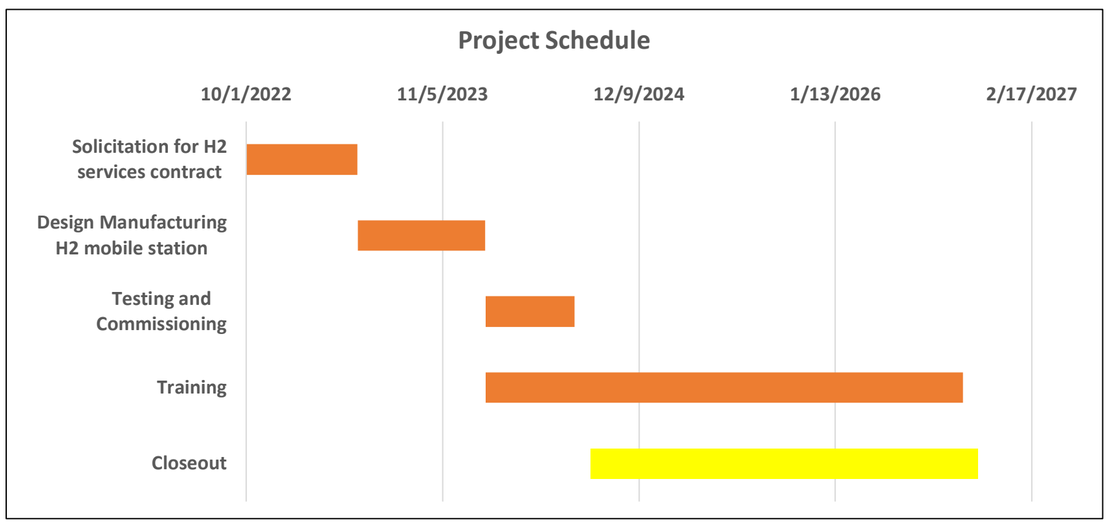
NB H2 Fueling Station for 10 FCEBs | **Period: FY27 Q1 (Jul-Sep)** | **Prj. ID: 100723-02**

Project Manager: Zhiming Fan

SCOPE Summary

Project in closeout phase

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



KEY ACTIVITIES - Current Reporting Quarter

Project is in closeout phase and is pending completion of training

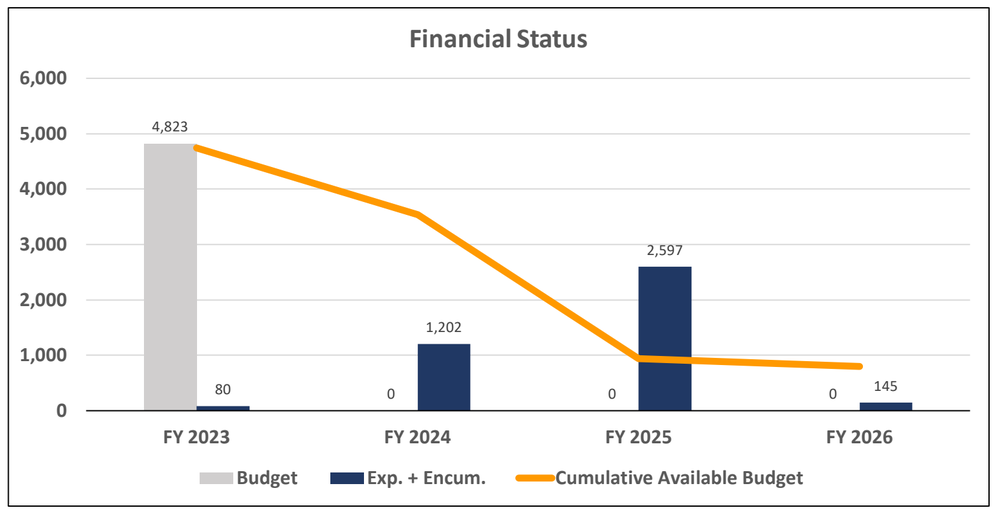
KEY ACTIVITIES - Next Reporting Quarter

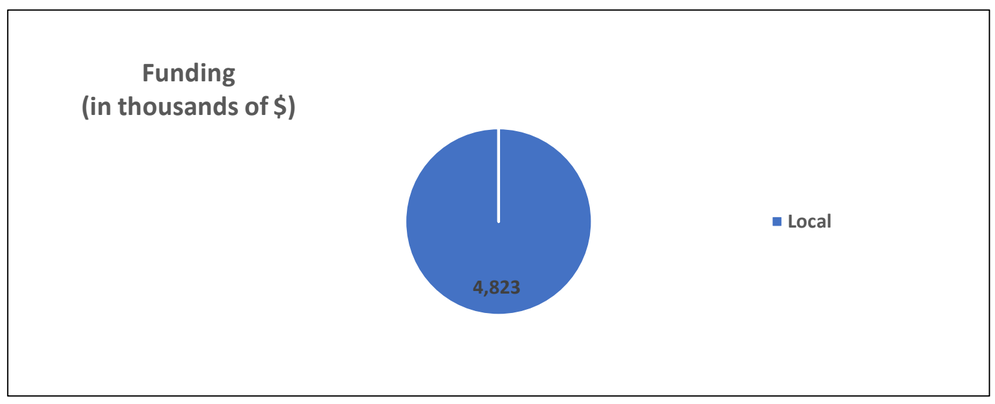
Plug Power to complete training for SamTrans

STATUS Summary **Phase:** Closeout

Month	Schedule	Budget	Funding
Current	🔴	🟢	🟢
Previous	🔴	🟢	🟢

Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 4,823,016	95.3%	83.4%	$4,823,016





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

Potential 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
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

NB H2 Fueling Station for 10 FCEBs **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100723-02**

Schedule

Summary Activities	Baseline Start (A)	Est. or Act. Start (B)	Baseline Completion (C)	Est. or Act. Completion (D)	Start Variance (Days) (E= A-B)	Completion Variance (Days) (F= C-D)	Comments
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	9/30/2026	0	-790	Tiers 1-3 for staff, first responder training will be with tier 1 staff.
Closeout	9/1/2024	9/1/2024	11/1/2024	10/30/2026	0	-728	Project is pending completion of training

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
11 - Planning	59		59	-	59	-		59	59	-
12 - PE/Env/PSE	10		10	-	10	-		10	10	-
13 - Final Design	400		400		400	-		400	400	-
15 - Procurement	12		12	-	12	-		12	12	-
16 - Construction	4,342		4,342	799	4,342	-		2,744	3,543	799
Totals	**4,823**	**-**	**4,823**	**799**	**4,823**	**-**	**-**	**3,226**	**4,024**	**799**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved (A)	Changes (B)	Current (C=A+B)	Committed (D)	E	(F=C-E)	This Period	To Date		
FY 2023	4,823		4,823					80	80	4,743
FY 2024			-					1,202	1,202	3,541
FY 2025				799				1,799	2,597	944
FY 2026							-	145	145	799
Totals	**4,823**	**-**	**4,823**	**799**	**4,823**	**-**	**-**	**3,226**	**4,024**	**799**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved Original (A)	Board Approved Allocated (B)	Transferred (C)	Current (D=A+B+C)	Activated Funding (E)	Nonactivated Funding (F=E-D)	Comments
Measure W Sales Tax (01024)	Local	4,823			4,823	4,823	-	
Totals		**4,823**	**-**	**-**	**4,823**	**4,823**	**-**	

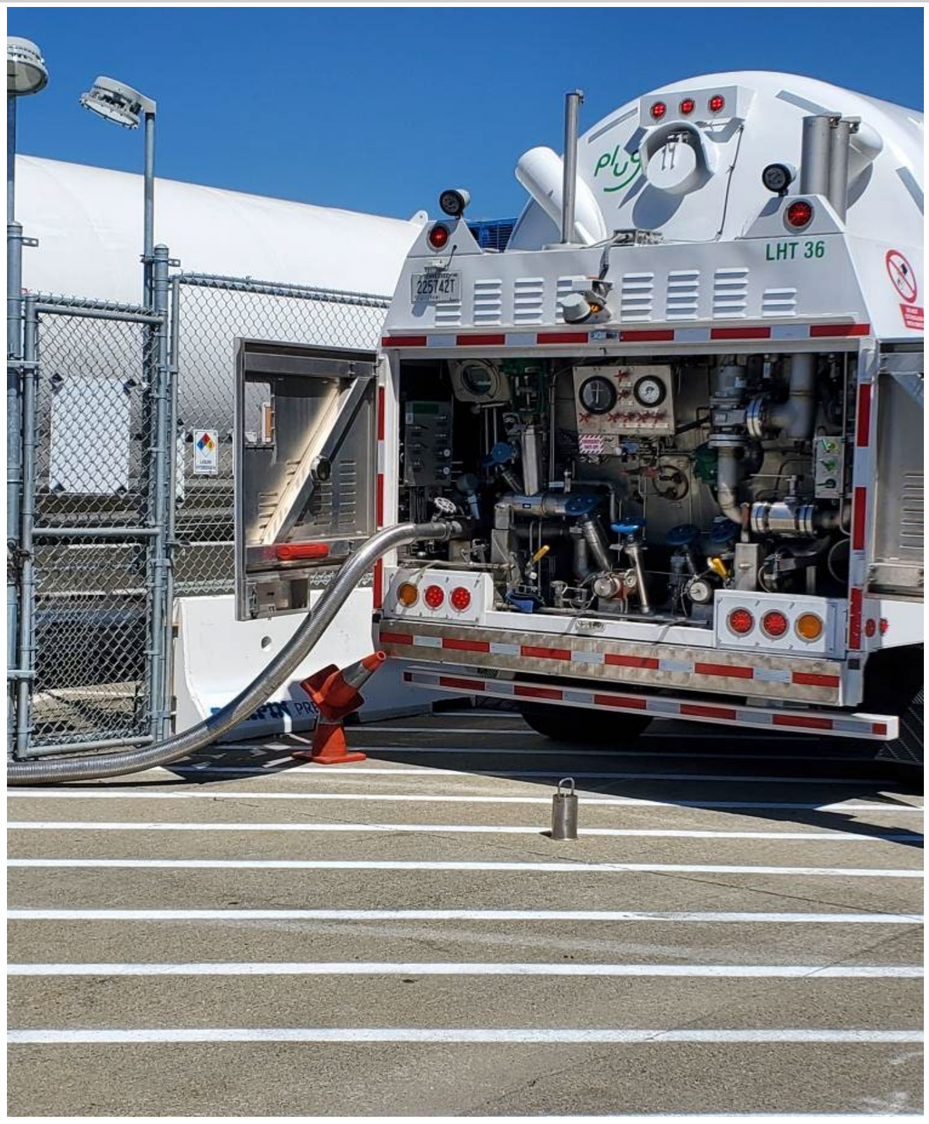
Project Notes

samTrans

Capital Programs Quarterly Progress Report

Project Controls

NB H2 Fueling Station for 10 FCEBs **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100723-02**



Capital Programs Quarterly Progress Report

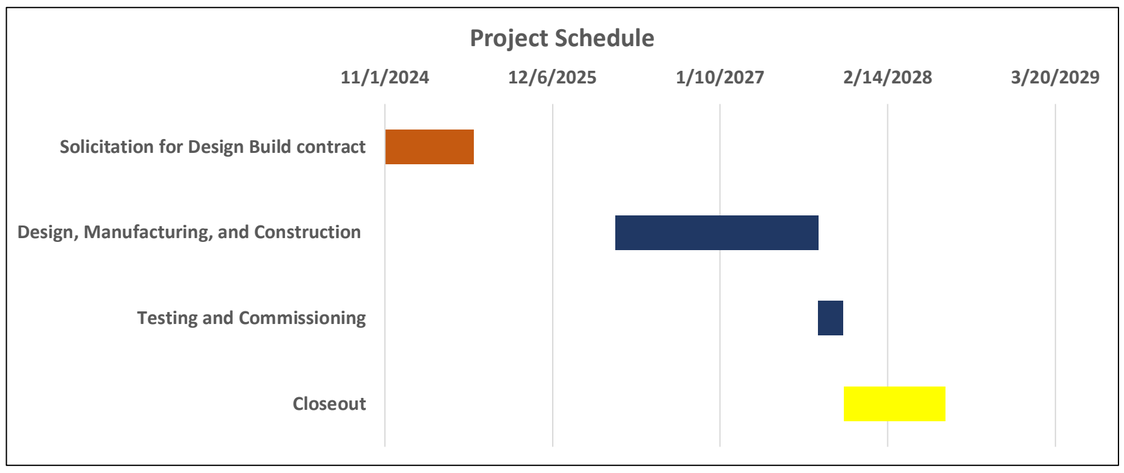
Project Controls

NB H2 Permanent Fueling Station for FCEBs **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100723-03**

Project Manager: Daniel Nhan

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



KEY ACTIVITIES - Current Reporting Quarter

60% Design in process.

KEY ACTIVITIES - Next Reporting Quarter

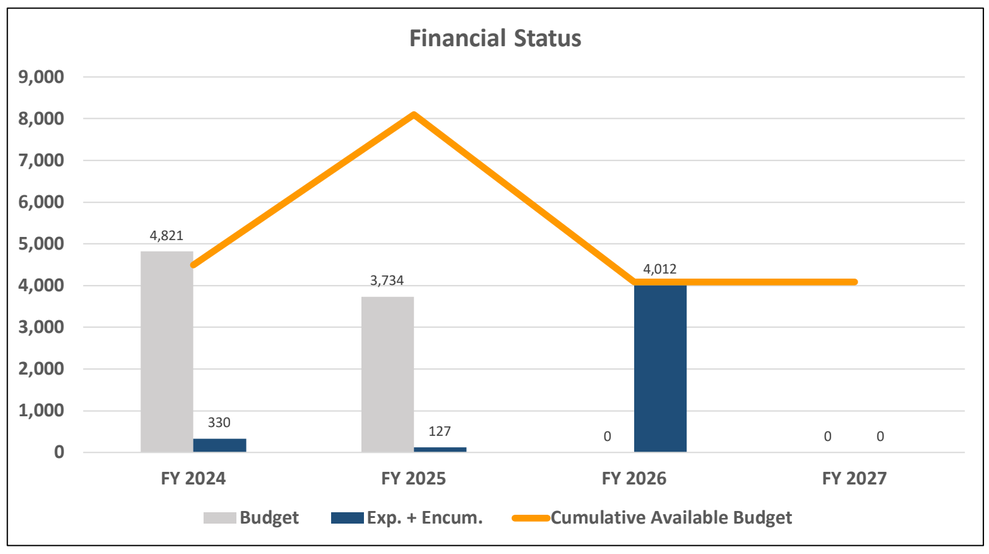
60% Design continue and development of Hydrogen Safety Plan. Contractor will conduct utility location and perform site survey.

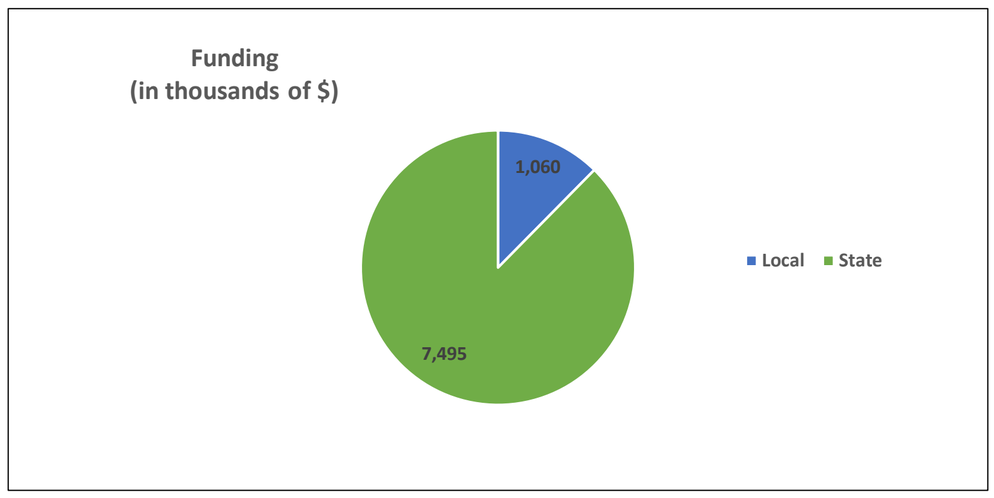
STATUS Summary

Phase: Design

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

Approved Budget	Schedule % Compl.	Exp. + Encum. (%)	Estimate At Completion
$ 23,173,000	12.5%	19.3%	$23,173,000





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

Potential Risk	Mitigation
Project funding is pending grant application approval	Grants is proactively working to secure additional funds

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

NB H2 Permanent Fueling Station for FCEBs **Period: FY27 Q1 (Jul-Sep)** **Prj. ID: 100723-03**

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, Construction	5/4/2026	5/4/2026	9/1/2027	9/1/2027	0	0	
Testing and Commissioning	9/1/2027	9/1/2027	10/30/2027	10/30/2027	0	0	
Closeout	11/1/2027	11/1/2027	6/30/2028	6/30/2028	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
13- Final Design	1,811	-	1,811		1,811	-		1,811	1,811	-
15 - Procurement		-			-	-			-	-
16 - Construction	21,362	-	6,744	-	21,362	(14,618)		2,658	2,658	4,086
19 - Closeout	-	-			-	-		-	-	-
Totals	**23,173**	-	**8,555**	-	**23,173**	**(14,618)**	-	**4,469**	**4,469**	**4,086**

Discretionary Funding / Arches

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2024	19,439	-	19,439					330	330	4,491
FY 2025	3,734	-	3,734					127	127	8,098
FY 2026	-	-	-					4,012	4,012	4,086
FY 2027	-	-	-						-	4,086
Totals	**23,173**		**23,173**	-	**23,173**	**(14,618)**	-	**4,469**	**4,469**	**4,086**

FUNDING (in thousands of $)

Fund Source	Type	Board Approved		Transferred	Current	Activated Funding	Nonactivated Funding	Comments
		Approved	Allocated					
		(A)	(B)	(C)	(D=A+B+C)	(E)	(F=E-D)	
Measure W Sales Tax (01024)	Local	1,060	1,060		1,060	1,060		
3143 FY25 STA SGR	State	1,648	1,648		3,296	1,648		
3148 FY26 STA SGR	State	1,757	1,757		3,514	1,757		
3977 FY25 LCTOP	State	2,576	2,576		5,152	2,576		
3978 LPP	State	1,514	1,514		3,028	1,514		
Totals		**8,555**	**8,555**	-	**16,050**	**8,555**	-	

Project Notes

Capital Programs Quarterly Progress Report

Project Controls

NB Power Resilience & EV Chargers | **Period: FY27 Q1 (Jul-Sep)** | **Project ID: 100942**

Project Manager: Lisha Mai

SCOPE Summary

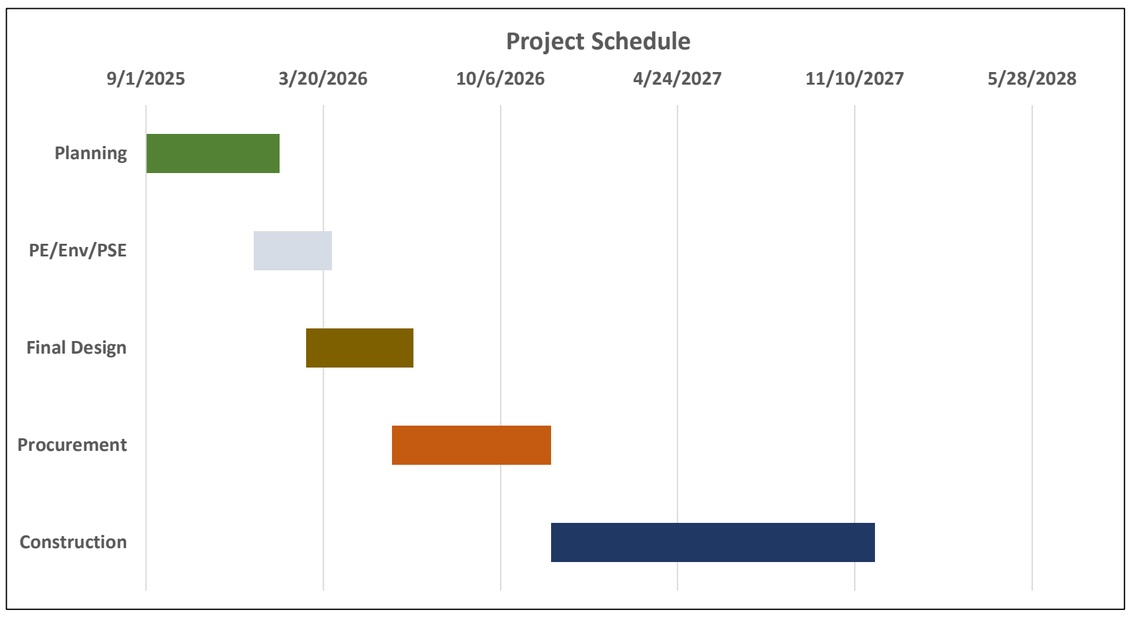
The project scope includes planning, design, and construction of electrical infrastructure for North Base, procurement of electrical equipment such as switchgears and emergency generator, and coordination with PG&E. The electrical infrastructure includes one dedicated system for Electrical Vehicle (EV) current and future revenue and non-revenue fleets at North Base and one dedicated system that supports the operations of North Base. The scope also includes coordination with PG&E for two separate PG&E meters and work necessary for environmental clearance. The project aims to provide adequate power to support new and additional North Base infrastructure and to separate the EV charging from general facility operations, preserving capacity to accommodate the anticipated additional load.

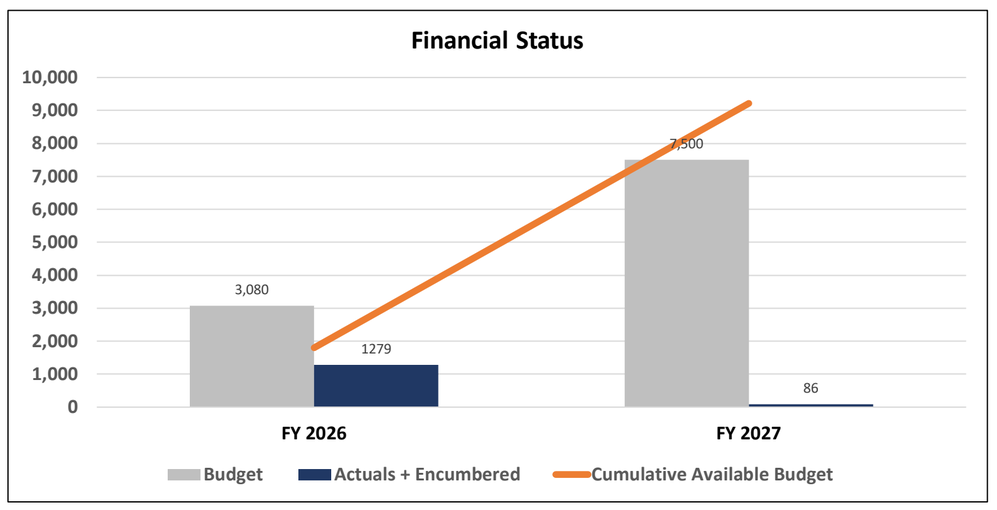
STATUS Summary

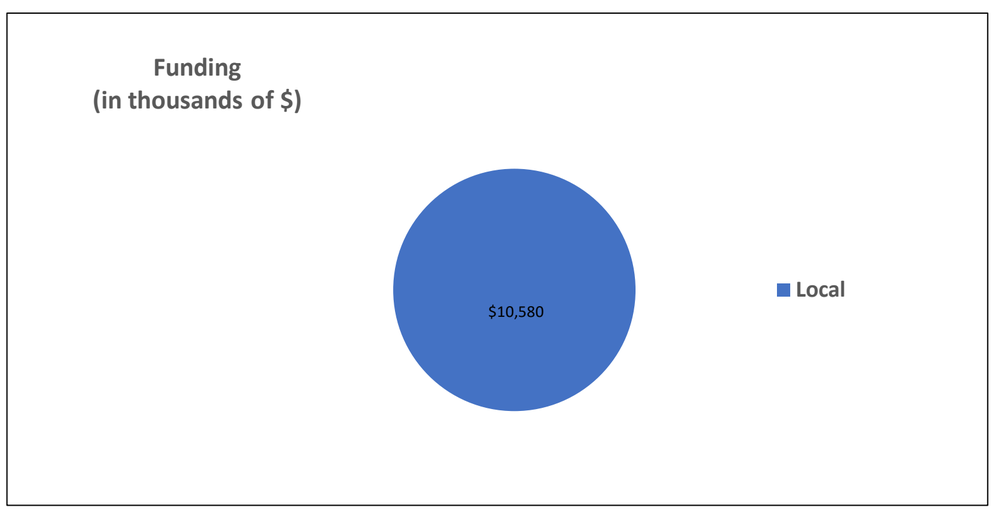
Phase: Design

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

Approved Budget	Schedule Progress	Exp. + Encum. (%)	Estimate At Completion
$ 10,580,000	38.1%	12.9%	$ 10,580,000







KEY ACTIVITIES - Current Reporting Quarter

Received Switchgear submittal from ABM
Distributed Switchgear submittal to PG&E for review and approval
Continue to coordinate with C&P on solicitation of construction contract, Legal completed review of Bid Documents

KEY ACTIVITIES - Next Reporting Quarter

Issue IFB for Construction
Hold Pre-Bid Meeting and Site Walk for potential bidders
PG&E approves Switchgear submittal
Begin Switchgear production

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

Potential Risk	Mitigation
PG&E design under two separate PG&E team (EV and Service Upgrade)	
Supply chain issues for long-lead items	

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

Issue	Status
None at this time	

samTrans

Capital Programs Quarterly Progress Report

Project Controls

NB Power Resilience & EV Chargers **Period: FY27 Q1 (Jul-Sep)** **Project ID: 100942**

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	9/1/2025	9/1/2025	1/30/2026	1/30/2026	0	0	
PE/Env/PSE	1/1/2026	1/1/2026	3/30/2026	3/30/2026	0	0	
Final Design	3/1/2026	3/1/2026	6/30/2026	6/30/2026	0	0	
Contract Procurement	6/6/2026	6/6/2026	12/2/2026	12/2/2026	0	0	
Construction	12/2/2026	12/2/2026	12/2/2027	12/2/2027	0	0	
Closeout	12/3/2027	12/3/2027	6/30/2028	6/30/2028	0	0	

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

Activity	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
12 - PE/Env/PSE	790		790	359	790	-	48	421	779	11
13 - Final Design	190		190	137	190	-	8	9	145	45
15 - Procurement	1,153		1,153	267	1,153	-	7	8	275	878
16 - Construction	8,447		8,447	107	8,447	-	23	59	166	8,282
19 - Closeout					-	-			-	-
Totals	**10,580**	**-**	**10,580**	**869**	**10,580**	**-**	**86**	**496**	**1,365**	**9,215**

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

FY	Budget				Estimate at Completion	Variance	Expended		Exp. + Encum.	Cumulative Available Budget
	Approved	Changes	Current	Committed			This Period	To Date		
	(A)	(B)	(C=A+B)	(D)	E	(F=C-E)				
FY 2026	3,080	-	3,080	869	3,080			410	1,279	1,801
FY2027	7,500	-	7,500		7,500		86	86	86	9,215
Totals	**10,580**	**-**	**10,580**	**869**	**10,580**	**-**	**86**	**496**	**1,365**	**9,215**

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) (01025)	Local	10,580			10,580	10,580	-	
Totals		**10,580**	**-**	**-**	**10,580**	**10,580**	**-**	

Project Notes

Capital Programs Quarterly Progress Report

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.

samTrans

Capital Programs Quarterly Progress Report

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: David Santoro, Chief Administrative Officer

Subject: **Updating the Public Transportation Agency Safety Plan (PTASP)**

Action

Staff recommends that the Board of Directors (Board) approve the San Mateo County Transit District's (District) revised Public Transportation Agency Safety Plan (PTASP) as required by 49 Code of Federal Regulations (C.F.R.) Section 673.11(a)(1).

Significance

The Federal Transit Administration (FTA) requires certain operators of public transportation systems that are recipients of Urbanized Area Formula Grant Program funds under 49 United States Code (U.S.C.) Section 5307 (Section 5307 Grant Program) to develop, certify, and implement a PTASP incorporating Safety Management Systems. The District adopted its initial PTASP on December 2, 2020, pursuant to Resolution No. 2020-52.

Under 49 CFR Section 673.11(a)(1), the Public Transportation Agency Safety Plan (PTASP) and all subsequent revisions must be signed by the Safety Review Committee and Accountable Executives and approved by the appropriate governing body. For the District, the revised PTASP must be approved by the Board and the General Manager/CEO. As part of the District's ongoing commitment to strengthening its Safety Management System (SMS), staff is proposing several key updates to the PTASP, including, but not limited to:

- Adding a formal SMS Profile Signature Page with space for Accountable Executive, SMS Executive, and Safety Review Committee (SRC) signatures; adding language confirming SRC review and approval, equal labor-management representation, and documentation of approval dates and records.

- Updating District service descriptions to reflect Shuttles, microtransit, SamCoast, Ride Plus, the new District headquarters in Millbrae, and the San Bruno Bay Area Rapid Transit (BART) transit center; revised description of paratransit vehicles and contractor service responsibilities.

- Identifying the Director of Safety and Security as the Management of Change Process Owner and clarifying the Director's coordination with subject-matter experts and sponsoring departments.

- Formalizing committee governance, approval evidence, safety responsibilities, records retention, training oversight, and operational documentation.

The proposed PTASP update was developed with, and has been approved by, relevant safety committees and union representatives.

Budget Impact
Approval of the updated PTASP would have no budget impacts.

Background
Adopting a PTASP is a federal requirement established by the FTA under 49 C.F.R. Part 673, as mandated by the Moving Ahead for Progress in the 21st Century Act. The PTASP regulations require all transit agencies that receive Section 5307 funds and operate public transportation systems to develop and implement comprehensive safety plans for their agencies.

The PTASP is intended to ensure that each transit agency adopts a proactive, risk-based approach to managing safety. It formalizes the SMS framework to identify, assess, mitigate, and monitor safety risks across the organization. The PTASP must include safety performance targets, a safety risk management process, safety assurance practices, and a safety promotion program, including training and communication.

Transit agencies must update and certify their PTASPs on an annual basis**.** The PTASPs must be reviewed and approved by the agency's Accountable Executive and governing body, and must be developed in coordination with front-line employees through a Joint Labor-Management Safety Committee or an equivalent body.

Prepared By:	Omar Brown	Acting Deputy Director, Safety and Security	650-508-7744

Resolution No. 2026-

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

*** * ***

Updating the Public Transportation Agency Safety Plan (PTASP)

Whereas, safety is a core value of the San Mateo County Transit District (District); and

Whereas, Part 673 of Title 49 of the Code of Federal Regulations (C.F.R.) requires that the District's governing Board of Directors (Board) approve and annually review and update its Public Transportation Agency Safety Plan (PTASP); and

Whereas, the District's PTASP was initially adopted on December 2, 2020, pursuant to Resolution No. 2020-52, and updated pursuant to Resolution Nos. 2022-78 and 2025-34;

Whereas, staff has prepared the updated PTASP, attached as Attachment 1, to make changes including, but not limited to:

- Adding space for additional signatures/approvals and language confirming Safety Review Committee (SRC) review and approval, equal labor-management representation, and documentation of approval dates and records;
- Updating descriptions to reflect the full range of District services and facilities;
- Revising descriptions of paratransit vehicles and contractor service responsibilities;
- Identifying the Director of Safety and Security as the Management of Change Process Owner and clarified the Director's coordination with subject-matter experts and sponsoring departments; and
- Formalizing committee governance, approval evidence, safety responsibilities, records retention, training oversight, and operational documentation; and

Whereas, the PTASP update was developed with, and has been approved by, relevant safety committees and union representatives; and

Whereas, the General Manager/CEO recommends that the Board of Directors approve the District's updated PTASP, set forth as Attachment 1.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby approves the San Mateo County Transit District's updated Public Transportation Agency Safety Plan as set forth in full in Attachment 1 to this Resolution.

Regularly passed and adopted this 4th day of November, 2026 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

ATTACHMENT 1

SAN MATEO COUNTY TRANSIT DISTRICT
166 N Rollins Rd, Millbrae, CA 94030
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

2026

San Mateo County Transit District
Public Transportation Agency Safety Plan (PTASP)
Safety Management System (SMS) Profile — Signature Page

1. General Information

Field	Details
Agency Name	San Mateo County Transit District
Headquarters Address	166 N Rollins Rd, Millbrae, CA 94030
Version Number	1.2
Modes of Service	Fixed-route bus, SamCoast, microtransit, paratransit, shuttle
FTA Funding Types	5307, 5310, 5311, 5339

2. Executive Oversight

	Title	Name	Signature	Date
Accountable Executive	General Manager/CEO	April Chan,	April Chan	09/10/20
SMS Executive	Director, Safety and Security	Tabby Davenport,	Tabby Davenport	25/09/20

3. Stakeholder

By signing below, the Safety Review Committee confirms that it has reviewed and approved this Public Transportation Agency Safety Plan update in accordance with the District's Safety Committee procedures and 49 CFR Part 673. The Safety Review Committee includes an equal number of frontline transit worker representatives and management representatives.

Stakeholder	Signatures	Date
ATU	(Sep 18, 2026 12:44:34 PDT)	18/09/2026
ATU	William Butler (Sep 18, 2026 13:03:27 PDT)	18/09/2026
Teamsters	David Gonzalez (Sep 18, 2026 13:49:30 PDT)	18/09/2026
Teamsters	Adrian Gutierrez (Sep 18, 2026 14:57:23 PDT)	18/09/2026
Management	Danyah Baliu (Sep 22, 2026 09:56:58 PDT)	22/09/2026
Management	Adam Chavez (Sep 23, 2026 15:15:59 PDT)	23/09/2026
Management	Enrique Silvas	23/09/2026
Management	Omar Brown	17/09/2026

4. Governance and Documentation

Item	Details
Governing Body	San Mateo County Transit District Board of Directors
Adoption Date	Initial Adoption – December 2, 2020, Resolution No. 2020-52 Prior Update – 2022, Resolution No. 2022-78 Prior Update – August 6, 2025, Resolution No. 2025-34, SRC Approval Date – August 11, 2025 Current Update – September 2026 SRC Approval Date – September 10, 2026
Supporting Documentation	Resolution 2022-78 (Appendix A)

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1. Transit Agency Information

The San Mateo County Transit District (SamTrans) is the administrative body responsible for public transportation in San Mateo County. SamTrans oversees various transportation programs, including fixed-route bus service, Shuttles, microtransit, ADA-compliant paratransit (Redi-Wheels and RediCoast), and community-based dial-a-ride shuttles.

SamTrans is governed by a nine-member Board of Directors, which includes two representatives from the San Mateo County Board of Supervisors, three members from city councils representing the northern, central, and southern parts of the county, three members of the public, and one additional public member designated as a transportation expert and appointed by the Board of Supervisors.

SamTrans operates bus service throughout San Mateo County, with some routes extending into Santa Clara County and San Francisco. The agency's service area spans 446 square miles and serves a population of approximately 742,893. While SamTrans operates most of its fixed-route services, two portions are contracted to MV Transportation. MV also operates SamCoast demand-response and RediCoast paratransit service under the Coastside Transportation Services contract, while MV is contracted to operate Redi-Wheels paratransit services in urbanized areas. Additionally, Shuttle service is operated by MV, and SamTrans now offers Ride Plus, an on-demand microtransit service operating in two zones, currently operated by Transdev.

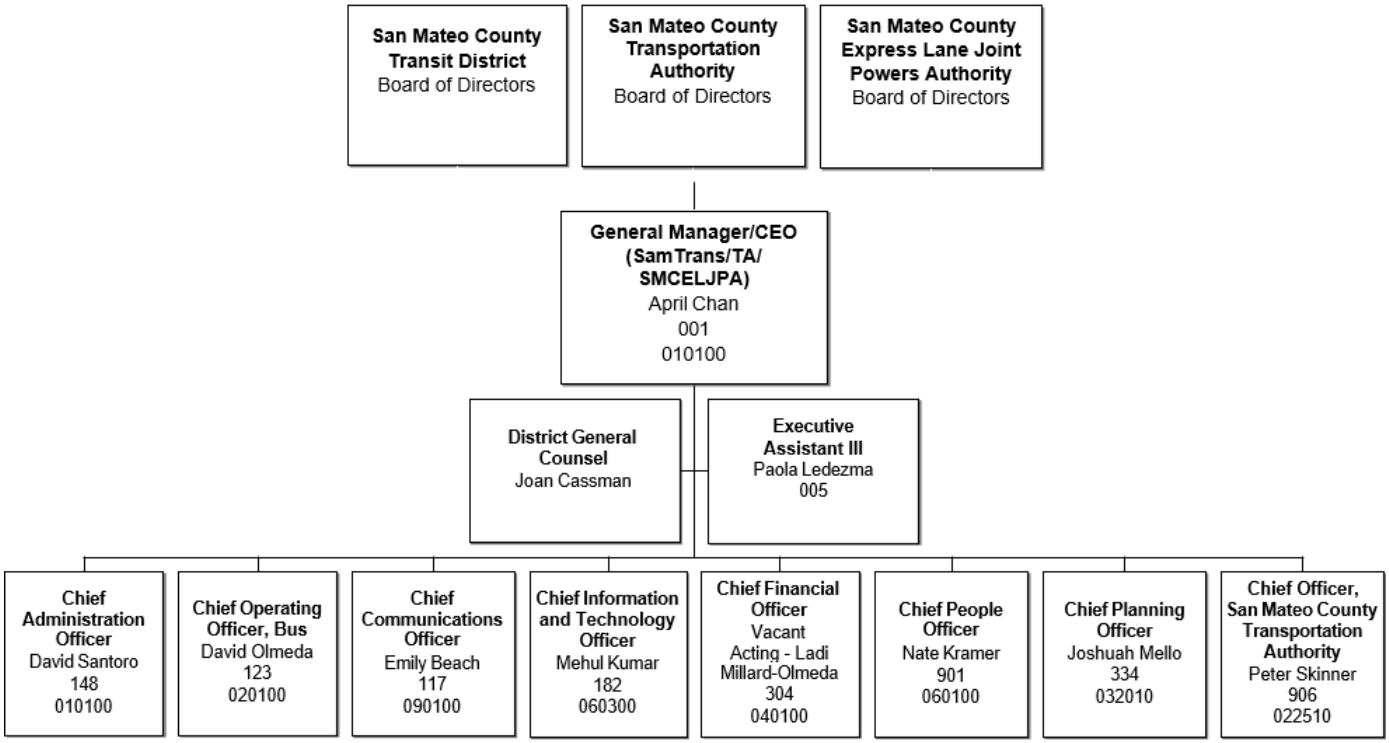
The fixed-route network consists of 76 bus routes, with service hours varying by route. SamTrans services operate 24 hours a day, 7 days a week. ADA complementary paratransit services—including Redi-Wheels and RediCoast—are available within three-fourths of a mile of fixed-route services and during the same hours of operation. As a result, a significant portion of SamTrans' paratransit services also operate 24/7.

The agency maintains a fleet of 315 buses for fixed-route service, including low-floor 29-, 35-, and 40-foot coaches, as well as 60-foot articulated buses. The peak vehicle requirement is 252 buses. The fleet is powered by a mix of diesel, electric hybrid, battery electric, and hydrogen fuel technologies. Along with the fixed route fleet, SamTrans provides 70 cutaways, transit vans, and minivans, all of which, are eligible for FTA interest for paratransit.

SamTrans operations are supported by two maintenance facilities: the North Base in South San Francisco, which has federal interest, and the South Base in San Carlos, which is locally funded. Paratransit operations are centralized at the Brewster Depot in Redwood City and the DHQ District headquarters in Millbrae. SamTrans services are organized around seven key transit centers:

- Daly City BART Station
- Colma BART Station
- South San Francisco BART Station
- San Bruno BART Station
- Millbrae BART/Caltrain Station
- Redwood City Caltrain Station
- Palo Alto Caltrain Station

SAN MATEO COUNTY TRANSIT DISTRICT



Effective 06/15/2026

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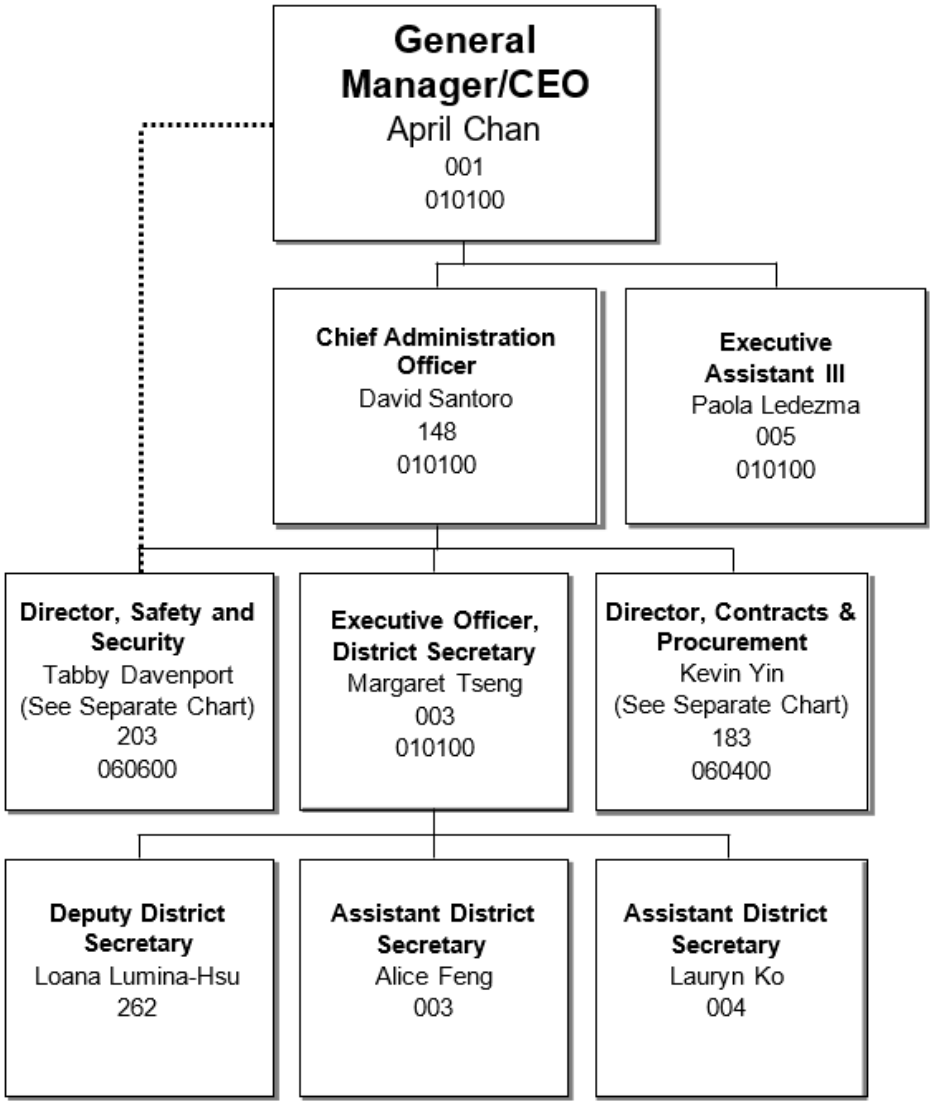

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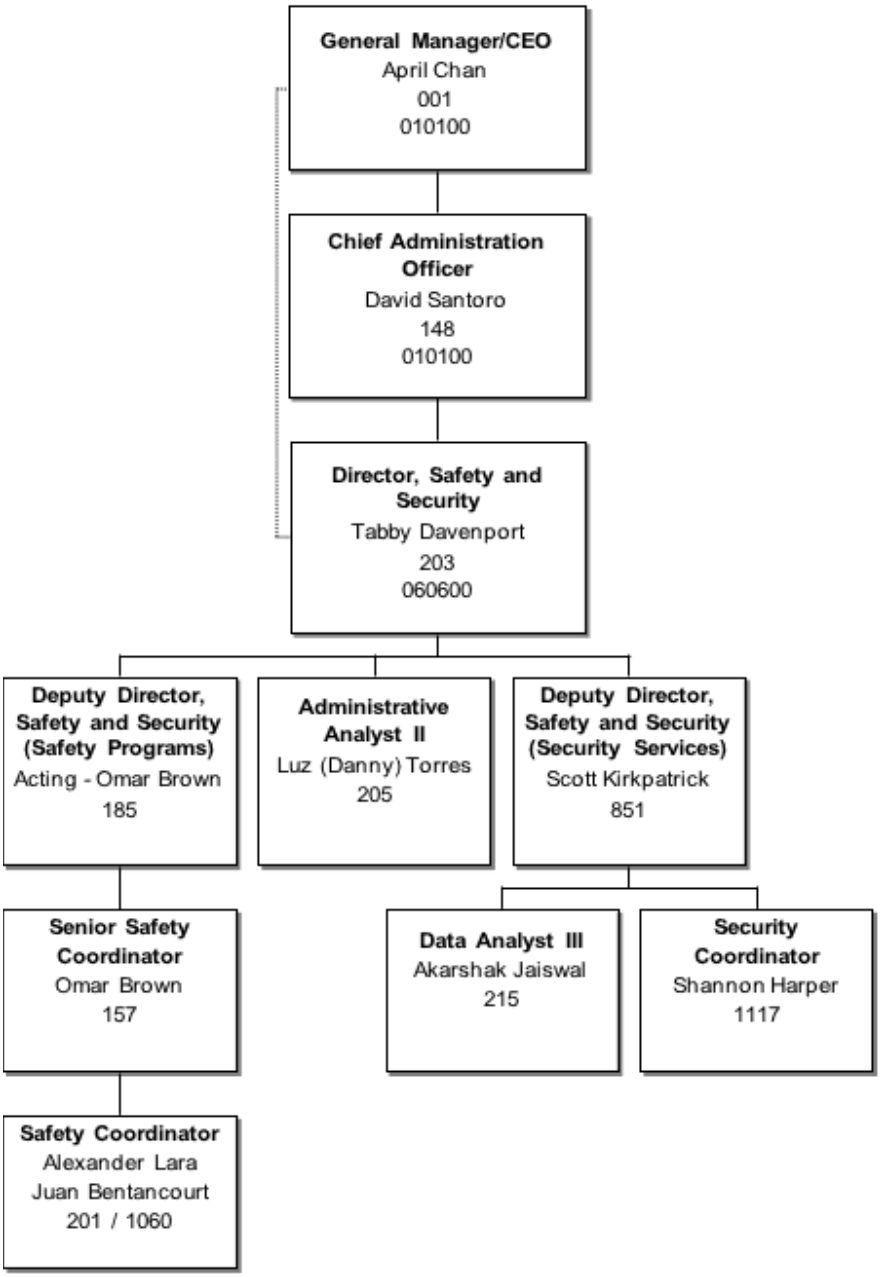

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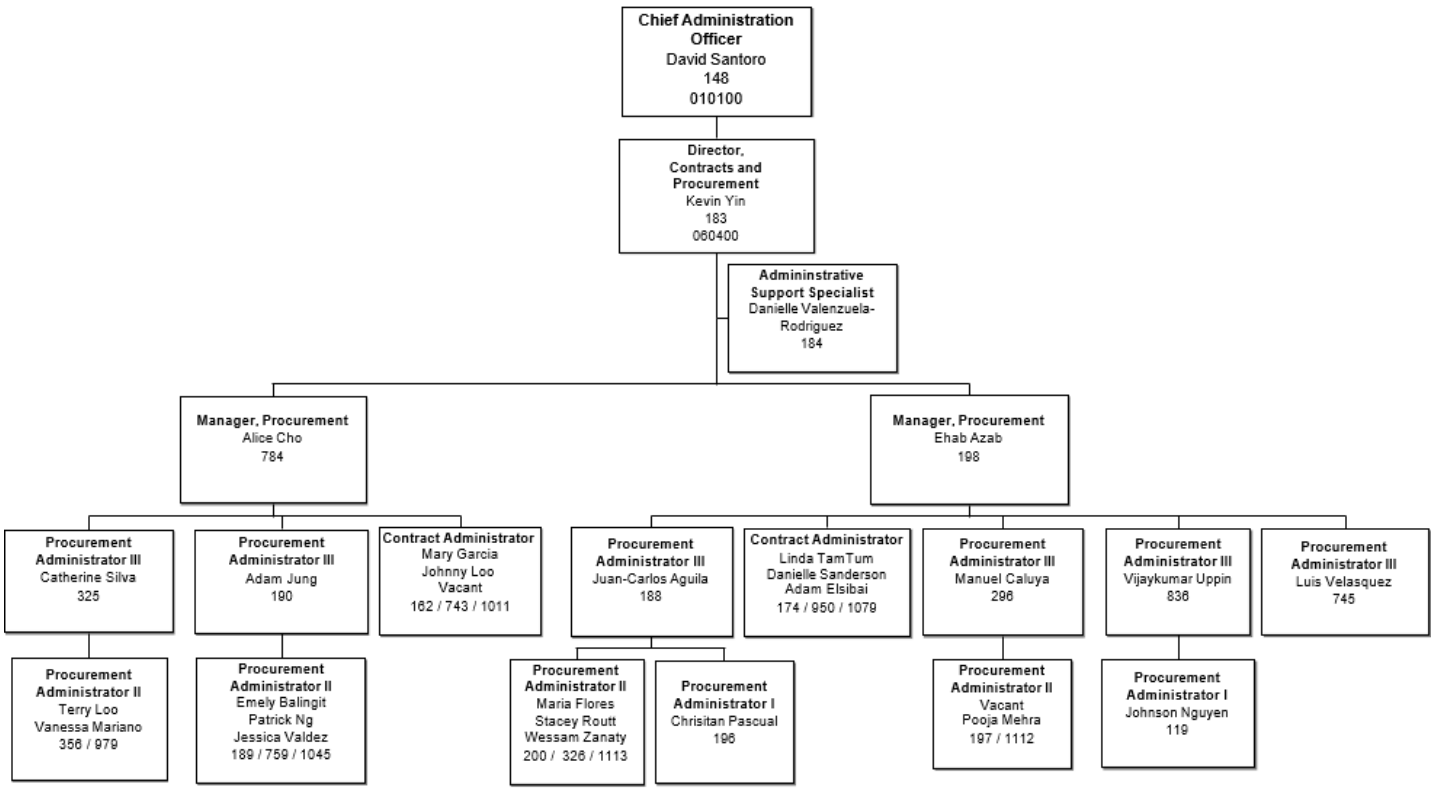


Effective 06/15/2026

Safety Performance Targets

Mode of Transit Service	Fatalities (Total)	Fatalities (per 100,00 VRM)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability
Motor Bus, Directly Operated	1	0.020	7	0.140	44	0.880	25,000 mi between road calls
Demand Response, Purchased	0	0	0	0.0	1	0.035	2.5 complaints /1,000 trips
Motor Bus, Purchased	2	0	1.6	0.13	5	1.00	25,000 mi between road calls
Mode of Transit Service	Transit Worker Fatality Rate	Assaults on Transit Workers (total)	Rate of Assaults on Transit Workers	Transit Worker Injury Rate	Transit Worker Fatality Rate	Safety Events (Rate)	Rate Per Vehicle Revenue Miles
Motor Bus, Directly Operated	0	3	0.58	0	0	8.45	100,000 Vehicle Revenue Miles
Demand Response, Purchased	0	0	0	0	0	0.0	100,000 Vehicle Revenue Miles
Motor Bus, Purchased	0	1	0.02	0	0	0.044	100,000 Vehicle Revenue Miles
Mode of Transit Service	Major Events (total)	Major Event Rate / VRM	Collision (Total)	Collision Rate / VRM	Pedestrian Collision Rate	Vehicular Collision Rate	Rate Per Vehicle Revenue Miles
Motor Bus, Directly Operated	29	0	29	.029	0	27	100,000 Vehicle Revenue Miles
Demand Response, Purchased	5	0	5	.05	0	5	100,000 Vehicle Revenue Miles
Motor Bus, Purchased	10	0	10	.01	.02	8	100,000 Vehicle Revenue Miles

2. Safety Management Policy

Safety Management Policy Statement

All employees are held accountable for demonstrating the highest level of safety, from Executive Management to every staff member in the district.

The San Mateo County Transit District is committed to leading by example.

Executive Management: Will lead the development of an organizational culture that delivers safe operations and provides appropriate resources by ensuring safe practices and complying with federal, state, and safety-related requirements, rules, standards, and industry best practices. The District will hold executives, managers, and employees accountable for safety performance by enhancing safety operations and promoting efficient reporting and communication.

Communication & Training: All employees will be trained to perform their job duties safely and in safety reporting procedures. The SMS facilitates awareness of our safety objectives and performance targets, encourages open communication, and reduces the risk of accidents, property damage, and equipment loss. Proactive efforts will be made to identify and minimize workplace hazards.

Responsibility & Accountability: Managers will actively ensure that Safety Assurance functions are monitored and supported by clearly defining safety responsibilities and accountabilities. Managers are responsible for ensuring that Safety Risk Management is performed and that safety risks are assessed and mitigated.

Responsibility of Employees & Contractors: To improve hazard identification and analysis and achieve an acceptable level of safety, all employees and contractors are expected to support safety management by identifying and reporting hazards through a safety risk evaluation process and an employee safety reporting program.

Employee Reporting: As a part of the SMS, all frontline employees will be afforded an opportunity to use a safety reporting program to share safety concerns, such as reporting hazards, unhealthy or unsafe work practices and ineffective policies directly to their supervisor, through SMS committee meetings, via the Hazard Reporting application, or through a Safety and Security Department representative.

No action will be taken against any employee who communicates safety conditions through the reporting program, unless the disclosure involves an illegal act, gross misconduct, or negligence, or a violation of District policies and procedures.

Performance Monitoring & Measuring: To continuously improve safety performance, The District will establish and measure safety performance against data-driven targets. Managers will verify that safety risk mitigations are effective and remain relevant.

Review & Evaluation: The District will assess SMS performance through internal processes that support the revisions and development of safety objectives and performance targets. Reviews, inspections, investigations,

corrective action reports, and SMS audits will support our goal of continuous safety improvement.

SMS Program Oversight: The SMS Program is managed by and under the authority of the Director of Safety and Security. All levels of management and all employees are accountable for the delivery of the highest level of safety performance, beginning with the General Manager/CEO. The Director of Safety and Security also serves as the SMS Executive and will provide the resources and training needed to ensure the SMS is efficient and successful.

3. Safety Accountabilities and Responsibilities

SAFETY REVIEW COMMITTEE (SRC)

The Safety Review Committee (SRC) comprises eight members: four frontline transit worker representatives, including two representatives selected by the Amalgamated Transit Union [ATU] and two representatives selected by the Teamsters, and four SamTrans management representatives. ATU and Teamsters leadership will select their respective committee members, and SamTrans management will appoint its members. The Committee will be chaired by the Director of Safety and Security or their designee for purposes of meeting administration, agenda, coordination, documentation, and follow-up. The chair's administrative role does not alter the SRC's required equal labor-management composition of the decision-making process. The Safety and Security Department will train all SRC members on the Agency Safety Plan (ASP), Public Transportation Agency Safety Plan (PTASP) requirements, and Safety Management System (SMS) process.

The District maintains a current SRC roster identifying each member's name, title or role, organization or department, representative category, selection or appointed method, and effective date of service. The roster is maintained as a PTASP record and updated when committee membership changes.

The SRC approval of the PTASP and subsequent updates is documented through meeting minutes, written concurrence, voting records, or signature pages showing approval by both frontline transit worker representatives and management representatives. Approval documentation must identify the date of approval and reflect participation or concurrence from the SRC's labor and management representatives.

The District maintains SRC approval documentation, including agendas, meeting minutes, attendance records, voting records, written concurrence, approval signature pages, and related supporting materials, as PTASP records in accordance with the District's records retention procedures.

Safety Review Committee Responsibilities: The SRC is responsible for the following activities:

- Reviewing and approving the District's Public Transportation Agency Safety Plan and subsequent updates before Board approval.
- Setting annual safety performance targets for the District's Safety Risk Reduction Program.
- Supporting operation of the District's Safety Management System by reviewing safety performance information, hazard reports, employee safety reports, accident and incident trends, safety audits, inspections, and other relevant safety data.
- Identifying and recommending safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through the District's safety risk assessment process.

- Identifying and recommending safety risk mitigations associated with any instance where the District does not meet an annual safety performance target under the Safety Risk Reduction Program.
- Identifying safety risk mitigations that may be ineffective, inappropriate, or not implemented as intended.
- Identifying safety deficiencies for purposes of continuous improvement.
- Reviewing safety concerns related to assaults on transit workers, vehicular safety events involving transit vehicles, pedestrian safety events involving transit vehicles, visibility impairments affecting bus operators, and other hazards identified through the District's Safety Risk Management process.
- Documenting recommendations, approvals, votes, decisions, action items, responsible parties, and follow-up items in committee minutes or other official records.
- Reviewing the status and effectiveness of safety risk mitigations and corrective actions tracked by the Safety and Security Department.

SRC recommendations are tracked to disposition. If the Accountable Executive decides not to implement the SRC recommendations related to the Safety Risk Reduction Program, the District will document the decision and the reason for the decision as a PTASP record.

The Safety Review Committee Operating Procedures: The SRC operates under documented procedures addressing membership, representative selection, meeting frequency, quorum, agenda development, voting or consensus decision-making, documentation of decisions, escalation of recommendations, action item tracking, and recordkeeping.

The SRC meets at least quarterly, or more frequently as needed to review urgent safety matters, Safety Risk Reduction Program performance, PTASP updates, safety risk mitigations, or corrective actions.

Meeting agendas and materials are distributed in advance when practicable. Meeting minutes document attendance, topics discussed, safety data reviewed, recommendations, approvals, votes or consensus decisions, action items, responsible parties, and due dates.

A quorum consists of at least a majority of committee members, including at least two frontline transit worker representatives and two management representatives. The Committee may define a different quorum standard in its charter, provided that labor and management participation are both represented.

Committee decisions may be made by consensus or by documented vote. Where a vote is used, the minutes will record the motion, result, and any dissenting positions.

SRC records, including rosters, agendas, minutes, approval records, recommendations, and action item logs, are maintained as PTASP records.

Safety Review Committee Dispute Resolution: The SRC will seek to make decisions by consensus whenever practicable. If consensus cannot be reached, the Committee will document the differing positions of frontline transit worker representatives and management representatives and will attempt to resolve the matter through additional discussion, review of relevant safety data, consultation with subject matter experts, or use of mutually agreed-upon facilitator.

If the dispute remains unresolved, the Committee will document the unresolved issue, the positions of the

representatives, and any proposed alternatives in the meeting minutes or other official records. The Committee may table the item for additional review, request further analysis, or bring the matter back for consideration at a future meeting.

The Accountable Executive may receive SRC recommendations and documented unresolved issues for awareness, resources consideration and implementation planning, However, the Accountable Executive shall not serve as the final decision-maker for resolving SRC disputes.

Nothing in this dispute resolution process limits the Accountable Executive's responsibility to ensure implementation of the PTASP, allocate resources, and make agency-level implementation decisions. If the Accountable Executive does not implement an SRC recommendation related to the Safety Risk Reduction Program, the district will document the decision and the reason for the decision as a PTASP record.

SRC members will not receive additional compensation for service on the Committee.

SAFETY MANAGEMENT SYSTEM ADVISORY COMMITTEE (SMSAC)

The Safety Management System Advisory Committee (SMSAC) is composed of 8-10 members from various departments, including Safety, Operations, Human Resources, Information Technology, Government Affairs, Finance, Planning, and Risk Management, with optional members from Legal and the Board of Directors, as needed. The Committee will be chaired by the Director of Safety and Security or their designee who provides administrative oversight, agenda coordination, and serves as liaison to the Accountable Executive. The Safety and Security Department will train all SMSAC members in the ASP and SMS process.

The District maintains a current organizational chart that identifies each member's name, title, and department. This roster is maintained as a formal PTASP record and updated when committee membership changes.
The SMS Advisory Committee's approval of the PTASP and subsequent updates will be documented through meeting minutes, or signature pages showing approval by the members. Approval documentation must identify the date of approval and reflect participation or concurrence from each committee member. The District will maintain committee approval documentation including agendas, meeting minutes, written concurrence, approval signature pages, and related supporting materials as PTASP records in accordance with the District's records retention procedures.

The SMS Advisory Committee is responsible for the following activities:

- Directing, evaluating, and ensuring accountability for SamTrans' safety performance and regulatory compliance. The SMS Advisory Committee references operational data to determine proactive risk management efforts.
- Evaluate Current Tasks and Initiatives: Reviewing the ongoing performance of safety programs, tracking key performance metrics.
- Incorporate Organizational, Operational, or Legislative Changes by monitoring federal, state, and local transit updates and updating internal agency safety policies to reflect structural changes.
- Support Systemwide SMS Implementation by fostering a safety culture and ensuring that risk management processes are embedded into daily transit operations.
- Reviewing, updating, and formally approving the Public Transportation Agency Safety Plan (PTASP) and its annual updates before the documentation is presented to the Board of Directors for final adoption.
- System oversight and support of SMS by reviewing safety performance metrics, hazard reports, accident

and incident trends, safety audits, inspections, and other relevant safety data.
- Identifying and implementing safety risk mitigations associated with occurrences where the District does not meet an annual safety performance target.
- Identifying safety risk mitigations that may be ineffective, inappropriate, or not implemented as intended.
- Reviewing the status and effectiveness of safety risk mitigations and corrective actions tracked by the Safety and Security Department.
-

The committee meets at least annually, or more frequently as needed to review urgent safety matters, PTASP updates, safety risk mitigations, or corrective actions.

- Agendas: Meeting agendas and materials are distributed in advance when practicable.
- Minutes: Meeting minutes document attendance, topics discussed, safety data reviewed, recommendations, approvals, votes or consensus decisions, action items, responsible parties, and due dates.
- A quorum consists of at least a majority of committee members.
- Committee decisions may be made by consensus or by documented vote. Where a vote is used, the minutes will record the motion, result, and any dissenting positions.
- All committee records, including rosters, agendas, minutes, approval records, recommendations, and action item logs, are maintained permanently as PTASP records.
- The SMS Advisory Committee operates under documented procedures addressing membership, representative selection, meeting frequency, quorum, agenda development, voting or consensus decision-making, documentation of decisions, escalation of recommendations, action item tracking, and recordkeeping.

DISPUTE RESOLUTION

The SMS Advisory Committee will seek to make decisions by consensus whenever practicable. If consensus cannot be reached, the Committee will document the differing positions. It will attempt to resolve the matter through additional discussion, review of relevant safety data, and consultation with subject matter experts.
If the dispute remains unresolved, the Committee will document the unresolved issue, the specific positions of the representatives, and any proposed alternatives in the meeting minutes or other official records. The Committee may table the item for additional review, request further analysis, or bring the matter back for consideration at a future meeting.
The General Manager/CEO holds ultimate financial accountability for the plan, meaning unresolved executive team deadlocks must escalate to them for an agency level business decision.
The Accountable Executive will issue a final, binding agency-level implementation decision based on resource availability and overarching regulatory safety requirements. The final decision and the underlying rationale will be formally documented as a permanent PTASP record.

Management Commitment: SamTrans management will take appropriate measures to promote a safe environment and prevent workplace accidents and injuries by considering employee suggestions, staying informed about workplace safety and health hazards, and reviewing safety programs regularly.

SMS Goals: The overall goal of the SMS Program is to reduce and mitigate vehicular and pedestrian safety events involving transit vehicles and to reduce and mitigate assaults on transit workers.

Data Monitoring by SMS Executive: The SMS Executive will review leading and lagging indicators, Miles Between Preventable Accidents, accident committee reports, safety-related work orders, and other

relevant data to identify potential safety hazards. The SMS Executive will also monitor the Operator Assault Tracker and incident reports related to violence against a transit worker.

Hazard Analysis and Review Process: Once a hazard is identified, an analysis will be conducted to assess its potential severity and likelihood, in accordance with the Safety Risk Management Process defined in section 3 of the plan. The results will be presented to the SRC for review and comment. If necessary, the Safety & Security Department will engage outside experts to assist.
Mitigations or findings from the SRC will be presented to the SMCTD Board by the Director of Safety & Security.

Safety Risk Mitigation Review: The SRC will review safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through the transit agency's safety risk assessment. This includes mitigation strategies related to any instance where the agency fails to meet annual safety performance targets as part of the Safety Reduction Program.

Distribution of the Safety Management Policy (SMP): The District has established organizational accountabilities and responsibilities for its SMS. The Accountable Executive has issued a written Safety Management Policy (SMP) statement that outlines the District's safety objectives.

The Director of Safety and Security, as the SMS Executive, ensures the SMP statement is distributed electronically or in hard copy to all employees. The Director also ensures the statement is readily accessible to executives, managers, supervisors, administrative staff, frontline employees, and contractor service providers.

Ongoing Communication of the SMP Statement: The Director of Safety and Security prepares and distributes reports through various committees and meetings, documenting how the District is progressing toward the safety objectives outlined in the SMP statement.

If the SMP statement is revised during the year, the Director will redistribute it across the agency following the same communication protocols to ensure all employees receive the updated version.

Authorities, Accountabilities, and Responsibilities

Accountable Executive

The Accountable Executive for the District's Public Transportation Agency Safety Plan is the General Manager/CEO. The General Manager/CEO is appointed by, reports to, and serves under the authority of the San Mateo County Transit District Board of Directors. For the purpose of 49 CFR Part 673, the General Manager/CEO has ultimate responsibility for carrying out the PTASP, implementing the Districts Safety Management System, and ensuring that appropriate human and capital resources are available to support safety management activities.

The Accountable Executive signs the initial PTASP and subsequent updates before submission for Board approval. The Accountable Executive also receives and considers Safety Committee recommendations, including safety risk mitigations recommended through the Safety Risk Reduction Program.

If the District's Transit Asset Management Plan identifies a different Accountable Executive or responsible executive, that designation is specific to the District's Transit Asset Management

program and reflects internal responsibility for capital assets lifecycle management, state of good repair, and assist-related decision-making. The designation of a TAM executive does not change the General Manger/CEO's role as the Accountable Executive for the PTASP.

SMS Executive

The Director of Safety and Security is designated by the Accountable Executive as the SMS Executive. The Director directly supports the SMS program by monitoring the day-to-day implementation and operation of the SMS, holding overall accountability for the Safety and Security Department, and managing the communication and coordination of the SMS program.

This may also include:

- Developing SMS policies and procedures
- Coordinating and facilitating associated committees
- Leading the review and revision process of the Agency Safety Plan
- Designating the chair of the Accident Review Committee (ARC) to determine accident Preventability (not for disciplinary purposes)
- Developing and tracking safety performance targets

Each member of the Executive Team has the authority and responsibility for the implementation and operation of the SMS within their respective business units.

Specific authorities, responsibilities, and accountabilities for Executive Management under this plan may include:

- Overseeing the safety of operations and SMS implementation within their departments
- Coordinating with the Safety and Security Department to support SMS implementation and provide subject matter expertise when requested
- Revising policies, plans, and procedures to align with SMS principles and objectives

At the request of the Accountable Executive, the SMS Executive, the SRC Committee, and SMSAC will support systemwide SMS implementation.

Key Staff

The District's Key Staff includes those positions that directly oversee the agency's operations, such as Maintenance Facilities, Training, and the People and Culture Department. Key Staff supports the development, implementation, and ongoing operation of the SMS.

Specific authorities, responsibilities, and accountabilities for Key Staff under this plan may include:

- Maintaining policies and procedures consistent with the District's SMS program
- Maintaining documents that support the implementation of the ASP
- Assisting with investigation reports
- Assisting with the implementation of corrective action plans
- Verifying compliance with the ASP and reporting deviations to the Safety and Security

4. Safety Risk Management

Safety Risk Management Process

Hazard Identification

All employees are held accountable to demonstrate the highest level of safety, from Executive Management to every staff member of the District.

The San Mateo County Transit District is committed to:

The objective of hazard identification is to define those conditions that have the potential to cause injury, accident, incident, or property damage.

The hazard identification process includes the use of various sources of information, including the input of operating and maintenance personnel, such as:

- Observation of work practices, work areas, and equipment for obvious or potential unsafe conditions
- Periodic facility inspections
- Worker safety suggestions or complaints
- Reports of hazards by employees
- Accident or near-miss investigations
- Post-accident analysis

The District provides all employees and contractors with both verbal and written means to communicate with management and the Safety and Security Department regarding potential hazards or unsafe conditions. State law protects individuals who report unhealthy and unsafe conditions or practices. The District will maintain an Injury Illness and Prevention Program (IIPP) as required by California Labor Code section 6401.7 or section 3203 of Title 8 of the California Code of Regulations (8 CCR 3203).

Employees are encouraged to use the Hazard Reporting Tool posted at Base and Headquarters locations, also accessible by QR code on the District HUB.
Employees may also access the Work Order Website on the District Hub to review their past work orders.

Facility Work Orders: All District employees may submit an online Facilities Work Order to request services ranging from moving heavy objects (e.g., furniture or boxed documents) to reporting unhealthy or unsafe conditions, such as buckled carpeting, exposed wiring, leaks, or other health hazards. System users receive confirmation emails to advise of the following:

- That their work order has been received
- When it has been assigned and to whom
- That the work has been completed

Injury and Illness Prevention Program (IIPP): The IIPP is located in Article 1.9 of the Employee Safety Manual, maintained by the Safety and Security Department. A soft copy is available on the District Hub and accessible to all employees. The program includes instructions for reporting hazards and the QR code for the District's Hazard Reporting Tool. All employees are encouraged to report all known hazards to both management and the Safety and Security Department. In accordance with State law, employees may also report hazards anonymously.

Service Change Request (SCR): Bus Operators complete a Service Change Request to report operational and safety issues related to runs, routes, schedules, bus stops, tree trimming, on-time performance, and similar matters. They are categorized as "Suggestions, Normal Business, or Urgent Business" by the Bus Operator, who then submits the report online. The report is then forwarded to the appropriate department for review and response.

Oversight Authority: The District will consider all information provided by the Federal Transit Administration (FTA) through on-site triennial audits, including but not limited to associated findings and recommendations.

Operator Incident Report: An Operator Incident Report is completed by Bus operators to report unusual incidents or passenger interaction issues that need to be communicated to the Base Manager.

SamTrans Operation Safety (SOS): These are joint management-labor monthly meetings chaired by the Director of Bus Transportation to discuss and resolve safety issues affecting employees or the riding public. They may also address scheduling and maintenance issues and include updates from other departments, including security and transit police services. The procedures are documented in SOP T-11, "S.O.S Team."

Bus Maintenance Supervisor Safety Talks: Held twice monthly (on payday Fridays) for all shifts and departments within the Bus Maintenance Department. Employees may raise new safety concerns during the meetings or request that safety topics be added to future agendas. Hard Copies of the "Supervisor's Report of Maintenance Meeting" forms are distributed to the Director of Bus Maintenance, the Base Maintenance Managers, and the Safety and Security Department for review. These reports include the officiating supervisor's name, date, shift, and discussion topics and serve as the official sign-in sheet in accordance with SOP M-2, "Maintenance Safety," and electronic copies will be stored in SharePoint.

Vehicle Safety Inspection Report: Vehicle Safety Inspection Report: The Vehicle Safety Inspection Report is printed on card stock and provided to Bus Operators or Mechanics before operating a coach off District property. These cards are used daily for recording all pre-trip and post-trip inspection findings by the employee assigned to operate the coach for all or part of their work shift. They are official documents and are used as a guide to verify the coach is safe and roadworthy. Bus Maintenance staff collect the reports each night from the Bus Transportation Dispatchers. Each card is collected by the end of the night, whether or not any defects or findings are reported. Any noted defects are scheduled for repair. These procedures are documented in SOP D-27, "Vehicle Inspection Procedure."

Radio Control and Dispatch**:** The Radio Control Center, located at North Base, monitors field operations, including all revenue service and Supervisor activities, through the AVL/CAD system. Dispatching for Bus Transportation's directly operated service is performed by the North and South Base Dispatchers. Radio Control operates Monday through Friday from 4:45 a.m. to 11:00 p.m. Coverage outside these hours is provided by the respective Base Dispatchers. Radio Controllers and Dispatchers utilize two-way

radio and telephone communication systems operating on recorded lines to maintain continuous communication with field personnel and support the District's safety and emergency response requirements.

In accordance with the District Safety Plan, Radio Controllers and Base Dispatchers serve as an initial point of contact for safety-related reports and field incidents. They are responsible for receiving, documenting, evaluating, and communicating reported hazards, emergencies, accidents, service disruptions, and other safety-related conditions. When appropriate, Radio Controllers and Dispatchers may provide immediate operational direction, notify the appropriate personnel or emergency responders, and coordinate the response with field Supervisors, Base Managers, Transit Police, or other District departments.

All hazard and safety reports are documented and may be addressed by Radio Control or Base Dispatchers when within their authority. Matters requiring additional review, corrective action, or management intervention are forwarded to the appropriate Base Manager or other responsible department for evaluation and follow-up. This process supports timely identification, communication, escalation, and resolution of safety concerns consistent with the District Safety Plan.

Hazard Reporting: The Hazard Reporting Tool can be accessed via a QR code at the North and South Base maintenance and operations dispatch windows. It is also available on the home page of the district hub, an automated online application used to track all entered Safety or Security hazards or concerns through resolution.

Workplace Violence Prevention Plan: The San Mateo County Transit District ("District") is committed to providing a safe workplace free from acts and/or threats of violence. The purpose of this policy is to maintain a safe work environment for all employees and comply with applicable law. Violence, threats, harassment, intimidation, bullying, hazing, or other disruptive behavior will not be tolerated. The District's Workplace Violence Prevention Plan (WVPP) addresses the hazards associated with the four types of workplace violence, as defined by California Labor Code (LC) Section 6401.9.

De-escalation: Training on de-escalation provided to front-line employees by the Safety and Security department, partnering with the Transit Training Department and the Transit P.D.

Safety Risk Assessment: For hazards not addressed by the various procedures outlined in Section 7.1, an ad hoc committee is convened by the Department Director most affected. This section includes a method for categorizing identified hazards, typically in terms of:

- Probability of occurrence: Frequent, Probable, Occasional, Remote, Improbable, Design Resolved
- Severity of consequences: Catastrophic, Critical, Serious, Marginal, Negligible

Each hazard is evaluated using a risk assessment matrix to determine the appropriate disposition.

Hazard Severity: Hazard severity is defined as a subjective measure of the worst credible level of damage resulting from a particular hazard and is categorized as follows (Figure A):

Hazard Severity Categories

Description	Category	Definition
CATASTROPHIC	I	Death, system loss, severe environmental damage, or complete and extended disruption of service
CRITICAL	II	Severe injury, severe occupational illness, major system environmental damage, or major disruption of service
MARGINAL	III	Minor injury, minor occupational illness, minor system environmental damage, or minor disruption of service
NEGLIGIBLE	IV	Less than minor injury or occupational illness; less than minor system or environmental damage; or less than minor disruption of service

Figure A. Hazard Severity Categories
Disruption of Service refers to a disruption resulting from reported damage to equipment, facilities, and/or other property due to a collision, derailment, or another event not addressed by routine operations.

Hazard Probability: Hazard probability is defined as the probability that a specific hazard will occur during the planned life expectancy of the system element, subsystem, or component. It may be described subjectively in potential occurrences per unit of time, events, population, items, or activity. A qualitative hazard probability may be derived from research, analysis, and evaluation of safety data from the operating experience of The District or historical safety data from similar systems. An example of qualitative hazard probability ranking is shown below in Figure B:

Hazard Probability Levels

Description	Level	Specific Item	Fleet Inventory
FREQUENT	A	Likely to occur frequently	Continuously Experienced
PROBABLE	B	It will occur several times in the life of an item	Will occur frequently
OCCASIONAL	C	It is likely to occur sometime in the life of an item	It will occur several times
REMOTE	D	Unlikely but possible to occur in the life of an item	Unlikely, but it may occur
IMPROBABLE	E	So unlikely, it can be assumed that an occurrence may not be experienced	Unlikely to occur, but possible

Hazard Resolution

Once a hazard is identified, an analysis is performed to define its potential severity and probability of occurrence as outlined in the previous sections. Hazard resolution is defined as the analysis and subsequent actions taken to reduce to the lowest level practical the risk associated with an identified hazard. Procedures have been established to address and resolve potential hazards. When a supervisor receives a hazard report from any staff member, they must notify their respective Director, who in turn must inform the Director of Safety and Security if the situation falls outside pre-established response procedures. The Director of Safety and Security, in coordination with Risk Management, will notify the affected Deputy CEO and the General Manager/CEO, as appropriate.

The District uses MIL-STD-882E to analyze identified hazards and determine necessary mitigation based on the results.

Following standard methodology, each hazard will be categorized by both the probability of occurrence and the severity of consequences. Categories include:

- Probability: Frequent, Probable, Occasional, Remote, Improbable
- Severity: Catastrophic, Critical, Marginal, Negligible

- Each aspect is evaluated using a matrix to determine the required disposition.

Hazard Risk Assessment Index (Figure c) and Hazard Rating Table (Figure d) charts show which actions need to be taken as follows:

Hazard Risk Assessment Index

Frequency of occurrence	I	II	III	IV
	Catastrophic	Critical	Marginal	Negligible
(A) Frequent	**IA**	**IIA**	**IIIA**	**IVA**
(B) Probable	**IB**	**IIB**	**IIIB**	**IVB**
(C) Occasional	**IC**	**IIC**	**IIIC**	**IVC**
(D) Remote	**ID**	**IID**	**IIID**	**IVD**
(E) Improbable	**IE**	**IIE**	**IIIE**	**IVE**

Figure C. Hazard Risk Assessment Index

Hazard Rating Table

Risk Category	Hazard Risk Index	Acceptance Criteria
1	**IA, IB, IC, IIA, IIB, IIIA**	**Unacceptable**
2	**ID, IIC, IID, IIIB, IIIC**	**Undesirable**
3	**IE, IIE, IIID, IIIE, IVA, IVB**	**Acceptable with review**
4	**IVC, IVD, IVE**	**Acceptable without review**

Figure D. Hazard Rating Table

Hazard Tracking and Control: The process of identifying, controlling, tracking, and eliminating hazards is recorded on the hazard log. All hazard entries must include:

- A Corrective Action Plan (CAP)
- A tracking number
- A brief description
- A projected completion date
- An initial hazard rating, based on the severity/probability methodology described above

Hazards will be prioritized to address the highest-risk categories first.
Safety Risk Mitigation

The District has established a Risk Reduction Program to improve safety in transit operations by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the National Transit Database (NTD). Data on accidents, injuries, the Workplace Violence Prevention Plan (WVPP), and assaults are tracked and reviewed on a monthly or quarterly basis. The Risk Reduction Program considers mitigation actions to reduce:

- Vehicular and pedestrian accidents involving buses, such as measures to reduce visibility impairments for bus operators that contribute to accidents
- Assaults on transit workers, such as deployment of assault mitigation infrastructure and technology on buses.

The close-out process is the most critical for safety risk mitigation. The managers responsible, internal subject matter experts (where applicable), and the Safety and Security Department will collaborate to develop corrective actions. The accountable manager must also ensure that internal budgeting, cost assessments, and capital project prioritization are initiated, as required by the hazard resolution. The Safety and Security Department will be responsible for tracking the status of hazard resolutions in the Safety Risk Register.

As hazards are identified, a variety of strategies may be used to reduce the risk to an acceptable level. To the greatest extent practical, controls should be considered in the following order of precedence:

A. ELIMINATION: Remove the hazard entirely by eliminating equipment or processes through design or procedural change. If the hazard cannot be eliminated, the hazard will be reduced to an acceptable level (as defined by the Risk Assessment Index) through design selection.

B. SUBSTITUTION: Replacement of a hazardous substance or process with one that presents less risk.

C. ENGINEERING CONTROLS: Use physical devices or equipment to modify the existing condition.

This includes:

- Incorporating safety devices
- Using fixed, automatic, or protective design features
- Installing warning systems to detect conditions and alert personnel in a timely manner

Warning devices should be standardized across similar systems to minimize the likelihood of incorrect responses by personnel.

D. ADMINISTRATIVE CONTROLS: Procedures, policies, and training can be used to eliminate or reduce the identified risk to an acceptable level. Tasks and activities that are determined to be critical require certification of personnel proficiency.

E. PERSONAL PROTECTIVE EQUIPMENT (PPE): PPE may be used to eliminate or reduce the risk of the identified hazard. Employees must receive training in the proper use of PPE before being assigned to environments that require its use.

If system design standard revisions are warranted, or changes to long-term capital maintenance and improvement programs are needed, these shall be reviewed through the Configuration Management process described below.

Once a hazard is identified, an analysis is conducted to determine its potential severity and probability of occurrence, in accordance with the Safety Risk Management Process, as defined in section 3 of the plan. The results are presented to the SRC for review and comment. If external expertise is required, it will be coordinated by the Safety and Security Department. The final results of the SRC's review, including proposed mitigations or recommendations, will be presented to the SMSAC by the Director of Safety and Security.

5. Safety Assurance

Safety Performance Monitoring and Measurement

The District utilizes Safety Performance Monitoring and Measurement to assess compliance with operations, facilities, and maintenance procedures and to determine whether existing rules and procedures are sufficient to mitigate risk. The District also utilizes Safety Performance Monitoring and Measurement to evaluate the effectiveness of safety risk mitigations and ensure that the mitigations are appropriate and implemented as intended.

District bus operations are governed by rules, notices, and standard operating procedures (SOPs). Rules govern the daily operations of the bus system, while SOPs provide detailed information and instructions for performing specific tasks. All rules and procedures are reviewed and approved. District bus maintenance is governed by maintenance manuals, instructions, and vendor-provided information. Maintenance procedures are established by Bus Maintenance and modified by Bus Engineering. To ensure compliance with and sufficiency of operations and maintenance procedures, the District carries out the following activities:

- Ride Checks: These checks provide an opportunity for one-on-one interaction between District Operators and evaluators. District personnel observe operators' driving habits and provide immediate verbal and written feedback. Ride checks are used to identify areas for improvement and reinforcement for safe driving practices.
- Verification of Transit Training Compliance: Transit Training personnel ensure that bus operators comply with training requirements. Accordingly, Transit Training personnel are responsible for notifying operators of available classes scheduled throughout the year so that they can complete the required refresher training annually.
- Random Observations: Transportation Supervisors and Transit Training Staff may observe Bus Operators for compliance with traffic laws, District operating rules, and procedures. Any violations are documented and filed electronically.

Reviews: Trained personnel from each District department or division conduct monthly safety inspections of vehicles and maintenance/operations facilities. They also conduct records reviews and trend analyses. Results are documented on standard District forms.

Monitoring Safety Risk Mitigation

The Safety and Security Department oversees and tracks the assignment of responsibilities and timelines for implementing new mitigations and discontinuing those that are no longer effective or necessary. Where appropriate, the Safety and Security Department and/or the SRC will assign an SRM task force comprising the appropriate managers and subject matter experts to determine if certain safety risk mitigations are effective.

To assess the effectiveness of existing safety risk mitigations, especially those not yet assessed through the SRM process, the Safety and Security Department and the SRC also:

- Review accident/incident investigations to mitigate pedestrian safety events involving transit vehicles.

- Monitor employee safety reporting
- Review reports of assaults on transit workers, unsafe acts, and hazardous conditions.
- Analyze internal safety audits and inspection results
- Evaluate public health data (e.g., exposure to infectious diseases) provided by the Centers for Disease Control and Prevention (CDC) or the California Department of Public Health (CDPH).
- Follow guidance from the oversight authority, when applicable.

- Review external safety inspection results.

- Evaluate customer safety reports via Electronic Hazard Management software.
- Train new review committee members in ASP and their roles.
- Assess measures to reduce operator visibility impairments, including retrofits and bus procurement specs.
- Review assault mitigation strategies, such as infrastructure, technology, and barriers

Employee Reporting

All employees have the opportunity to report safety concerns, including hazards, unsafe practices, or ineffective policies, directly to their supervisor, through safety committee meetings, via the hazard reporting tool, or by contacting a Safety and Security Department representative. No disciplinary action will be taken against employees who report safety conditions unless the report involves an illegal act, gross misconduct, negligence, or a violation of District policies.

Management of Change

The District understands that organizational changes may affect the appropriateness or effectiveness of existing risk mitigation strategies and may introduce new hazards or risks. To address this, the District has implemented a formal Management of Change process to assess the impact of such changes. If it is determined that a change may affect safety performance, the proposed change is evaluated through the SRM process.

The Director of Safety and Security is designated as the Management of Change Process Owner who leads this Safety and Security Department initiative. This refers to the systematic process of evaluating all components with subject matter experts and sponsoring departments of the SamTrans system, including hardware, software, rules, procedures, training programs, infrastructure, and documentation, to ensure they continue to meet safety requirements, and that documentation is accurate and up to date.

This process ensures that all design and configuration changes, whether for a single subsystem or fleet-wide, are documented in as-built drawings, training materials, maintenance manuals, and Standard Operating Procedures (SOPs) in a timely and accurate manner. Configuration management procedures include:

- Defining the authority to approve configuration changes
- Incorporating approved changes into documentation
- Ensuring all relevant personnel are informed of changes

The following are examples of Configuration Management elements applied:

- Vehicle Acceptance Program: Originates in Bus Maintenance. All records related to equipment life cycle and rolling stock are maintained. Oversight is provided for changes subject to Configuration Management.
- Build of Materials (BOM) documents: Maintained in Document Control at North Base by the Manager of Bus Maintenance. All modifications are interfaced equally with the assets through the Enterprise Asset Management (EAM) system, and/or the Bus Maintenance database software.
- Modification Records: All changes are documented and made available to personnel responsible for maintenance and repair.
- New Asset Delivery: New agency assets arrive pre-documented in quality-assured status.
- Campaign Bulletins: Issued by Bus Maintenance to document equipment changes, modifications, or adjustments. Approved by the Chief Operating Officer, following submission by the Director of Bus Maintenance or designee.
- Service Bulletins: Document maintenance procedures, inspections, or maintenance services. Their content originates from the OEM to address specific subsystem issues. Availability to review changes in configuration for all providers of asset maintenance.
- Technical Bulletins: Used to revise Bus Maintenance procedures.

Preventive Maintenance Inspection (PMI) cycle changes are initiated via the original manufacturers (OEM) and distributed by the Deputy Director, Bus Maintenance, after the Bus Maintenance instruction team has made final recommendations to be followed. Managers provide approved checklists to Supervisors, and the Supervisors provide the work orders to assigned mechanics.

The District applies a continuous improvement process to monitor and enhance SMS and safety performance. Each fiscal year begins with a safety performance assessment. If improvement areas are identified, the Accountable Executive will oversee the development and evaluation of a corrective action plan. The Safety performance assessment includes:

Continuous Improvement

Monitoring the achievement of safety objectives, indicators, and targets.
Reviewing the effectiveness of:

- Hazard identification, risk assessment, and mitigation efforts
- Management of Change processes
- Operations and maintenance monitoring
- Safety risk mitigation monitoring activities
- Safety investigation activities
- Voluntary Employee Safety Reporting Program (ESRP)
- Safety training and competency programs
- Safety communication efforts
- The Safety and Security Department conducts safety performance assessments due to its technical expertise and independence from the Bus Transportation and Bus Maintenance

departments. Assessment methods include:

- Reviewing safety data (objectives, indicators, and targets)
- Conducting employee surveys to evaluate training, ESRP, and communication
- Using audit checklists to assess SMS tools and practices
- Interviewing key staff and support teams
- Attending safety and committee meetings
- Conducting field observations
- Auditing regulatory compliance
- Reviewing SMS documentation

The District may use an external independent auditor to support its safety assessments. The Safety and Security Department provides assessment reports to the Accountable Executive and SMSAC and maintains documentation, including checklists and audit tools.

To support continuous improvement, the District develops corrective action plans for identified safety and SMS performance gaps. These plans are led by the SMS Executive, who reports progress to the Accountable Executive.

Under the District's service agreements, the contractors are required to comply with 49 CFR Part 673. The Bus Contracts Manager is responsible for monitoring compliance with this requirement.

6. Safety Promotion

Competencies and Training

Proper qualifications of operating and maintenance personnel are a crucial aspect of maintaining a safe transit environment. The District's Transit Training Department, located at North Base and West Training Facility, maintains all training documentation and records. Full-time Transit Training instructors are certified by the Transportation Safety Institute (TSI) and some of which are for the DMV and some of which are for NCS the Department of Motor Vehicles Employer Testing Program (ETP). Full-time instructors are also certified by the National Safety Council to conduct four-hour and eight-hour Defensive Driving programs.

An adjunct staff of qualified Bus Operators, known as Bus Operator Trainers, who are also certified by TSI, assist in completing training assignments when demand exceeds departmental capacity. At least one Instructor is certified by the American Red Cross to conduct First Aid, CPR, and AED training.

All employees also receive de-escalation training as part of ongoing professional development.

Bus Operator Training

Bus Operators: Bus Operators receive up to 10 calendar weeks (50 workdays) of training under U.S. DOT-certified instructors. The hours of training received by trainees include both classroom/theory and behind-the-wheel training, as outlined by the FMCSA requirements for Entry-Level Driver Training. The District material includes the District's Standard Operating Procedures, Training Guide, SamTrans equipment (bus fleet), and other information exclusive to the District.

All Transit Training Instructors are fully certified trainers, and all training hours are certifiable on a DL-260 "Transit Driver Training Record". The DL-260 document is completed by the employer to ensure proper annual training hours are recorded for each holder of a Verification of Transit Training (VTT) card. A typical training day consists of both classroom and behind-the-wheel (BTW) training. The target trainer-to-trainee ratio is 1 to 2.

Written exams are administered throughout the training program, and trainees must achieve a minimum passing score of 80 percent. Trainees are allowed one retake. Instructors review all incorrect answers with the trainees, after which the trainees initial the correct answers to indicate they understand and accept the corrections. The exam schedule is as follows:

1. Pre/post knowledge test administered on the first and last day of training
2. Theory tests -given after ELDT requirements are met
3. Mid-term exam – administered after four weeks of classroom and BTW training
4. Safety Critical Knowledge and Proficiency exams were taken prior to the commercial driving test. A score of 100 percent is required. One retake is permitted.
5. The Final Exam was administered in the last week of training
6. DMV Testing - Bus Operator Trainees take the California Department of Motor Vehicles (DMV) Pre-trip, Skills, and Driving Performance Examinations around the 5th week of training (regardless of whether they already hold a Commercial Class B driver's license). Passing scores must comply with DMV Employer Testing Program standards.

Training includes, but is not limited to:

- The District Policies, Procedures, Rules, and Regulations
- National Safety Council Defensive Driving Course 8-hour program
- Air Brakes System
- Bus Pre-trip and Post-trip Inspections
- Bus Maneuvers
- Left, Right Turns, Out Sweep, and Big Picture Concept/scanning ahead
- Use of Mirrors
- Following distance and a safe cushion around the vehicle
- Customer Relations, including de-escalation training
- Boarding and deboarding procedures
- Bus fleet familiarity

- Route training
- Bus Accident Procedures and Reporting of Accidents
- Americans with Disabilities Act requirements
- Fare Structure and Passenger Relations
- In-service training conducted during weeks 8 and 9 of the training program
- Title VI and Title 13 requirements
- De-escalation
- Human Trafficking
- Safety concern identification and reporting training

New bus operators must demonstrate proficiency in all vehicle sub-fleets they will operate. All classroom and BTW training hours are recorded and filed using weekly training log sheets. These logs are reviewed by Training Management and summarized on the DMV form DL-260.

A certified DMV Examiner in good standing with the California Employer Testing Program (ETP) administers the Driver Performance Evaluation Test in accordance with the DMV guidelines. Test score sheets are part of the operator's training record. A DMV Certificate of Driving Skill (form DL-170) is issued to successful operator trainees. Trainees who do not already hold a Class B license may exchange the DL-170 and DL-260 forms for a Commercial Class B license at a local DMV office.

Specialized Training: Specialized training is provided upon request to help Bus Operators improve individual performance skills.

Annual Refresher Training: Bus operators receive 8 hours of annual refresher training to maintain compliance with Verification of Transit Training (VTT) certification requirements, in compliance with California DMV regulations.

Vehicle Accident Reduction Program: An ongoing program to mitigate preventable vehicle collisions consists of:

- Follow-up training to correct deficiencies identified during ride checks
- The four-hour and eight-hour National Safety Council Defensive Driving course is taught to all operators of District non-revenue service support vehicles on a four-year cycle
- Analysis of both preventable and non-preventable collision data, proactive awareness campaigns, and risk mitigation efforts conducted through a proactive SMS

Mechanic Training

New Mechanics receive up to 280 hours of training from certified instructors, which includes:

- District Policies, Procedures, Rules, and Regulations
- Eight (8) hours of forklift training and work area orientation
- Eight (8) hours of initial Hazardous Materials "First Responder" training, pursuant to 8 CCR 5192
- Four (4) hours of annual Hazardous Material training
- Eight(8) hours National Safety Council Defensive Driving Course
- Sixteen (16) hours of vehicle orientation and driving in and around the shop area, vehicle lifts, bus stalls, and bus yards

- One hundred twenty (120) hours of BTW training on the road before completing the DMV Pre-trip, Skills, and Driver's Performance Evaluation tests
- Eighty (80) hours of mechanic training, including Shop Safety and Procedures, and Air and Brake Systems (for all Mechanic Classifications)
- Forty (40) hours of mechanic training on Heating, Ventilation, and Air Conditioning Systems (for Mechanics B and A), required to obtain 608/609 certifications
- All Mechanic Classifications receive twenty-four (24) hours of initial general High Voltage (HV) Training

Mechanic driver training hours are recorded in their training folders, and test score sheets are retained as part of the mechanics' training records. A DMV Certificate of Driving Skill (form DL-170) is issued to each successful mechanic. Mechanics then exchange the DL-170 for a Commercial Class B driver's license at a local DMV office.

Bus Maintenance Training

Upon delivery of new rolling stock, mechanics receive training from the vehicle manufacturer or component representative. Mechanics are selected based on job classification and shift coverage requirements. District-contracted personnel (e.g., MV Transportation employees) are also invited to attend.

The District Maintenance Training Program consists of 21 Core classes:

- Shop Safety
- Repair Skills
- Diesel Engine Tune Up
- High Voltage Battery Electric (BEB/FCEB)
- Hydrogen Fuel Cell Training (FCEB)
- Hydrogen Fueling Procedures
- Hydrogen High Pressure Familiarization
- Basic Electrical
- Multiplex Systems
- Charging Systems
- Diesel Electronic Controls and After-treatment
- Air Systems and Brakes
- Hydraulic Braking Systems
- Steering and Suspension Systems
- Automatic Transmission
- Advanced Communication System (ACS radio systems)
- Subsystems
- HVAC 608 & 609
- NFPA 70e Training for Supervisors
- First Aid/CPR/AED
- Fall Protection

Classes are actively reviewed to ensure they remain current with fleet and industry trends. Every month, the Joint Labor Management (JLM) Committee (comprised of Management personnel and Labor Representatives) meets to assess training needs for the mechanics and the Maintenance Department. Based on JLM feedback, a training calendar has been developed. Based on any classroom training needs discussed, Bus Maintenance Instructors will also provide any requested on-the-job training. Mechanics are assigned to classes based on skill needs and career development, and attendance is recorded in the Bus Maintenance Training Matrix.

Utility Worker Training

New Utility Workers receive up to 200 hours of training from certified instructors, which includes:

- Sixteen (16) hours on District Policies, Procedures, Rules, and Regulations
- Eight (8) hours of forklift training and work area orientation
- Eight (8) hours of Hazardous Materials "First Responder" training pursuant to 8 CCR 5192
- Eight (8) hour National Safety Council Defensive Driving Course
- Up to forty (40) hours of vehicle orientation and driving in and around the shop area, bus stalls, and bus yards
- Up to eighty (80) hours of BTW training on the road before taking the DMV Pre-trip, Skills, and Driver's Performance Evaluation test

Driver training hours are recorded in the maintenance personnel's training folder. The DMV test score sheets are retained as part of the utility worker's training record, and a DMV Certificate of Driving Skill(form DL-170) is issued to the successful mechanic. Mechanics then exchange forms DL-170 for a Commercial Class B driver's license at a local DMV office.

All maintenance personnel, regardless of classification, are required to obtain and maintain a Commercial Class B driver's license as a condition of employment.

All Bus Operators are required to possess a DMV form DL-260A VTT card. The FTA has determined that "Safety-Sensitive" functions are performed by those who:

- Operate revenue service vehicles, including when not in service
- Operate non-revenue service vehicles that require a Commercial Driver's License
- Dispatch or control revenue service vehicles
- Maintain revenue service vehicles or equipment used in revenue service. Compliance is verified through monthly license checks.

Certification Review/Audit

Pull Notice Program: Pursuant to California Vehicle Code Section 1808.1, the District maintains the required program elements and submits to annual inspections by the California Highway Patrol for participation in the DMV's Pull Notice Program. The purpose of this program is to verify that each employee in a "Safety-Sensitive" function has a valid driver's license that:

- Has not been suspended or revoked
- Does not carry disqualifying restrictions (e.g., DUIs, accidents, failures to appear, and convictions)
- Lists traffic violation points
- Indicates any conviction under California Vehicle Code Sections 23152 or 23153

The People and Culture office notifies the appropriate Base Managers of any DMV pull notice concerns.

Employer Testing Program: Pursuant to California Vehicle Code Section 15250, the District complies with all Employer Testing Program (ETP) requirements and maintains all required records at the North Base Transit Training Department for inspection. All ETP instructors have completed DMV Commercial Driving Performance Evaluation Training.

The Transit Training Department: Undergoes annual DMV on-site inspections and audits to verify ETP compliance. The DMV audit may include a review of the following:

- Form DL-65 ETP Part I – "ETP CDL Pre-trip Inspection Evaluation Score Sheet," DMV form DL-65 ETP Part II – "ETP CDL Driving Performance Evaluation Score Sheet"
- Form DL170 – "Certificate of Driving Skill"
- "ETP Commercial Driving Performance Evaluation Route and Directions"

Employment verification documents Contractor

Training Programs:

The District maintains separate contracts with MV Transportation and Transdev for the following services:

- Contracted Urban Bus Service (fixed route)
- Redi-Wheels Paratransit Service
- Coastside Transportation Services (fixed route, RediCoast paratransit, SamCoast demand-response)
- Microtransit Service "Ride Plus"
- Shuttles Service

Contractors are required to meet or exceed all training elements outlined in their respective Scopes of Work (SOW), complying with State, Federal, and District standards, including the Employee Testing Program.

Training components align with Section 12.1 "Bus Operator Training," subsections a–f from the Commercial Driver's License (CDL) Manual, and are typically delivered through each contractor's internal training programs. These programs are presented to and approved by the District Transit Operations Training Manager.

The District's Transit Training Department audits contractor training records biannually (spring and fall). Audit results are submitted to the Manager of Bus Contracts and MV/Transdev Management, with copies provided to the Chief Operating Officer. Each audit includes follow-up action items with required resolutions within 30 days.

Certifications for contractor bus operator trainees are readily available to Bus Contracts at all times and are reviewed during audits coordinated with Transit Training and DMV standards. Oversight is supported by internal District subject matter experts.

Capital Projects and Construction Contractor Safety

The District's construction contracts include general conditions and special provisions that outline the requirements for the following:

- Site-Specific Workplans
- Injury and Illness Prevention Program (IIPP)
- Supervision and construction procedures
- Permits and licenses
- Contractor oversight
- Construction schedule
- Worksite maintenance
- Site access
- Subsurface excavations
- Trench excavation safety plan
- Hazardous chemicals and waste handling
- Public safety and emergencies

7. Safety Communication

Safety Communication

In accordance with the District's Safety Management Policy statement, the District actively encourages the open sharing of information regarding all safety issues across the organization. To ensure effective communication throughout the agency, the District has established formal processes and strategies, including:

- Dissemination of safety performance information throughout the organization. Communication of safety performance follows the top-down, agency-wide model established under the agency's SMS. The Director of Safety and Security is responsible for reporting on safety performance to the Accountable Executive. These reports may include, but are not limited to, performance relative to the agency's safety performance targets, updates on mitigation monitoring plans, corrective action plans, and unusual events.

- In accordance with guidance from the Director of Safety and Security, leaders across the agency (including executive management, directors, managers, and supervisors) are responsible for communicating safety performance information with their teams.

- The Safety and Security Department is responsible for using the safety management system to develop reports on safety risk mitigations and open corrective actions, which are then disseminated to all safety-related committees.

- Communicating hazards and safety risks information relevant to employees' roles and responsibilities. As part of new-hire training, the District distributes safety policies and procedures, including those found in the District Employee Safety Manual, to all new employees. The District provides training on these policies and procedures and discusses them during safety talks between supervisors, bus operators, and vehicle technicians. For newly emerging safety issues or events, the District's Director of Safety and Security issues bulletins or

messages tailored to employees' roles and responsibilities. These bulletins are reinforced by supervisors in one-on-one or group discussions. The District's Transit Training Department also develops materials and courses to explain the rationale behind updates to policies, procedures, and work instructions addressing hazards and safety risks.

The Safety and Security Department collaborates with the District's executive and management teams (representing all relevant functions) to define safety-related information that should be communicated to various employee groups. The District uses multiple channels to communicate safety information to the Board of Directors, management, and individual employees across all agency functions and, as appropriate, to explain actions taken in response to employee reporting. The District also provides targeted communications to inform employees about actions taken in response to reports submitted through the Employee Safety and Reporting Program (ESRP). This includes committee updates, anonymous reporting via Safety Dropbox QR Codes and Quick links, and one-on-one discussions between employees and supervisors.

The Safety and Security Department coordinates with each operating function to ensure that all SMS and safety communication activities occur as scheduled. The department also maintains documentation of communication processes, procedures, and records of safety communications.

The Bus Contracts Manager routinely monitors contractor safety communication efforts to ensure alignment with the District's Safety Management System (SMS) and safety mission. These monitoring activities are documented through formal reports and audits.

8. Additional Information

Acronyms	
ADA	Americans with Disabilities
BEB	Battery Electric Bus
CDC	Centers for Disease Control
DISTRICT	San Mateo County Transit District
DOT	Department of Transportation
ELDT	Entry Level Driver Training
ESRP	Employee Safety and Reporting Program
FCEB	Fuel Cell Electric Bus
FMCSA	Federal Motor Carrier Safety Administration
FTA	Federal Transit Administration
MTC	Metropolitan Transportation Committee
NTD	National Transit Database
PTASP	Public Transportation Agency Safety Plan
SCR	Service Change Request
SMS	Safety Management System
SOP	Standard Operating Procedures
SOS	SamTrans Operations Safety Committee
SRC	Safety Review Committee
SRM	Safety Risk Mitigation
VRM	Vehicle Revenue Miles
VTT	Verification of Transit Training
WVPP	Workplace Violence Prevention Plan

Glossary of Terms

Accident
Is any Safety Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of a District transit vehicle, or an evacuation for life safety reasons.

Assault on a Transit Worker
Is as defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

Employee Safety Reporting Program
It is a confidential and accessible method for employees to report safety concerns without fear of retribution.

Federal Transit Administration
Is the United States Department of Transportation operating an administration.

Hazard
Any real or potential condition that can cause injury, illness, or death, damage to or loss of the facilities, equipment, rolling stock, infrastructure, or damage to the environment.

Incident
It is a Safety Event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts operations.

Investigation
The process is used to determine the causal and contributing factors of a Safety Event or hazard, to prevent recurrence, and mitigate safety risk.

Mitigation
Strategies or measures adopted to eliminate or reduce the likelihood or severity of a hazard or its consequences.

Occurrence
Is any accident, incident, or near miss involving transit vehicles, personnel, or infrastructure.

Operator of a Public Transportation System
Means a provider of public transportation as defined under 49 U.S.C. 5302(14).

Public Transportation Agency Safety Plan
The documented comprehensive agency safety plan is required by 49 U.S.C. 5329.

Risk
The composite of the likelihood of a hazardous condition occurring and the severity of its potential consequences.

Safety Event
A collision, fire, hazardous material spill, or other major safety incident that must be reported.

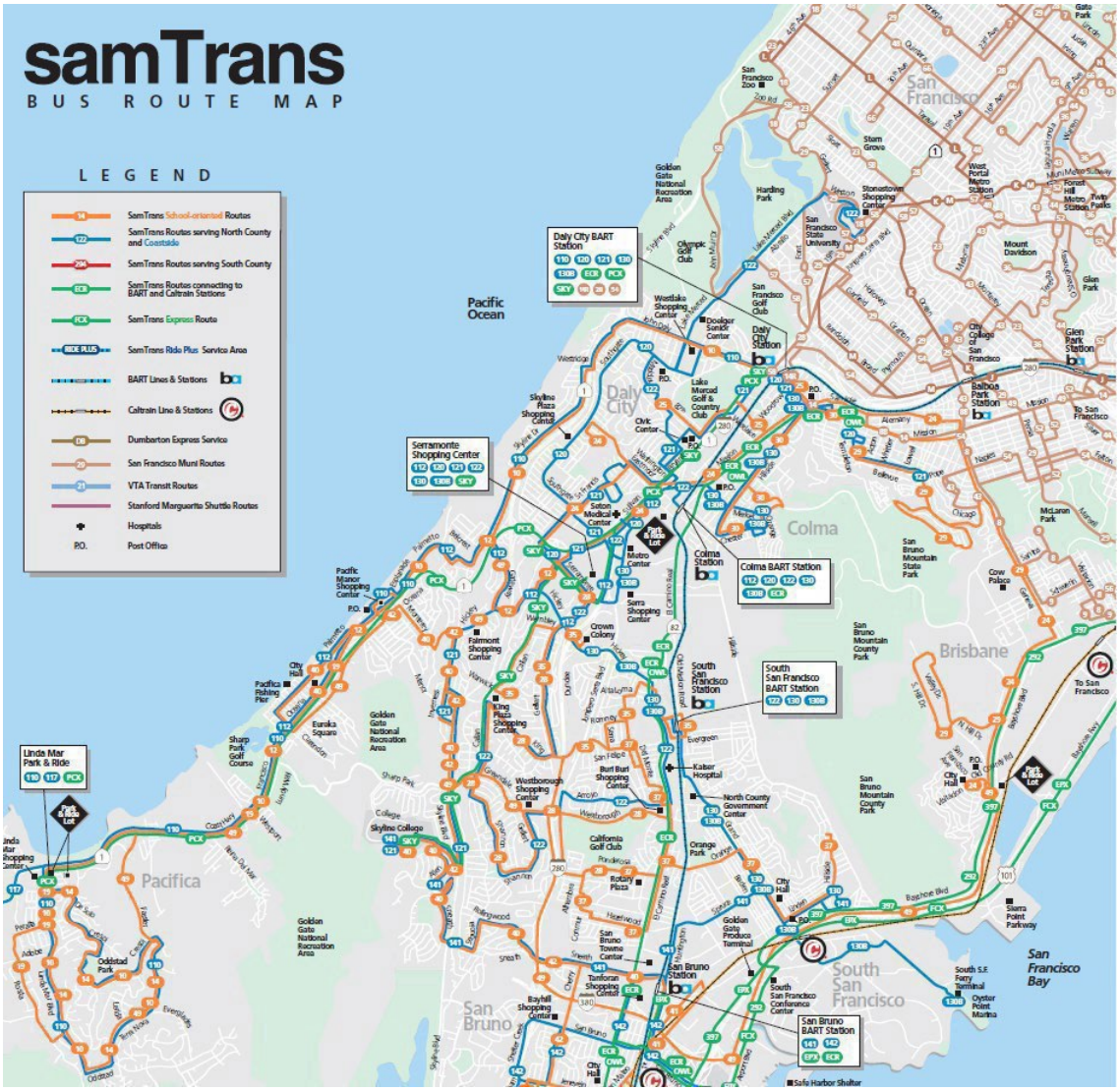
Safety Management System
A formal, top-down, organization-wide approach to managing safety risk and ensuring the effectiveness of safety risk controls.

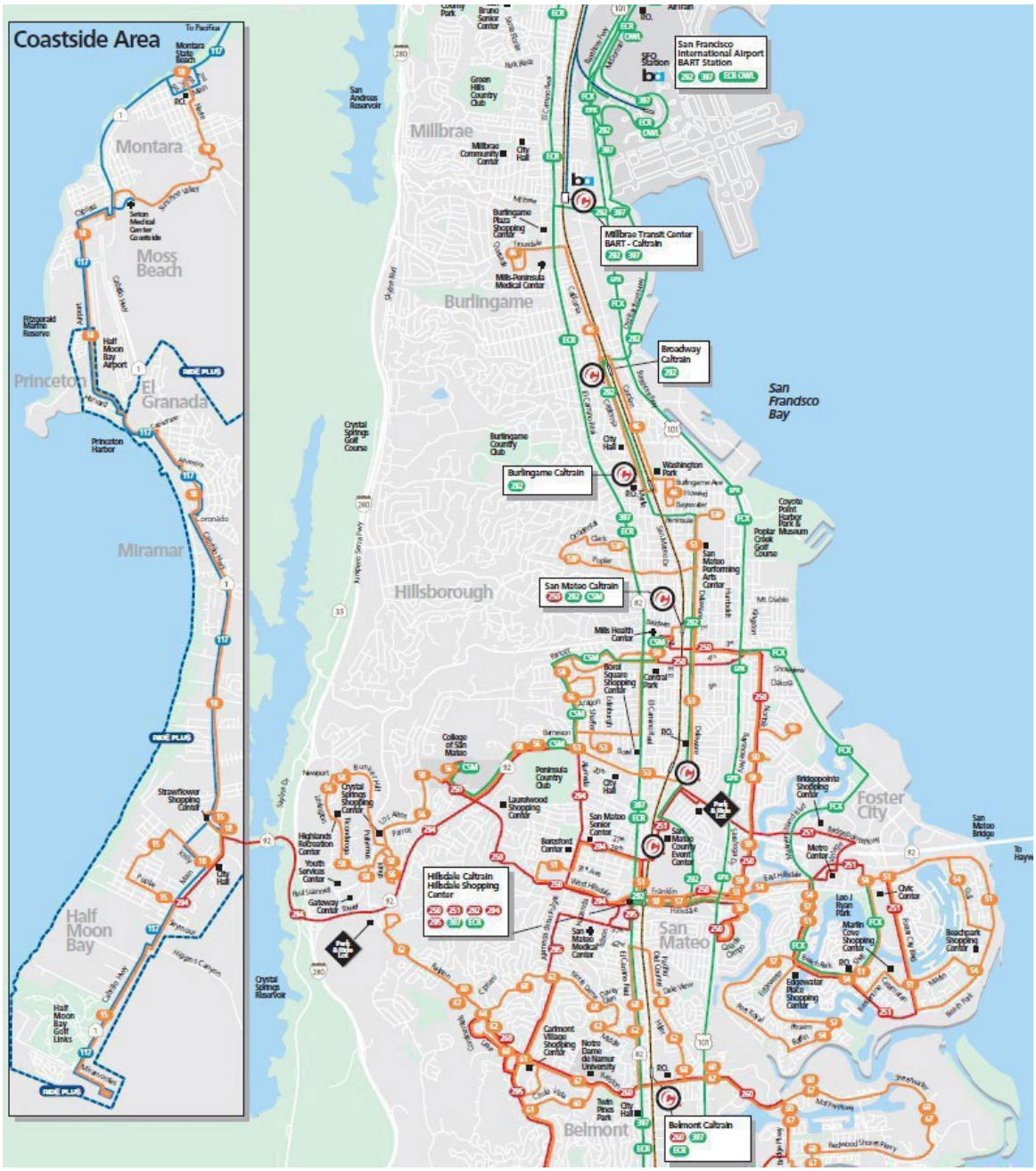
Safety Risk Management
A process within SMS that includes hazard identification, risk assessment, and development of mitigations.

SMS Executive
Director of Safety and Security.

Vehicle
Any rolling stock used on District transportation systems, including, but not limited to, passenger and maintenance vehicles. It also means any Transit vehicle used to transport revenue passengers on the bus system.

SamTrans Bus Route Map

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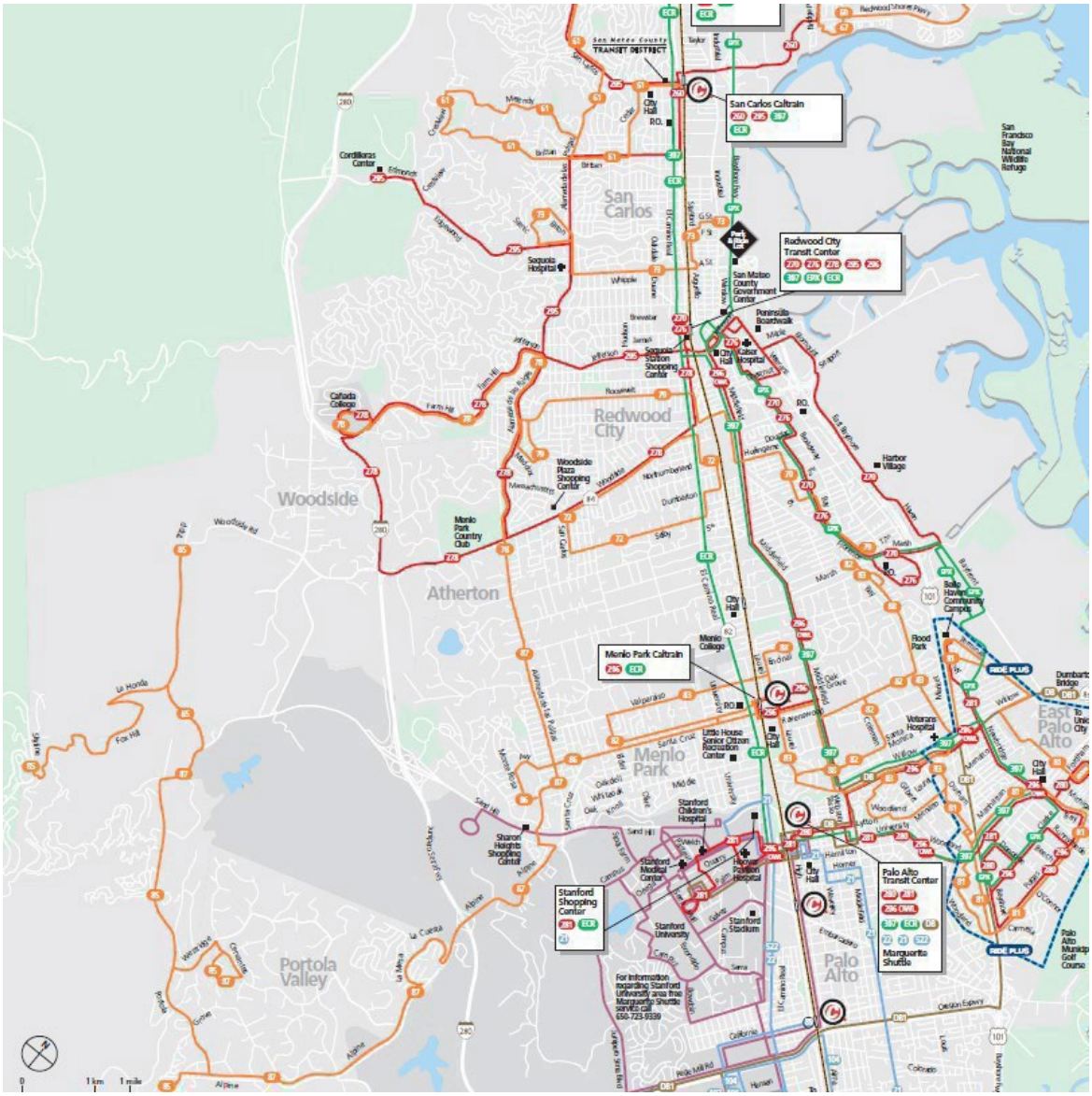
Hillsborough
San Mateo
Foster City
Belmont
San Francisco International Airport BART Station
Millbrae Transit Center BART - Caltrain
Broadway Caltrain
Burlingame Caltrain
San Mateo Caltrain
Hillsdale Caltrain Hillsdale Shopping Center
Belmont Caltrain
San Francisco Bay



Note: The maps are provided for general system orientation. Current route and service information is maintained by the District and updated through the District's official service planning and customer information process.

9. PTASP Records Retention and Documentation

The District maintains records related to the Public Transportation Agency Safety Plan and Safety Management System for a minimum of three years, or longer where required by federal law, state law, grant requirements, litigation hold, collective bargaining agreement, District policy, or other applicable records retention requirements.

PTASP records include, but are not limited to:

- Current and superseded versions of the Agency Safety Plan.
- Accountable Executive/SMS Executive designation documentation.
- Safety Review Committee rosters.
- Documentation of the labor organization's selection of frontline transit worker representatives.
- Documentation of management's appointment of management representatives.
- Safety Committee agendas, notices, minutes, attendance, decisions, recommendations, and action-item tracking.
- Safety Committee approval of the ASP and ASP updates.
- Board approval evidence for the ASP and updates.
- Annual safety performance targets.
- Safety Risk Reduction Program documentation and associated targets, assessments, mitigations, and progress.
- Safety risk assessments, hazard logs, and safety risk register records.
- Corrective action plans, mitigation tracking, implementation status, and effectiveness monitoring.
- Written explanations when the Accountable Executive does not implement a Safety Committee-recommended mitigation that is not part of the Safety Risk Reduction Program.
- Trend analyses and other safety-assurance results.
- Internal audits, inspections, monitoring, continuous-improvement, and SMS training records.
- Contractor safety oversight records to the extent they support SamTrans' ASP/SMS responsibilities.

PTASP records are maintained by the Safety and Security Department or designated records custodian in District-approved electronic and/or physical recordkeeping systems. Records are maintained in accordance with the Districts records retention schedule and are made available to FTA or other authorized oversight entities upon request.

Public Transportation Agency Safety Plan Sep 2026

Final Audit Report 2026-10-09

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Status:	Signed
Transaction ID:	CBJCHBCAABAAv3CTZsBcPowMsNQL2uCVMFkoGGfL_qDw

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San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Nathaniel Kramer, Chief People Officer

Subject: **Adopting the Amended Conflict of Interest Code**

Action

Staff proposes that the Board of Directors (Board) of the San Mateo County Transit District (District) adopt the Conflict of Interest Code (Code), which has been revised to reflect current staff positions and responsibilities.

Significance

The California Political Reform Act, at Government Code Section 87306.5, requires public agencies to review their conflict of interest codes every even-numbered year to ensure they are up to date and meet current legal requirements. Staff and legal counsel have reviewed the District's Code and have determined that it should be updated to reflect current job titles and responsibilities of positions listed in Appendix A to the Code as "Designated Positions." These positions are required to file an annual "Form 700" as required by the Fair Political Practices Commission.

Once the Code has been amended, it will be sent to the County of San Mateo Board of Supervisors for approval.

Budget Impact

There is no impact to the budget.

Background

1. The list of Designated Positions has been updated to include the following new positions, which are involved in the making of decisions or participate in the making of decisions that could foreseeably have a material effect on employees' financial interests, as defined in the Political Reform Act:

   Assistant Transportation Planner
   Chief Administrative Officer
   Chief Planning Officer
   Deputy Director, Asset Management

Director, Financial Planning and Analysis
Distribution Coordinator
Program Manager, Construction
Program Manager, External Affairs
Public Affairs Specialist
Safety Coordinator

2. The list of Designated Positions also has been updated to remove the following positions:

   Deputy Chief, Bus Fleet and Facilities
   Deputy Director, Quality Assurance & Standards
   Director, Capital Program Delivery
   Director, Capital Program Management
   Director, Engineering
   Director, Maintenance
   Director, Marketing and Market Research
   Engineer III
   Executive Officer, Planning and Development
   Executive Officer, Transportation Authority
   Manager, Engineering
   Manager, Fare Programs Operations
   Manager, Grants and Capital Accounting
   Manager, Marketing Outreach
   Manager, Quality Control/Auditor
   Manager, Stations and Communications Maintenance
   Manager, Third Party Projects
   Quality Assurance Engineer
   Safety Engineer
   Scheduling Analyst III
   San Mateo County Transportation Authority (SMCTA) Financial Program Manager

3. The list of Designated Positions also has been updated to reflect changes to titles of the following positions (former positions are listed in parentheses):

   Associate Transportation Planner (Planning Analyst II)
   Director, Bus Infrastructure and Capital Projects (Director, Infrastructure (Bus))
   Engineer I (Engineer II)
   Executive Officer, District Secretary (Executive Officer, District Secretary, Executive Administration)
   Manager, Grants Billing (Billing Manager)
   Principal Financial Analyst (Assistant Manager, Treasury Operations)
   Principal Transportation Planner (Planning Administrator, Principal Planner)
   Program Manager, Grants (Manager, Grants and Fund Programming)
   Senior Manager, Strategic and Environmental Planning (Manager, Strategic Planning)

Senior Transportation Planner (Planning Analyst III)

4. The disclosure categories for the following positions have been updated:

   Executive Officer, District Secretary (Executive Officer, District Secretary, Executive Administration)
   Principal Transportation Planner (Planning Administrator)

Attachment A: Conflict of Interest Code – Redlined
Attachment B: Conflict of Interest Code – Clean

Prepared by:	Margaret Tseng	Executive Officer, District Secretary	650-551-6108
	Juliet Nogales-DeGuzman	Director, Human Resources	650-508-6236

Resolution No. 2026-

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

*** * ***

Adopting the Amended Conflict of Interest Code

Whereas, pursuant to Resolution No. 1976-81, dated November 23, 1976, the San Mateo County Transit District (District) adopted a Conflict of Interest Code (Code) as required by the Political Reform Act of 1974; and

Whereas, California Government Code Section 87306.5 requires the District to review its Code every even-numbered year and revise it if necessary; and

Whereas, legal counsel and staff have reviewed the current Code, last amended in 2024, and have determined the Code and its Appendices, listing the designated positions who must disclose their economic interests on an annual basis and disclosure categories for such positions, should be updated to reflect current staffing positions and organization; and

Whereas, legal counsel and staff recommend adopting the amendments as reflected in the attached Code.

Now, Therefore, Be It Resolved by the Board of Directors of the San Mateo County Transit District that the amended Conflict of Interest Code is hereby adopted, in the form presented to the Board of Directors; and

Be It Further Resolved the District Secretary is directed to transmit a copy of the amended Conflict of Interest Code to the San Mateo County Board of Supervisors for its review and approval, and to make any revisions that may be required by the County for approval of the Code.

Regularly passed and adopted this 4th day of November, 2026 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

CONFLICT OF INTEREST CODE
SAN MATEO COUNTY TRANSIT DISTRICT

Adopted on November 23, 1976 by Resolution No. 1976-81

Approved by the San Mateo County Board of Supervisors on August 15, 1978

Amended on November 16, 1992 by Resolution No. 1992-102

Amended on September 14, 1994 by Resolution No. 1994-73

Amended on September 16, 1996 by Resolution No. 1996-53

Amended on September 22, 1998 by Resolution No. 1998-66

Amended on October 12, 2000 by Resolution No. 2000-78

Amended on November 13, 2002 by Resolution No. 2002-72

Amended on October 20, 2004 by Resolution No. 2004-38

Amended on October 11, 2006 by Resolution No. 2006-41

Amended on November 12, 2008 by Resolution No. 2008-64

Amended on November 10, 2010 by Resolution No. 2010-70

Amended on November 14, 2012 by Resolution No. 2012-50

Amended on November 5, 2014 by Resolution No. 2014-47

Amended on November 2, 2016 by Resolution No. 2016-55

Amended on December 5, 2018 by Resolution No. 2018-58

Amended on August 5, 2020 by Resolution No. 2020-34

Amended on October 12, 2022 by Resolution No. 2022-64

Amended on November 6, 2024 by Resolution No. 2024-35

Amended on November 4, 2026 by Resolution No. 2026-XX

SAN MATEO COUNTY TRANSIT DISTRICT

CONFLICT OF INTEREST CODE

The Political Reform Act of 1974 (Government Code Sections 81000 et seq.) requires State and local government agencies to adopt and promulgate ~~C~~c~~c~~onflict of ~~I~~i~~i~~nterest ~~C~~c~~c~~odes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. Section 18730), which contains the terms of a standard ~~C~~c~~c~~onflict of ~~I~~i~~i~~nterest ~~C~~c~~c~~ode and can be incorporated by reference in an agency's code.

Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the Conflict of Interest Code of the San Mateo County Transit District (District).

Individuals holding designated positions shall file statements of economic interests with the District, which will make the statements available for public inspection and reproduction. (Gov. Code Section 81008.) The District Secretary, on behalf of the District, shall make and retain a copy of the statements and forward the originals to the San Mateo County Board of Supervisors, which shall be the filing officer.

APPENDIX A: DESIGNATED POSITIONS

Designated Positions	Disclosure Categories
Accessibility Coordinator	5
ADA Administrator	5
Assistant Manager, Systems Communication	5
Assistant Manager, Transit Operations Training	5
Assistant Transportation Planner~~Assistant Manager, Treasury Operations~~	1, 4~~5~~
Associate Transportation Planner	1, 4
Billing Manager	5
Business Intelligence Analyst III	3, 5
Chief Administrative Officer	3, 5
Chief Communications Officer	1, 2, 3
Chief Information and Technology Officer	1, 2
Chief Operating Officer, Bus	1, 2, 3
Chief People Officer	3, 5
Chief Planning Officer	3, 5
Claims Administrative Assistant	3
Contract Administrator	2
Contract Compliance Administrator	3
DBE Administrator	2, 3, 5
~~Deputy Chief, Bus Fleet and Facilities~~	~~1, 2, 3~~
Deputy Chief, Communications	1, 2, 3
Deputy Director, Asset Management	2
Deputy Director, Bus Maintenance	2
Deputy Director, Bus Transportation	1, 5
Deputy Director, Employee Relations, Training, and Engagement	3, 5
Deputy Director, Intelligent Transportation Systems (ITS)	2
Deputy Director, Office of Civil Rights	3, 5
~~Deputy Director, Quality Assurance & Standards~~	~~2~~
Deputy Director, Real Estate Management & Development	1, 2
Deputy Director, Safety and Security	2, 3
Deputy District Secretary	1, 2, 3
Deputy General Manager/CEO	1, 2, 3
Director, Accounting	2, 3
Director, Budgets and Financial Analysis	2
Director, Bus Infrastructure and Capital Projects~~Director, Bus Maintenance~~	1, 2, 3~~2~~
Director, Bus Transportation	1, 5
~~Director, Capital Program Delivery~~	~~1, 2, 3~~
~~Director, Capital Program Management~~	~~1, 2, 3~~

Director, Contracts and Procurement	1, 2, 3
Director, Customer Experience	2
~~Director, Engineering~~	~~1, 2, 3~~
Director, Facilities Maintenance	2
Director, Financial Planning and Analysis	2
Director, Government and Community Affairs	2
Director, Grants and Fund Management	5
Director, Human Resources	3, 5
Director, Information Technology and Telecommunications	1, 2
~~Director, Infrastructure (Bus)~~	~~1, 2, 3~~
~~Director, Maintenance~~	~~2~~
~~Director, Marketing and Market Research~~	~~4~~
Director, Planning	1, 4
Director, Planning and Fund Management	1, 4
Director, Project Delivery	1, 2, 3
Director, Real Estate and Development	1, 2
Director, Safety and Security	2, 3
Distribution Coordinator	5
EEO Administrator	3, 5
Employee Relations Administrator	3
Engineer I~~I~~	1, 5
~~Engineer III~~	~~1, 2~~
~~Employee Relations Administrator~~	~~3~~
Environmental Compliance Coordinator	1, 4
Executive Officer, District Secretary~~, Executive Administration~~	1, 2, 3
~~Executive Officer, Planning and Development~~	~~1, 2, 3~~
~~Executive Officer, Transportation Authority~~	~~1, 2, 3~~
Facilities Contract Administrator	2
Facilities Project Engineer	2
Government and Community Relations Coordinator	5
Insurance and Claims Administrator	3
Maintenance Contract Administrator	2
Manager, Accessible Transit Services	3, 5
Manager, Accounting	5
Manager, Ad Revenue	4
Manager, Billing	5
Manager, Budgets	5
Manager, Bus Contracts	5
Manager, Bus Maintenance	5
Manager, Bus Transportation	2
Manager, Civil Rights Programs	3, 5
Manager, Communications	2
Manager, Creative Services	2
Manager, Customer Service	5

Manager, Digital Communications	2
Manager, Employee Relations	3, 5
~~Manager, Engineering~~	~~1, 2~~
Manager, Environmental Compliance	1, 4
Manager, Facilities Maintenance	2
~~Manager, Fare Programs Operations~~	~~1, 2, 4~~
Manager, Financial Planning and Analysis	3, 5
Manager, Financial Reporting	5
Manager, Government and Community Affairs	2
Manager, Human Resources	3, 5
Manager, Information Technology and Telecommunications	2
Manager, Information Technology Infrastructure Cybersecurity	2
Manager, Major Corridors Program	1, 4
Manager, Market Research and Development	4
Manager, Marketing and Creative Services	4
~~Manager, Marketing Outreach~~	~~4~~
Manager, Materials and Inventory Control	5
Manager, Operations Planning, Bus	1, 4
Manager, Organizational Development and Talent Management	3, 5
Manager, Procurement	1, 2, 3, 4
~~Manager, Quality Control/Auditor~~	~~2~~
Manager, Real Estate - Capital Project Support	1, 5
Manager, Revenue Management	5
Manager, Social Equity Programs	3, 5
Manager, Standards and Procedures	5
~~Manager, Stations and Communications Maintenance~~	~~5~~
~~Manager, Strategic Planning~~	~~1, 4~~
~~Manager, Third Party Projects~~	~~1, 2~~
Manager, Transit Operations Training	5
Manager, Transit Oriented Development and Real Estate	1, 5
Manager, Treasury Debt and Investments	5
~~Planning Administrator~~	~~1, 4~~
~~Planning Analyst II~~	~~1, 4~~
~~Planning Analyst III~~	~~1, 4~~
Principal Financial Analyst	5
Principal Grants Analyst	5
~~Principal Planner~~	~~1, 4~~
Principal Transportation Planner	1, 4
Procurement Administrator I	1, 2, 3, 4
Procurement Administrator II	1, 2, 3, 4
Procurement Administrator III	1, 2, 3, 4
Procurement Specialist	1, 2, 3, 4
Program Coordinator, Senior & Mobility	5

Program Manager, Grants	5
Program Manager, Infrastructure (Bus)	1, 2, 3
Project Manager	5
Public Affairs Specialist	2
Public Information Officer	2
~~Quality Assurance Engineer~~	~~2~~
Real Estate Administrator	1, 5
Safety Coordinator	5
~~Safety Engineer~~	~~1, 5~~
~~Scheduling Analyst III~~	~~4~~
Senior Grants Analyst	5
Senior Project Manager	2
Senior Safety Coordinator	5
Senior Transportation Planner	1, 2, 3, 4
Supervisor, Fare Program Operations	1, 2, 4
Surveyor	1, 5
Title VI Administrator	3
Transit Asset Management Analyst	2
~~Transportation Authority (TA) Financial Program Manager~~	~~4~~
Consultants/New Positions	*

*Consultants/New Positions are included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code subject to the following limitation:

The General Manager/CEO may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant or new position's duties and, based upon that description, a statement of the extent of disclosure requirements. The General Manager/CEO determination is a public record and shall be retained for public inspection in the same manner and location as this ~~c~~Conflict~~-~~ of~~-~~ ~~i~~Interest ~~c~~Code. (Gov. Code Section 81008.)

Officials Who Manage Public Investments

The following positions are NOT covered by thise ~~c~~Conflict~~-~~ of~~-~~ ~~i~~Interest ~~c~~Code because they must file under Government Code Section 87200 and, therefore, are listed for informational purposes only:

General Manager/CEO
Board of Directors
Chief Financial Officer/Treasurer
Deputy Chief Financial Officer

Director, Treasury

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the determination whether a position is covered by Section 87200.

APPENDIX B: DISCLOSURE CATEGORIES

~~DISCLOSURE CATEGORIES~~

Category 1. Interests in real property located within the District and/or within a two-mile radius of any land owned or used by the District.

Category 2. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide products, services, supplies, material, machinery, or equipment utilized by the District or in projects funded by the District. Such sources include, but are not limited to, buses, insurance and information technology, telecommunications, public utilities, consultants, transportation companies, and manufacturers.

Category 3. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources that have filed a claim with or against the District within the last two years or have a claim pending with or against the District.

Category 4. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide services in the marketing, advertising, transit or environmental planning sectors.

Category 5. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide products, ~~supplies,~~ services, supplies, material, machinery, or equipment utilized by the designated position's division.

CONFLICT OF INTEREST CODE
SAN MATEO COUNTY TRANSIT DISTRICT

Adopted on November 23, 1976 by Resolution No. 1976-81

Approved by the San Mateo County Board of Supervisors on August 15, 1978

Amended on November 16, 1992 by Resolution No. 1992-102

Amended on September 14, 1994 by Resolution No. 1994-73

Amended on September 16, 1996 by Resolution No. 1996-53

Amended on September 22, 1998 by Resolution No. 1998-66

Amended on October 12, 2000 by Resolution No. 2000-78

Amended on November 13, 2002 by Resolution No. 2002-72

Amended on October 20, 2004 by Resolution No. 2004-38

Amended on October 11, 2006 by Resolution No. 2006-41

Amended on November 12, 2008 by Resolution No. 2008-64

Amended on November 10, 2010 by Resolution No. 2010-70

Amended on November 14, 2012 by Resolution No. 2012-50

Amended on November 5, 2014 by Resolution No. 2014-47

Amended on November 2, 2016 by Resolution No. 2016-55

Amended on December 5, 2018 by Resolution No. 2018-58

Amended on August 5, 2020 by Resolution No. 2020-34

Amended on October 12, 2022 by Resolution No. 2022-64

Amended on November 6, 2024 by Resolution No. 2024-35

Amended on November 4, 2026 by Resolution No. 2026-XX

SAN MATEO COUNTY TRANSIT DISTRICT

CONFLICT OF INTEREST CODE

The Political Reform Act of 1974 (Government Code Sections 81000 et seq.) requires State and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. Section 18730), which contains the terms of a standard conflict of interest code and can be incorporated by reference in an agency's code.

Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the Conflict of Interest Code of the San Mateo County Transit District (District).

Individuals holding designated positions shall file statements of economic interests with the District, which will make the statements available for public inspection and reproduction. (Gov. Code Section 81008.) The District Secretary, on behalf of the District, shall make and retain a copy of the statements and forward the originals to the San Mateo County Board of Supervisors, which shall be the filing officer.

APPENDIX A: DESIGNATED POSITIONS

Designated Positions	Disclosure Categories
Accessibility Coordinator	5
ADA Administrator	5
Assistant Manager, Systems Communication	5
Assistant Manager, Transit Operations Training	5
Associate Transportation Planner	1, 4
Billing Manager	5
Business Intelligence Analyst III	3, 5
Chief Administrative Officer	3, 5
Chief Communications Officer	1, 2, 3
Chief Information and Technology Officer	1, 2
Chief Operating Officer, Bus	1, 2, 3
Chief People Officer	3, 5
Chief Planning Officer	3, 5
Claims Administrative Assistant	3
Contract Administrator	2
Contract Compliance Administrator	3
DBE Administrator	2, 3, 5
Deputy Chief, Communications	1, 2, 3
Deputy Director, Asset Management	2
Deputy Director, Bus Maintenance	2
Deputy Director, Bus Transportation	1, 5
Deputy Director, Employee Relations, Training, and Engagement	3, 5
Deputy Director, Intelligent Transportation Systems (ITS)	2
Deputy Director, Office of Civil Rights	3, 5
Deputy Director, Real Estate Management & Development	1, 2
Deputy Director, Safety and Security	2, 3
Deputy District Secretary	1, 2, 3
Deputy General Manager/CEO	1, 2, 3
Director, Accounting	2, 3
Director, Budgets and Financial Analysis	2
Director, Bus Infrastructure and Capital Projects	1, 2, 3
Director, Bus Transportation	1, 5
Director, Contracts and Procurement	1, 2, 3
Director, Customer Experience	2
Director, Facilities Maintenance	2
Director, Financial Planning and Analysis	2
Director, Government and Community Affairs	2
Director, Grants and Fund Management	5
Director, Human Resources	3, 5
Director, Information Technology and Telecommunications	1, 2

Director, Planning	1, 4
Director, Planning and Fund Management	1, 4
Director, Project Delivery	1, 2, 3
Director, Real Estate and Development	1, 2
Director, Safety and Security	2, 3
Distribution Coordinator	5
EEO Administrator	3, 5
Employee Relations Administrator	3
Engineer I	1, 5
Environmental Compliance Coordinator	1, 4
Executive Officer, District Secretary	1, 2, 3
Facilities Contract Administrator	2
Facilities Project Engineer	2
Government and Community Relations Coordinator	5
Insurance and Claims Administrator	3
Maintenance Contract Administrator	2
Manager, Accessible Transit Services	3, 5
Manager, Accounting	5
Manager, Ad Revenue	4
Manager, Billing	5
Manager, Budgets	5
Manager, Bus Contracts	5
Manager, Bus Maintenance	5
Manager, Bus Transportation	2
Manager, Civil Rights Programs	3, 5
Manager, Communications	2
Manager, Creative Services	2
Manager, Customer Service	5
Manager, Digital Communications	2
Manager, Employee Relations	3, 5
Manager, Environmental Compliance	1, 4
Manager, Facilities Maintenance	2
Manager, Financial Planning and Analysis	3, 5
Manager, Financial Reporting	5
Manager, Government and Community Affairs	2
Manager, Human Resources	3, 5
Manager, Information Technology and Telecommunications	2
Manager, Information Technology Infrastructure Cybersecurity	2
Manager, Major Corridors Program	1, 4
Manager, Market Research and Development	4
Manager, Marketing and Creative Services	4
Manager, Materials and Inventory Control	5
Manager, Operations Planning, Bus	1, 4

Manager, Organizational Development and Talent Management	3, 5
Manager, Procurement	1, 2, 3, 4
Manager, Real Estate - Capital Project Support	1, 5
Manager, Revenue Management	5
Manager, Social Equity Programs	3, 5
Manager, Standards and Procedures	5
Manager, Transit Operations Training	5
Manager, Transit Oriented Development and Real Estate	1, 5
Manager, Treasury Debt and Investments	5
Principal Financial Analyst	5
Principal Grants Analyst	5
Principal Transportation Planner	1, 4
Procurement Administrator I	1, 2, 3, 4
Procurement Administrator II	1, 2, 3, 4
Procurement Administrator III	1, 2, 3, 4
Procurement Specialist	1, 2, 3, 4
Program Coordinator, Senior & Mobility	5
Program Manager, Grants	5
Program Manager, Infrastructure (Bus)	1, 2, 3
Project Manager	5
Public Affairs Specialist	2
Public Information Officer	2
Real Estate Administrator	1, 5
Safety Coordinator	5
Senior Grants Analyst	5
Senior Project Manager	2
Senior Safety Coordinator	5
Senior Transportation Planner	1, 2, 3, 4
Supervisor, Fare Program Operations	1, 2, 4
Surveyor	1, 5
Title VI Administrator	3
Transit Asset Management Analyst	2
Consultants/New Positions	*

*Consultants/New Positions are included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code subject to the following limitation:

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APPENDIX B: DISCLOSURE CATEGORIES

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Category 4. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide services in the marketing, advertising, transit or environmental planning sectors.

Category 5. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide products, services, supplies, material, machinery, or equipment utilized by the designated position's division.

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

David Olmeda, Chief Operating Officer, Bus

Subject: **Authorizing an Amendment to Contract No. 21-S-CO-069 with Western States Oil Company for Fuel and Fueling Services to Increase the Not-to-Exceed Amount by $8 Million and Extend the Term for One Year**

Action

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

1. Authorize an amendment to Contract No. 21-S-CO-069 (Contract) with Western States Oil Company (Western States) to provide renewable diesel (R99), ultra-low sulfur diesel fuel, and fueling services (Services) to extend the term by one year through January 31, 2028, and increase the not-to-exceed amount by $8 million from $31,627,824 to $39,627,824.

2. Authorize the General Manager/CEO or designee to execute an amendment to the Contract with Western States in a form approved by legal counsel.

Significance

Approval of the recommended actions will ensure uninterrupted diesel fuel supply and delivery services for the District's revenue bus fleet and operationally critical generators. The District currently operates over 200 diesel-powered heavy-duty buses and three generators located at North Base, South Base, and Central Office.

Budget Impact

Funding for this contract is included in the adopted Fiscal Year 2027 Operating Budget. Additional funding will be presented for Board consideration as part of the Revised Budget item at the November 2026 meeting. Funds will be requested and included in future operating budgets and funded through a variety of funding sources which may include state, regional, and local revenues sources.

Background

Per California's Innovative Clean Transit (ICT) regulations, California Code Regulations, Title 13, Division 3, Chapter 1, Article 4.3, the District is required to purchase renewable fuel for its diesel or natural gas fuel contracts. Accordingly, the District entered into Contract No. 21-S-CO-069 with Western States to provide the Services, based on cooperative purchasing agreement CW2239583 between the County of Santa Clara (County) and Western States (Cooperative Agreement). The Cooperative Agreement expires on January 11, 2027. The District's Contract has a term from February 1, 2022, through January 31, 2027, and a total not-to-exceed value of $31,627,824. In September 2026, Western States informed the District that it could maintain the existing Contract terms and conditions for one additional year, through January 31, 2028.

Staff conducted market research and reviewed eight cooperative purchasing sources for comparable pricing from California Department of General Services (DGS), Sourcewell, Omnia Partners and the County. Among the cooperative contracts researched, there are only two vendors, Western States and Mansfield Oil Company, that can distribute within the District's service area and provide the two types of diesel fuel required by the District.

Staff compared the District's current Contract pricing margin extended by Western States to the cooperative pricing margin offered by Mansfield Oil Company through Omnia Partners Contract No. 159331 and Sourcewell Contract No. 121522-MNF as shown in the table below:

Vendor	Contract Number	Source	Pricing Oil Price Information Service (OPIS) Rack +/- Margin	Example OPIS Daily Rack Value	Example Unit Cost Estimate
Western States	CW2239583 (District: 21-S-CO-069)	County of Santa Clara	-$0.0150	$1.00	$0.9850
Mansfield Oil Company	159331 / 121522-MNF	Omnia Partners / Sourcewell	+$0.0600	$1.00	$1.0600

Staff determined Western States' pricing margin for the proposed one-year period is fair and reasonable in comparison to Mansfield Oil Company cooperative prices and the market research conducted on other cooperative agreements.

Staff also assessed whether the District could extend its Contract beyond the Cooperative Agreement's expiration. Although the Cooperative Agreement does not provide for such an extension, the District's Procurement Manual permits justified noncompetitive extensions of existing contracts, generally not exceeding one year, provided the required

noncompetitive-extension justification is approved by the Director or Manager of Contracts and Procurement before Board authorization, and the extension is documented in a written amendment executed before the subject District's contract expires.

Staff, after consultation with Legal Counsel, has determined that the proposed contract amendment may be issued on a single-source basis. The proposed amendment will secure enough diesel fuel supply and delivery services necessary for the District's revenue bus operations for one year, during which staff will take the necessary actions to research and evaluate market and contracting options, determine the best procurement method for a subsequent contract, and undertake the necessary steps for a new contract to be awarded in 2027.

Prepared By:	Juan-Carlos Aguila	Procurement Administrator III	650-508-7727
	Timothy Willson	Bus Maintenance Contract Administrator	650-508-6418

Resolution No. 2026 -

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

*** * ***

Authorizing an Amendment to Contract No. 21-S-CO-069 with Western States Oil Company for Fuel and Fueling Services to Increase the Not-to-Exceed Amount by $8 Million and Extend the Term for One Year

Whereas, the San Mateo County Transit District (District) must purchase renewable fuel to comply with California's Innovative Clean Transit (ICT) regulations, which require the District to purchase only renewable diesel (R99) or renewable natural gas for its bus fleet and its North Base, South Base, and Central Office generators; and

Whereas, on January 12, 2021, Western States Oil Company (Western States) of San Jose, California, entered into a competitively procured cooperative purchasing agreement (CW2239583) with the County of Santa Clara, California (County), which allows Western States to supply participating agencies with ultra-low sulfur diesel and renewable diesel fuel (Cooperative Agreement); and

Whereas, on December 5, 2025, the County extended the term of the Cooperative Agreement through January 11, 2027, to give them time to re-solicit for a replacement Cooperative Agreement; and

Whereas, the District entered into Contract No. 21-S-CO-069 (Contract) with Western States on February 1, 2022, to provide R99 fuel and fueling services (Services), based on the Cooperative Agreement; and

Whereas, the Contract will expire on January 31, 2027; and

Whereas, the District requires a continued supply of R99 fuel to support operations of its fleet of over 200 diesel-powered heavy-duty buses, and three generators located at North Base, South Base, and Central Office; and

Whereas, staff conducted market research of available cooperative purchasing contracts and determined that only Western States and Mansfield Oil Company (Mansfield) can provide the required fuel products and delivery services within the District's service area; and

Whereas, staff conducted a price analysis and determined that Western States's pricing for a one-year Contract extension is fair and reasonable based on a comparison with Mansfield's cooperative prices and the market research on other cooperative agreements; and

Whereas, staff, after consultation with Legal Counsel, has determined that the proposed contract amendment may be issued on a single-source basis; and

Whereas, the District's Procurement Manual permits justified noncompetitive extensions of existing contracts for one year, and staff has make the requisite findings to justify a single-source extension of the Contract; and

Whereas, staff recommends that the Board of Directors (Board) authorize an amendment, on a single-source basis, to extend the Contract term for one year and increase the not-to-exceed amount by $8 million, while preserving the existing scope, terms, and conditions; ensuring continuity of operations and delivery services, and allowing the District time to determine the appropriate procurement method for a successor contract.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes an amendment to Contract No. 21-S-CO-069 with

Western States Oil Company of San Jose, California, to extend the term by one year, from February 1, 2027, to January 31, 2028, and to increase the Contract not-to-exceed amount by $8 million, from $31,627,824 to $39,627,824; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute an amendment to the Contract in a form approved by legal counsel.

Regularly passed and adopted this 4th day of November, 2026, 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: David Santoro, Chief Administrative Officer

David Olmeda, Chief Operating Officer, Bus

Subject: **Awarding a Contract to Midwest Motor Supply Co., Inc. dba Kimball-Midwest to Provide Bus Maintenance Shop Supplies for a Five-Year Term for a Not-To-Exceed Amount of $484,000**

Action

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

1. Award a contract to Midwest Motor Supply Co., Inc. dba Kimball-Midwest of Livermore, California (Kimball), to provide Bus Maintenance Shop Supplies (Shop Supplies) for a five-year term for a not-to-exceed amount of $484,000, inclusive of all fees, taxes, and delivery.

2. Authorize the General Manager/CEO or designee to execute a contract on behalf of the District with Kimball in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Significance

The District relies on a steady supply of maintenance materials to support safe and reliable fleet operations. Award of the proposed contract will ensure a consistent source of essential bus shop supplies and related items for the North Base and South Base facilities (Shop Supplies). These items include electrical wire, wire ties, drill bits, and bench lubricants used in routine repair and maintenance activities.

Although Kimball is headquartered in Columbus, Ohio, the company has confirmed that it can fulfill orders on an as-needed basis throughout the contract term through its distribution warehouse in Sparks, Nevada.

Budget Impact

Funding for this contract is included in the adopted Fiscal Year 2027 Operating Budget and will be included in future operating budgets. The contract will be funded by a variety of funding

sources which may include state, regional, and local revenues from approved and future operating budgets.

Background

On June 8, 2026, the District issued Invitation for Bid (IFB) 26-S-M-165 for Shop Supplies. The IFB was advertised on the District's e-procurement portal and in a newspaper of general circulation, the San Mateo County Times. Additional outreach was conducted through direct email to potential vendors. A pre-bid meeting was held on June 22, 2026, which two vendors attended. A total of 76 vendors were notified, and 19 vendors downloaded the solicitation document from the District's e-procurement portal.

The IFB sought bids for a total of 120 items that are required for daily bus maintenance operations, as well as a percentage discount-off a bidder's catalog items not included on the item list. To qualify for an award, bidders were required to provide pricing for all items. The IFB also offered a five percent bid preference to bidders certified as Small Business Enterprises (SBEs) or utilizing certified SBEs.

The solicitation closed on July 2, 2026. The District received only one bid, from Kimball, which staff determined to be responsive. Kimball did not claim the SBE bid preference.

Staff surveyed the 19 vendors that downloaded the IFB to understand why only one bid was submitted. Two vendors responded, stating they could not provide the full list of 120 items because the solicitation combined specialized and general-purpose products. The responses indicate that the pool of vendors able to source and distribute the complete range of requested items is limited.

Kimball currently provides Shop Supplies to the District under Contract No. 22-S-M-019, which will expire on December 31, 2026. Bus Maintenance staff have reported positive performance from Kimball throughout the current contract term.

Staff conducted a comparative price analysis and determined Kimball's bid pricing to be fair and reasonable in comparison with the independent cost estimate, previous contract award, and current market prices.

Prepared By:	Juan-Carlos Aguila	Procurement Administrator III	650-730-4310
	Tim Willson	Contract Administrator, Bus Maintenance	650-508-6418

Resolution No. 2026 -

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

*** * ***

Awarding a Contract to Midwest Motor Supply Co., Inc. dba Kimball-Midwest to Provide Bus Maintenance Shop Supplies for a Five-Year Term for a Not-To-Exceed Amount of $484,000

Whereas, the San Mateo County Transit District (District) requires essential shop supplies to support operations at its North Base and South Base facilities and maintain its bus fleet; and

Whereas, the District issued Invitation for Bids (IFB) 26-S-M-165 for Bus Maintenance Shop Supplies (Shop Supplies); and

Whereas, despite extensive outreach efforts, the District received a single bid from Midwest Motor Supply Co., Inc. dba Kimball-Midwest of Livermore, California (Kimball); and

Whereas, staff determined that Kimball's bid is responsive to the solicitation requirements and that Kimball is a responsible bidder; and

Whereas, staff conducted a price analysis and determined Kimball's bid pricing to be fair, reasonable, and comparable to the current market; and

Whereas, staff recommend that the Board of Directors (Board) award a contract to Kimball to provide Shop Supplies for a not-to-exceed amount of $484,000 for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Midwest Motor Supply Co., Inc. dba Kimball-Midwest to provide Bus Maintenance Shop Supplies for a five-year term for a not-to-exceed amount of $484,000, inclusive of all fees, taxes, and delivery; 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 Kimball-Midwest in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of November, 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

samTrans

Item 9.k. is removed from the agenda and will not be heard at the November 4, 2026, Board Meeting.

~~This is a placeholder for Item 9.k. materials.~~

~~Materials will be provided to the Board of Directors and made available for public review before the meeting if this matter is ready for action.~~

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Nathaniel Kramer, Chief People Officer

Subject: **Adopting a Drug-Free Workplace Policy Applicable to Non-Safety Sensitive Personnel**

Action

Staff proposes the Board of Directors (Board):

1. Adopt the attached San Mateo County Transit District (District) Drug-Free Workplace Policy (Policy), applicable to non-safety sensitive personnel.

2. Authorize the General Manager/CEO to update the attached Policy to reflect future changes in federal law without further Board approval, but with the understanding that staff will inform the Board when such updates are made.

Significance

The Drug-Free Workplace Act of 1988 requires federal grant recipients to maintain a drug-free workplace policy. The proposed Policy would establish the District's requirements for non-safety sensitive personnel and supports a safe, efficient, and drug-free work environment. It is separate from the District's Safety Sensitive Policy Concerning Substance Abuse, which governs employees subject to United States (U.S.) Department of Transportation (DOT) and Federal Transit Administration (FTA) drug and alcohol testing requirements.

Key Policy Provisions

The Policy would apply to covered personnel when they are conducting District business or are on District premises. It would prohibit unlawful drug activity, alcohol use while performing job functions, reporting to work while under the influence, test tampering, and other conduct that would jeopardize safety and compliance. It would also establish reasonable suspicion testing procedures and safeguards for confidential handling of test and treatment information.

The Policy would provide for employee and supervisor education, access to voluntary treatment and the District's Employee Assistance Program, and acknowledgment of the Policy as a condition of employment. It is intended to preserve employee rights under applicable laws and would not replace the separate DOT/FTA requirements for safety sensitive employees.

Policy Updates
Because the Drug-Free Workplace Act of 1988 does not require Board action to adopt or amend a District policy applicable to non-safety sensitive personnel, staff recommends that the Board authorize the General Manager/CEO to make future Policy updates that are necessary solely to reflect changes in federal law. This authorization will allow the District to maintain legal compliance without returning to the Board for technical federally required updates, while preserving the Board's awareness of the same through notice of any such updates.

Budget Impact
There is no budget impact associated with adoption of the Policy.

Background
The Board adopted its most recent combined Policy on Substance Abuse in 2019, pursuant to Resolution No. 2019-6, covering both safety sensitive and non-safety sensitive personnel. In 2023, pursuant to Resolution No. 2023-16, the Board adopted a standalone Safety Sensitive Policy Concerning Substance Abuse for employees subject to DOT/FTA requirements. The Board most recently updated the District's safety sensitive policy in 2025 pursuant to Resolution No. 2025-28. With adoption of the proposed Policy, the combined Policy on Substance Abuse updated in 2019 will be fully superseded.

Prepared By:	Katie Lombardi	Deputy Director, Employee and Labor Relations	650-730-0518

Resolution No. 2026 -

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

*** * ***

Adopting a Drug-Free Workplace Policy Applicable to Non-Safety Sensitive Personnel

Whereas, as a recipient of federal financial assistance, the San Mateo County Transit District (District) is subject to the federal Drug-Free Workplace Act of 1988 and must establish a policy concerning how it supports a safe, efficient and drug-free environment for non-safety sensitive personnel; and

Whereas, historically, the District had a single policy addressing both (a) the Drug-Free Workplace Act for non-safety sensitive personnel and (b) heightened restrictions governing employees subject to United States (U.S.) Department of Transportation (DOT) and Federal Transit Administration (FTA) drug and alcohol testing requirements;

Whereas, the Board of Directors (Board) previously established and maintained a single Policy on Substance Abuse covering the District's safety-sensitive and non-safety sensitive employees, which was updated most recently in 2019 pursuant to Resolution No. 2019-6; and

Whereas, in 2023, pursuant to Resolution No. 2023-16, the Board adopted a standalone Safety Sensitive Policy Concerning Substance Abuse for employees subject to DOT/FTA requirements, which was updated in 2025 pursuant to Resolution No. 2025-28; and

Whereas, the District is now required, and desires, to adopt a separate policy to supersede those portions of the combined Policy on Substance Abuse adopted in 2019 that applied to non-safety sensitive personnel; and

Whereas, staff recommends that Board adopt the Drug-free Workplace Policy (Policy) applicable to non-safety sensitive personnel, attached hereto; and

Whereas, staff further recommends that the Board authorize the General Manager/CEO to update the attached Policy to reflect future changes in applicable federal laws without further Board approval, but with the understanding that staff will inform the Board when such updates are made.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby approves the Drug-Free Workplace Policy applicable to non-safety sensitive personnel, attached hereto.

Be It Further Resolved that the Board authorizes the General Manager/CEO to update the Policy to reflect future changes in applicable federal law without further Board approval, but with the understanding that staff will inform the Board if and when such updates are made.

Regularly passed and adopted this 4th day of November, 2026 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

San Mateo County Transit District
Drug-Free Workplace Policy

November 2026

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San Mateo County Transit District
Drug-Free Workplace Policy

Purpose Statement

San Mateo County Transit District ("The District" or "District") has a vital interest in maintaining a safe and efficient environment for its employees, passengers, and the community. Employees who are under the influence of drugs or alcohol on the job pose serious safety risks not only for the user but also to co-workers and others. The possession, use or unauthorized sale of an illegal drug or alcohol may also pose unacceptable risks for safe and efficient operations.

The District complies with 49 CFR Part 32, as amended, and the Drug-Free Workplace Act of 1988**,** which requires the implementation of a drug-free workplace policy and the reporting of certain drug-related offenses to the Federal Transit Administration (FTA). Copies of Part 32 and the Act are available in the Drug and Alcohol Program Manager's office and on the Drug and Alcohol Program SharePoint page.

This Policy is intended to enforce the District's obligations under 49 CFR Part 32 while preserving employee rights under the applicable California law.

Furthermore, this Policy does not replace the separate requirements applicable to employees who perform safety-sensitive functions subject to U.S. Department of Transportation (DOT) or Federal Transit Administration (FTA) drug and alcohol testing requirements.

Definitions

Alcohol — The intoxicating agent in an alcoholic beverage alcohol, ethyl alcohol or other low molecular weight alcohols, including methyl or isopropyl alcohol.

Alcohol test — the analysis of a bodily specimen used to determine the presence and specific level of alcohol in a person's system.

Alcohol use — the consumption of any beverage or mixture of beverages that includes alcohol. For purposes of this policy alcohol use can include any medication containing alcohol.

BAC — an abbreviation for blood alcohol content, a measurement of how much alcohol an individual has in his or her system.

Controlled substances — includes all substances included in Schedules I through V, as defined in Section 202 of the Controlled Substances Act, Title 21 of the United States Code. This includes, but is not limited to, amphetamines, cocaine, marijuana, opiates, phencyclidine (PCP).

Conviction — means a finding of guilt (including a plea of nolo contendere) or imposition of sentence, or both, by any judicial body charged with the responsibility to determine violations of the Federal or State criminal drug statutes.

District property — includes all buildings, parking lots, vehicles owned or leased by the District or used for District purposes, work facilities and plants, warehouses, equipment, or land used by the District or its customers or suppliers.

Drugs — see controlled substances. Also, includes legally obtained drugs that are used illegally.

Drug paraphernalia — any device used to assist in the use, transfer, manufacture or storing of illegal drugs or controlled substances.

Drug test — the analysis of a bodily specimen, e.g., saliva to determine the presence and level of a drug or drugs in an individual's system.

Illegal drug use — the illegal use of illicit drugs, prescription drugs, over-the-counter medications, alcohol, or any other substance (such as glue, aerosols, etc.) being used in a way other than in its intended purpose.

Legal Drugs — includes prescribed drugs and over-the-counter medications that have been legally obtained and are being used for the purpose for which they were prescribed or manufactured.

Under the influence — for purposes of this policy "under the influence" means that the employee has a detectable amount of a drug, as measured by a scientifically valid test (i.e., a positive drug test result), or in the case of alcohol has a blood alcohol level of 0.04 or greater, as measured by a scientifically valid test.

Working Time — means time during which an employee is representing, performing work, or conducting business for the District, or is required or scheduled to be on duty. The term also includes all paid breaks.

Coverage

This policy applies to all District employees while conducting District business or while on District premises. District premises include, but are not limited to, all District-owned, leased, or utilized properties, facilities, land, platforms, buildings, structures, fixtures, installations, automobiles, trucks, and other vehicles used for District purposes.

This policy also applies to the use of drugs or alcohol off District premises when an employee is representing the District and is “under the influence,” as defined in this policy. Regardless of the event or circumstance, employees remain responsible for their conduct and behavior at all District-related events and activities.

Employees Covered Under this Policy

The District’s drug-free workplace policy covers all:

- Full-time employees
- Part-time employees
- Temporary workers
- Annuitants
- Consultants

Education & Training

The District will provide drug and alcohol awareness training for supervisors and non-supervisors. Supervisors will be trained and certified on how to recognize the signs and symptoms of substance abuse.

Dangers of Drug Use in the Workplace

Drug use — whether illegal substances, misuse of prescription medication, or alcohol abuse — poses serious risks to safety, productivity, and well-being in the workplace.

- Safety Hazards: impaired judgement and coordination, slower reaction times, and increased risk to others
- Reduced Productivity and Performance: poor focus and concentration, absenteeism and tardiness, and presenteeism
- Increased costs: higher rates of workers’ compensation claims, insurance premiums, and legal liability for the employer and costs of damage to equipment, products, and reputation

- Health and Well-Being Risks: worsened mental and physical health and increased stress, conflict, and low morale among team members
- Legal and Regulatory Consequences: violations of workplace policies, DOT or OSHA regulations, and local laws can result in fines, lawsuits, or loss of certifications and funding

Prohibited Conduct

A violation of any of the prohibited behaviors described below may result in adverse employment action, including termination. See the Consequences of Policy Violations section of this policy for more information.

- Being under the influence of drugs as defined in this policy (i.e., a confirmed positive drug test and/or demonstrating the signs and symptoms of being under the influence of drugs).

- Being under the influence of alcohol as defined in the Drug and Alcohol Testing Procedure section of this Policy.

- Testing positive for drugs or alcohol.

- Failing to notify a supervisor or manager of the use of a prescription drug or over-the-counter medication that could alter the ability of an employee to safely perform essential job functions, or that poses a direct threat to the employee's own safety or the safety of others. If a drug/medication affects the ability to perform job duties, it is the employee's responsibility to consult their medical provider.

- Failing to notify a supervisor if the employee believes they are under the influence of drugs or alcohol.

- Bringing illegal drugs, open containers of alcohol, controlled substances, or drug paraphernalia to work and/or storing such items on District property.

- Possessing, using, manufacturing, distributing, or attempting to distribute, sell or dispense drugs or controlled substances on District property.

- Failing to notify the District in writing for a violation of a criminal drug statute occurring in the workplace within five calendar days after the conviction.

- Abusing prescription drugs, which includes exceeding the recommended prescribed dosage, usage in a manner other than for which a medication was prescribed, using others' prescribed medications, and/or obtaining medications in an illegal manner including obtaining medications from a foreign country without a valid and legal U.S. prescription.

- Switching, tampering with, or adulterating any specimen or sample collected under the District's policy for testing for drugs or alcohol.

- Disclosing information related to a drug or alcohol test result, and/or substance abuse treatment referrals, except as required by this policy.

- Failure to consent to and participate in and abide by the terms and recommendations of the Employee Assistance Professional (EAP), as defined in this policy.

- Failing to cooperate with the terms and conditions of this policy. Failure to cooperate includes refusal to sign the Acknowledgement Form.

Consequences of Policy Violations

Employees who violate any of the conditions of this policy will be subject to disciplinary employment action up to and including termination.

Employees should understand that certain policy violations such as the use of alcohol (including possession of an open container) or any illegal drug activities (including the possession, sale or use of illegal drugs) on District premises or on District time will result in immediate termination, consistent with applicable MOUs and District policy. Individuals who refuse to cooperate with the District's policy in any way will be subject to immediate termination.

Zero Tolerance — Employees who have a verified positive drug or alcohol test will be terminated unless otherwise restricted by applicable state law.

Medical Marijuana — The District complies with the California Fair Employment and Housing Act, including obligations to engage in the interactive process and reasonable accommodation considerations. Employees are prohibited from using or possessing marijuana in the workplace, during work hours, or on District premises. Employees are also prohibited from reporting to work or working while impaired by cannabis use.

The District may consider an employee to be impaired and in violation of this policy when the employee demonstrates specific, articulable symptoms while working, including, but not limited to, changes in speech, physical dexterity, agility, coordination, or demeanor; irrational or unusual behavior; negligence or carelessness in operating equipment or machinery; disregard for the safety of the employee or others; involvement in an accident resulting in serious damage to equipment or property; disruption of an operational process; or carelessness that results in injury to the employee or others.

Types of Testing

The District will conduct drug and alcohol testing of employees to achieve a safe and productive work environment. The District will conduct such testing within the parameters of applicable state, federal, and local laws.

Reasonable Suspicion Drug and Alcohol Testing

Employees will be required to submit to a drug and/or alcohol test whenever a trained District employee has reasonable suspicion to believe that the individual has used controlled substances and/or alcohol in violation of this policy. A supervisor must have an objective basis to conduct a reasonable suspicion test, and the decision to test must be based on "specific, contemporaneous, articulable observations concerning the employee's appearance, behavior, speech, or body odors."

Behavior that could prompt suspicion of drug or alcohol use in violation of the District's policy includes, but is not limited to, the following:

- Direct observation of conduct, including reckless or risky behavior, that may indicate an individual is impaired by or under the influence of intoxicants or illegal drugs.
- Direct observation of speech, odor or appearance that may indicate an individual is impaired by or under the influence of intoxicants or illegal drugs.
- Reports or information that an individual was seen taking, selling, dispensing, or using illegal drugs, or telling other employees of being involved in such activities.
- Patterns of abnormal and erratic conduct such as, but not limited to, increased absenteeism, excessive tardiness, or lack of expected or required work performance.

Reasonable suspicion does not mean that the District must be correct in its belief, only that it has some rational, articulable basis for believing the employee is somehow involved in the use, sale, or possession of drugs and/or alcohol or who may be under the influence of drugs or alcohol. The fact that reports may have been made anonymously about an employee does not necessarily mean that they cannot form the basis of a reasonable suspicion.

An employee exhibiting behavior that prompts reasonable suspicion of drug or alcohol use in violation of this policy will be removed from job function and placed on paid leave pending a verified negative or cancelled drug test result. If the drug test result is positive or a refusal to test, the employee will remain on paid leave pending an investigation.

When an employee is sent to a testing facility or location for a reasonable suspicion drug or alcohol test, the employee should be transported to the testing site or accompanied by a District supervisor or manager.

If the employee is sent home after providing a sample, the District will arrange and pay for the employee to take transportation unless the employee prefers to be picked up from the testing facility or location by someone who is not a District employee. For liability reasons, a District representative may not drive the employee home.

Under no circumstances may the employee drive home if there is reason to believe the employee may be under the influence. If the employee insists on driving home alone, the employee will be informed that the District is obligated to notify local law enforcement.

Drug and Alcohol Testing Procedure

The District reserves the right to use any scientifically valid methods and procedures, which are not otherwise prohibited by applicable law, including breath and saliva.

Advance Notice of Testing and Policy Changes

The District will provide employees with 30 days' advanced notice before implementing this policy. When changes are made to this policy, the District will provide employees with 30 days' advanced notice before implementing the changes.

Cost of Drug Tests

The District will pay all costs of all drug tests it requires.

Drugs

The District will test individuals for drugs utilizing saliva testing technologies. The District reserves the right to utilize other testing technologies in accordance with applicable laws and when circumstances require an alternative. The District reserves the right, within the limits of federal and state laws, to examine and test for the presence of drugs and/or alcohol.

An employee who tests positive for any of the following substances may be subject to adverse employment action. See the Consequences of Policy Violations section of this policy for more information.

- Amphetamines (e.g., amphetamine, methamphetamine, MDMA (Ecstasy), and MDA
- Marijuana (active THC)
- Cocaine
- Opiates (e.g., codeine, morphine, heroin, hydrocodone, hydromorphone, oxycodone, and oxymorphone)
- Phencyclidine (PCP)

Alcohol

Employees with a BAC of 0.02 or greater but less than 0.04 are not allowed to perform or continue to perform their job functions until they complete a return to function breath alcohol test that results in a BAC less than 0.02.

Employees with a BAC of 0.04 or greater are considered by this policy to be under the influence of alcohol and are prohibited from performing or continuing to perform any job functions.

All employees are prohibited from consuming alcohol while performing job functions.

An employee who has been removed from a job function following a reasonable-suspicion alcohol test result of a BAC of **0.02 or greater but less than 0.04** must successfully complete a **return to function, non-DOT alcohol test** before being permitted to return to that job function.

Employees are prohibited from consuming alcohol within four (4) hours prior to the performance of job functions.)

Drug Testing Service Providers

The District will use the professional services of:

- Substance Abuse and Mental Health Services Administration (SAMHSA) certified laboratories.
- Collectors and collection facilities are qualified through third-party training and employer verification.
- Medical Review Officers (MROs) are licensed physicians who complete specialized training and pass an accredited board exam.

Results Reporting

All positive tests will be reported to employees verbally. In addition, employees will receive a written notice of a final drug and/or alcohol test result within 5 days of receipt by the District.

Split-Specimens

A split specimen test is when the employee's saliva sample is split between two devices in order to have a second sample tested if the employee so requests.

Test Refusals

As a District employee, you have refused to test if you:

(1) Fail to appear for any test within a reasonable time, as determined by the District.
(2) Fail to remain at the testing site until the testing process is complete.
(3) Fail to provide a specimen for a drug or alcohol test.
(4) Fail or decline to take a second drug test as directed by the collector or Drug and Alcohol Program Manager.
(5) Fail to cooperate with any part of the testing process.
(6) Admit to the adulteration or substitution of a specimen to the collector or MRO.
(7) Refuse to sign the certification at Step 2 of the Alcohol Testing Form (ATF).

As an employee, if the MRO reports that you have a verified adulterated or substituted test result, you have refused to take a drug test.

As an employee, if you refuse to take a drug and/or alcohol test, you incur the same consequences as testing positive and will be immediately removed from performing your job functions, placed on paid leave pending an investigation, and provided with contact information for the Employee Assistance Program.

Alcohol Use at District-Sponsored Events and Professional Functions

Alcohol-Use Circumstances	District Policy
Will drinking be permitted at District-sponsored events?	NO
Will drinking be permitted at off-site professional functions/meetings?	YES – permitted after work hours and not during District time. Employees are expected to exercise reasonable judgment.
Will the District pay for transportation/hotel expenses for an employee who is under the influence and unable to drive?	NO
Are employees permitted to consume alcohol and then operate a District vehicle or any other vehicle while representing the District?	NO

At no time is an employee permitted to consume alcohol while operating or about to operate a District vehicle while under the influence of alcohol.

Voluntary Treatment

Companies regularly employing 25 or more workers must reasonably accommodate an employee who wishes to voluntarily participate in a treatment or rehabilitation program as long as it does not impose unreasonable hardship on the employer. The employer is not required to pay for such services or provide paid leave to the individual. Employees may use leave to which he or she is rightfully entitled. The employer must protect the confidentiality of individuals who voluntarily choose to enter substance abuse rehabilitation.

Employee Assistance Program

The District offers an Employee Assistance Program (EAP) benefit for employees and their families and eligible dependent(s) through Concern. Concern is available 24 hours a day and seven days per week. The EAP provides confidential assessment counseling for up to five (5) visits per person, per issue per 12-month period. If employees need to continue counseling sessions with Concern outside of the covered benefit and period, the employees can reach out to their counselor and let them know they would like to continue sessions and can make arrangements to continue sessions on a fee-for services arrangement

with the counselor. Or if the counselor is affiliated with the employees' medical plan, they can continue services with their counselor through their medical plan. They would need to let the counselor know and the employee would pay their applicable copayment.

All information of a personal nature discussed with Concern EAP is strictly confidential, except in cases where there is a risk of harm to yourself or others. No information about your personal issues will be shared with the District or included in your personnel file. Participation in the EAP will not affect your employment status; however, it does not exempt employees from meeting job requirements or from disciplinary action related to continued employment.

The EAP also offers other helpful resources. For more information about the District's EAP program contact: **Concern Health** at 800-344-4222

You can also reach Concern online at employees.concernhealth.com.

Employees should specify they are accessing services through San Mateo County Transit District via company code: **SMCTD**

Non-Discrimination

In accordance with the Americans with Disabilities Act, 42 U.S.C. §12101 ("ADA"), and the California Fair Employment and Housing Act, the District does not discriminate against any qualified individuals with a disability who are not currently using illegal drugs and who have either successfully completed rehabilitation or who may be currently participating in a supervised rehabilitation program and are no longer using illegal drugs. Nothing contained in this policy shall be construed or applied in such a way that its application will result in discrimination against any individual with a disability or handicap as those terms are defined by the Americans with Disabilities Act or FEHA.

Confidentiality

All information, interviews, reports, statements, memoranda, documentation, and drug and alcohol test results, written or otherwise, are confidential. The District and any of its agents associated with drug and alcohol testing (laboratory, collection site, Medical Review Officer, rehabilitation/treatment/counseling service providers, etc.) who receive or have access to information concerning test results will keep all information confidential. No such information will be released without the written consent of the employee unless the release is on a need-to-know basis, is relevant to a legal claim asserted by the employee, or as otherwise required by law.

Consent

As a condition of employment all employees must abide by the terms of this policy by signing the Acknowledgement Form.

Reservation of Rights

The District reserves the right to administer this policy and interpret, change, or rescind the policy in whole or in part, with or without notice or consideration. In addition, changes to applicable state and federal laws or regulations may require the District to modify or supplement the policy without notice.

This policy does not create an employment contract and should not be interpreted or considered as such. This policy does not, in any way, change the nature of the employment relationship on either the part of the employee or the District.

Drug and Alcohol Program Manager (DAPM)

The Drug and Alcohol Program Manager (DAPM) is responsible for the management of the drug testing program. Employees with questions regarding the Drug-Free Workplace Program policy should contact the Julie Herron, Drug and Alcohol Program Manager, at 650-622-7891 or herronj@samtrans.com.

Drug-Free Workplace Policy

Contact Information

District Contact	Drug and Alcohol Program
Contact	**Julie Herron** Employee Relations Administrator/Drug and Alcohol Program Manager Location: District Headquarters Address: 166 N. Rollins Road, Millbrae, CA 94030 Phone: 650-622-7891(office) and 650-208-6220 (mobile) Hours: 24/7
Offsite Testing	**Concentra Urgent Care**
San Carlos	Address: 125 Shoreway Rd Suite A, San Carlos, CA 94070 Phone: 650-556-9420 Hours: Monday-Friday 8AM-5PM, Saturday & Sunday - Closed
South San Francisco	Address: 3 S Linden Ave, South San Francisco, CA 94080 Phone: 650-238-1500 Hours: Monday-Friday 8AM-8PM, Saturday 8AM-2PM Sunday - Closed
Onsite Testing	**Reliable Onsite Testing**
	Phone: 510-672-3335 Hours: 24/7
EAP	**Concern**
	Phone: 800-344-4222 Email: employees.concernhealth.com Hours: 24/7

San Mateo County Transit District
Drug-Free Workplace Policy
Acknowledgement Form

In accordance with the **Drug-Free Workplace Act of 1988**, the San Mateo County Transit District is committed to maintaining a workplace free from the unlawful manufacture, distribution, dispensing, possession, or use of controlled substances.

As a condition of employment, employees must comply with this policy. Violations may result in disciplinary action, up to and including termination of employment, and/or referral for criminal prosecution or rehabilitation services.

By signing this acknowledgement, I hereby certify that:

1. I have received, read, and understand the **Drug-Free Workplace Policy** issued by the San Mateo County Transit District
2. I understand that compliance with the Drug-Free Workplace Act is a condition of my employment.
3. I agree to abide by the terms of the policy
4. I understand that if I am convicted of a criminal drug offense occurring in the workplace, I must notify my employer no later than five (5) calendar days after the conviction.
5. I understand that failure to report a conviction or comply with the policy may result in disciplinary action up to and including termination.

Name:	
Signature:	
Date:	

BOARD OF DIRECTORS 2026

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APRIL CHAN
GENERAL MANAGER/CEO

Memorandum

Date: October 28, 2026

To: SamTrans Board of Directors

From: April Chan, General Manager/CEO

Subject: Report of the General Manager/CEO

SamTrans fixed-route bus trips for the first two months of Fiscal Year 2027, ending on August 2026 were 99.5 percent of the bus trips for the same period in August 2018 (pre-pandemic).

Ridership	2-months August 2018	2-months August 2026	Recovery Rate
SamTrans	1,755,570	1,747,107	**99.5%**
AC Transit	8,737,979	6,389,989	73.1%
SFMTA	37,227,557	29,839,765	80.2%
VTA	4,532,793	4,168,537	92.0%
Dallas	5,024,514	4,543,433	90.4%
Seattle - King	21,754,636	15,518,384	71.3%
Chicago	39,999,315	38,845,440	97.1%
Atlanta	8,449,932	5,760,186	68.2%
New York MTA	117,438,212	114,827,096	97.8%
National Bus	758,441,203	633,130,982	83.5%
Caltrain	3,432,155	2,997,487	87.3%
BART Extension	2,448,878	1,377,459	56.2%
BART System	22,500,402	12,297,487	54.7%
National Rail	791,283,429	661,613,532	83.6%
Total NTD Trips	1,634,072,700	1,365,680,270	83.6%

Mutual Aid Service

Caltrain requested mutual aid on October 14, 2026, to mitigate service interruption between Redwood City and Palo Alto resulting from a trespasser incident. SamTrans dispatched one Bus for one hour.

Bus Operator Staffing

	Approved Full Time Employees	Trainees	Number of Bus Operators*
Bus Operators	350	8	354

**Includes employees on long-term leave, does not include Trainees.*

Miles Between Preventable Accidents

For the month of September 2026, the District operated buses fell short of the 100,000 miles between preventable accidents goal. North Base and South Base had a combined eight accidents and averaged 75,764 miles between preventable accidents.

The table below provides the miles between accidents by mode and location for the month of September 2026. While accidents are defined as any event that involves any of the following: fatality, serious injury, collision of a District vehicle, or major property damage. Preventable accidents are a subset of all reported accidents. A preventable accident is one in which the Bus Operator failed to do everything reasonable to prevent it. Most of the District's preventable accidents are negligible in severity.

	September 2026		
	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	355,842	5	71,168
South Base	250,271	3	83,424
Trainee In-service	2,117	0	nm
CUB + Coastside Fixed	243,113	5	48,623
Fixed Route Total	851,343	13	65,488
ADA	203,799	0	nm
Microtransit	16,348	1	16,348

Severity Classifications

The table below provides the severity classifications for Preventable Accidents for the month of September 2026.

Severity Classification Definitions:

- **Negligible** - No Injury / No Property Damage
- **Marginal** - Minor Injury or Complaint of Pain / Minor Property Damage
- **Critical** - Serious Injury with Transport / Moderate Property Damage
- **Catastrophic** - Fatal or Life-Threatening Injuries / Severe Property Damage

September 2026	Preventable Accidents - Severity			
	Negligible	Marginal	Critical	Catastrophic
North Base	2	2	1	-
South Base	1	2	-	-
Trainee In-service	-	-	-	-
CUB + Coastside Fixed	3	2	-	-
Fixed Route Total	6	6	-	-
ADA	-	-	-	-
Microtransit	1	-	-	-

Safety Updates

Safety Campaign: The Safety Department developed a PowerPoint presentation featuring incident footage captured from dashcams to highlight red-light violations and to reinforce safe driving practices. The campaign focuses on anticipating traffic light changes, stopping safely at yellow lights, and reporting any red-light violations to Radio Control. Operators are reminded that running a red light violates California Vehicle Code Section 21453(a) and can lead to serious collisions and injuries.

Safety and Transportation departments will continue reinforcing these practices to reduce preventable incidents and promote our commitment to “Safety First and Always.”

Emergency Management: Safety is preparing for a potential strong El Niño season and is developing an action plan to help SamTrans prepare for severe weather, flooding, and service disruptions. Safety will work with other departments and the San Mateo County Emergency Management (SMC EM) team to review the current action plan, discuss best practices, provide training, and coordinate mutual aid to strengthen emergency preparedness and response, and may update current plan if warranted.

Safety Vest Requirements: A new safety protocol has been put in place that will take effect immediately: all employees and visitors at North Base and South Base must wear safety vests while in the yard (outside of walkways and buildings). This requirement is due to ongoing construction and additional buses being stored at both bases. Loaner vests are available at Dispatch for employees and visitors who may need one.

Next Generation Clipper Status:
Metropolitan Transportation Commission (MTC) and Cubic Corporation (Cubic) continue to work on stabilizing the Next Generation Clipper system while advancing the transition from the legacy platform. MTC has introduced a revised migration strategy that prioritizes eligible discounted-fare accounts and active riders, followed by regional and single-agency customers, including SamTrans riders. The phased migration is expected to continue through the end of 2026, while the broader bulk migration remains paused pending resolution of outstanding system issues. As of October 21, approximately 4.27 million of 15 million Clipper cards had been migrated to the Next Generation system.

Current efforts remain focused on system reliability, financial processing, and customer account issues. Although recent software releases have addressed several defects, intermittent performance issues continue to require monitoring and corrective actions.

SamTrans staff continue to partner with MTC and Cubic to obtain clear documentation of financial reconciliation procedures, address outstanding operational issues, and support a stable transition to the Next Generation Clipper system.

Employee of the Month (EOM) Recognitions, September 2026
Bus Operator EOM for North Base is **David Melendez**. This is David's first EOM Award during his four years of service with the District.

Bus Operator EOM for South Base is **Andrey Koskov**. This is Andrey's first EOM Award during his nearly two years of service with the District.

Bus Maintenance EOM for North Base is Lead Mechanic **James Castro.** This is James's first EOM Award in his eighteen months of service with the District.

Bus Maintenance EOM for South Base is Lead Utility Worker **Bernard Miranda**. This is Bernard's second EOM Award during his three years of service with the District.

Communications and Marketing Update - September 2026
SamTrans Monthly Press Releases and Earned Media

Press Releases/Blogs/Podcasts:

- SamTrans 50th Anniversary cardigan sweater

- Millbrae Art and Wine Festival
- Labor Day schedule
- Dumbarton Corridor survey
- 50 years of moving people: SamTrans celebrates Transit Month
- Sustainability moves SamTrans and San Mateo County forward

Article Mentions:

Reimagine Dumbarton

  - Patch, The Almanac, KRON 4

- Connect Bay Area
  - Patch, The Voice of San Francisco, Santa Cruz Sentinel, Streetsblog, The Oaklandside, The Eno Center for Transportation
- 50th Anniversary Community Celebration
  - KCBS, WILD-FM, NewsBreak
- Pacifica Fog Fest
  - Hoodline
- Zero-Emission Bus Conference (ZEB Con) 2027
  - Hydrogen Fuel Cell Partnership
- Ride Plus expansion
  - Coastside News
- BART delays
  - Patch, San Francisco Chronicle, Head Topics, The Traveler, Yahoo! News, Edhat, KTVU, Fresno Bee, ABC7, KQED, KPIX, KRON 4

- State budget cuts
    - San Mateo Daily Journal
- Caltrain cost-cutting
    - San Mateo Daily Journal
- All Aboard Transit
    - MTC
- Transit Month
    - KCBS
- Ugly Holiday Sweater
    - KCBS

Social Media Activities

Digital Marketing Report

- SamTrans concentrated communications efforts on promoting the 50th Anniversary Community Celebration throughout September.
    - Content included throwback photos featuring employees, historic fleet vehicles, and community events, along with partnerships with other Bay Area transit agencies.
    - Videos featuring Board members, County leaders, and other stakeholders continued through the end of the month. The SamTrans 50th Spotlight on the Transit Training Department also remained active throughout September.
    - Event promotion included venue information, a quick guide, sponsor recognition, exhibit highlights, and vendor and food showcases. Social media also announced and promoted the District Headquarters (DHQ) public tour through Eventbrite; all 60 available tickets sold out through organic social posts.

- For Transit Month, SamTrans highlighted two primary events: the Transit Chief Executive Officer (CEO) Ride-Along and the 50th Anniversary Community Celebration.
    - GM/CEO April Chan and SamTrans Board members participated in the Transit CEO Ride-Along from Oakland to Millbrae, using Alameda-Contra Costa County Transit (AC Transit), Bay Area Rapid Transit (BART), San Francisco Municipal Railway (Muni), and Peninsula Corridor Joint Powers Board (Caltrain) services. Social channels provided live coverage as Bay Area transit leaders engaged with riders and discussed regional transit.
    - SamTrans and Caltrain also published a collaborative post featuring the new trainset at the District headquarters to launch Transit Month.
- The next phase of Reimagine Dumbarton—which explores a zero-emission busway, walking and biking trail, and community amenities between Redwood City and East Palo Alto—began community outreach in September. Rotating social promotion of the online feedback form will continue through the end of October.

Organic Digital Marketing Highlights

- SamTrans Store Promo
- Recap post of Silicon Valley Pride
- SamTrans Riders Influencing Decisions and Experiences (RIDE) Research Panel
- Gear Up Mechanic Utility Worker Recruitment Campaign
- Ride Plus Microtransit Campaign
- Coastside Service Promotion

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.

September 2026	September 2025
Impressions: 1,201,374	Impressions: 1,538,842
Engagements: 11,162	Engagements: 6,627
Post Link Clicks: 3,627	Post Link Clicks: 1,401

**Please note this does not include any web metrics.*

Marketing Activity Highlights

50th Anniversary Celebration (September 26, SamTrans DHQ)

- Radio (iHeart, KIOI/STAR 101.3 + KYLD, September 15–26): All 155 ordered spots ran. 1.51 million total impressions, including 934,649 in-demo (115 percent of goal) and 573,695 bonus.

- Radio Social (iHeart talent Marcus, three IG posts cross-posted to Facebook): 17,384 views, 7,055 viewers, 304 engagements. The event photo drew about two-thirds of views.

- Email (two sends to 100,000, San Mateo County): 38,056 views and 4,213 clicks in total.

    - September 17: 18.3 percent view rate, 2.13 percent click rate

    - September 24 resend: 19.7 percent view rate, 2.08 percent click rate

    - About 75 percent of clicks came from mobile.

- Display (September 1–30): 465,602 impressions, 350 clicks, 0.07 percent click-through rate (CTR). The 320x50 mobile banner delivered half the volume. Top zip codes were 94015, 94080, 94403, 94061, and 94066.

BOARD OF DIRECTORS 2026

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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)

November 4, 2026 – 2:15 pm

Public Hearing Room, 5th Floor
166 North Rollins Road, Millbrae, CA 94030

Committee Members: Peter Ratto (Chair), Jeff Gee, Rico E. Medina

13.a.	Call to Order	
13.b.	Approval of Minutes of the Community Relations Committee Meeting of October 7, 2026	Motion
13.c.	Accessible Services Update	Informational
13.d.	Community Advisory Committee Update	Informational
13.e.	Paratransit Advisory Council Update	Informational
13.f.	Monthly State of Service Report | September 2026	Informational
13.g.	Adjournment	

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 Committee. Staff recommendations are subject to change by the Committee.

San Mateo County Transit District
Community Relations Committee Meeting / Committee of the Whole
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of October 7, 2026

Members Present (In Person): Rico E. Medina, Jeff Gee, Peter Ratto (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: David J. Canepa, Brooks Esser, Marina Fraser, Josh Powell, Jackie Speier

Other Board Members Absent: Marie Chuang

Staff Present: J. Cassman, A. Chan, T. Dubost, L. Lumina-Hsu, M. Tseng

12.a. Call to Order
Committee Chair Ratto called the meeting to order at 3:47 pm.

12.b. Approval of Minutes of the Community Relations Committee Meeting of September 2, 2026
Motion/Second: Canepa/Powell
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Abstain: None
Absent: Chuang

12.c. Accessible Services Update

12.d. Community Advisory Committee Update
Chair Ratto stated the report was available in the packet.

12.e. Paratransit Advisory Council Update

12.f. Monthly Quarterly State of Service Report – August 2026

12.g. Annual State of Service Report | Fiscal Year 2026
April Chan, General Manager/CEO, stated in interest of time, Items 12.f. and 12.g. reports are in the agenda packet.

12.h. Adjourn
The meeting adjourned at 3:50 pm.

DRAFT

San Mateo County Transit District
Staff Report

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: David Olmeda, Chief Operating Officer, Bus

Tina Dubost, Manager, Accessible 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 PAC minutes from the September meeting are attached.

Budget Impact
There is no impact on the budget.

Background
No additional information.

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

San Mateo County Transit District
166 N. Rollins Rd, Millbrae, CA 94030
Paratransit Advisory Council (PAC)
Minutes of September 8, 2026

Members Present: S. Capeloto, T. Dubost, M. Epstein, S. Lang (Vice Chair), B. McMullan (Chair), C. Santoni, K. Uhl, L. Vaserman

Members Absent: R. Agarwal, D. Do

Guests Present: M. Donaldson (MV Transportation), B. Garcia (MV Transportation), C. Lun (MV Transportation), P. McCarroll (SamTrans), M. Nicolas (Nelson\Nygaard), K. Porter-Brown (SamTrans), M. Ranaldson (Nelson\Nygaard), D. Riedel (SamTrans), L. Spicer (SamTrans), M. Thomasmeyer (Nelson\Nygaard), M. Wright Petrik (SamTrans)

1. **Call to Order and Roll Call**
   Ben McMullan called the meeting to order at 1:31 p.m.

   PAC members and guests introduced themselves.

2. **Consent Calendar**
   a. **Approval of the July 14, 2026, Meeting Minutes**
   Motion / Second: Dubost / Lang
   The meeting minutes were approved by acclamation.

3. **Public Comment for Items Not on the Agenda**
   Larisa Vaserman asked about having her profile updated with a note that her walker is not foldable. Ms. Vaserman also mentioned a possible issue with the passenger loading and unloading order.

   Sandra Lang asked if there is an official policy for passenger loading.

4. **Update on Connect Bay Area**
   Michaela Wright Petrik provided an update on the Connect Bay Area initiative, providing the following highlights:
   - An overview of the guiding principles for the funding framework
   - SamTrans's commitments to financial accountability
   - Key investment goals for the additional revenue the sales tax measure would generate

   <u>Questions and Comments</u>
   Larisa Vaserman asked about enhancements that could be made to current vehicles and how SamTrans makes service decisions.

Sandra Lang commented on the recalibration built into the process and asked about local jurisdictions' role in decision-making for the funding.

Kathy Uhl commented on the growing demand for transportation for seniors and people with disabilities and the need to not only ensure there is sufficient capacity but also increase awareness of available services.

Ms. Vaserman commented on challenges with connecting potential riders to services.

5. PAC Committee Reports

5.a. Policy/Advocacy/Legislative (PAL) Report

Legislative Issues

Sandra Lang stated that the Assembly is recessed and preparing for the next session, and she encouraged PAC members to flag any issues of concern.

Redi-Wheels Policy Issues

Tina Dubost reminded PAC members that SamTrans will celebrate 50 years of service with an event on September 26th and confirmed that Ben McMullan and Kathy Uhl will represent the PAC.

- Larisa Vaserman mentioned that there will be another festival on September 26 and suggested SamTrans connect to cross promote the events.

Ms. Dubost also gave an update on the One Seat Ride pilot, noting that 13 trips have been completed by Redi-Wheels since July 1.

- Ms. Vaserman asked how long the pilot will run and for clarification on the booking process for trips to and from San Francisco.
- Marvin Ranaldson asked about metrics that will be used to evaluate the pilot.
- Sandra Lang asked if a printout about this pilot can be shared at the next meeting.
- Kathy Uhl asked about service to Santa Clara County.

Ms. Dubost also reminded PAC members of the Via Assist program and mentioned wheelchair accessible transportation services provided by Onward.

- Ms. Lang asked to clarify the service area for the Via Assist program.

5.b. Education Committee Report

Tina Dubost reported that the Education Committee discussed outreach and PAC promotion opportunities during the last meeting.

5.c. Executive Committee Report

Ben McMullan reported that the Executive Committee discussed staffing the PAC table at the event on September 26th and upcoming presentations for the PAC agendas.

6. SamTrans / Redi-Wheels Reports

6.a. SamTrans Update

Tina Dubost referred to the updates she provided earlier in the meeting.

6.b. Performance Summary

Tina Dubost reviewed the performance reports, providing the following highlights:

- Ridership remains consistent
- Same-day cancel rate is consistent, with low no-shows and late cancels
- On-time performance did not meet the standard, though there are ongoing efforts to meet the standard

6.c. Comment Statistics Report

Tina Dubost reported that most comments were received as consumer reports. Most complaints concern late trips and driver conduct.

Larisa Vaserman asked about the scheduling system since drivers have mentioned recent changes.

6.d. Safety Report

Matthew Donaldson provided the safety report with following highlights:

- There were 3 preventable and 3 nonpreventable incidents in August.
- Trainings focused on helping drivers understand the safety cushion and reinforcing complete stops.
- MV Transit staff have been visiting bases and engaging with drivers.

Sandra Lang asked if there has been an increase in nonpreventable incidents.

Calvin Lun mentioned construction in the service area has meant more distracted drivers, so MV is working with Redi-Wheels drivers to be aware of others and to drive defensively.

7. Updates and Items of Interest

7.a. Agencies

No update.

7.b. County Commissions (COA and COD)

Kathy Uhl mentioned that COA is excited for the new year and plans on maintaining current services and programs.

Lynn Spicer reported that COD received a presentation on the ADA Transition Plan and had a closed session for the workplan.

7.c. Center for Independence (CID)

No updates.

7.d. Coastside Transportation Committee (CTC)
Tina Dubost mentioned that the Ride Plus service area expanded to north of Half Moon Bay and clarified that Ride Plus is not a paratransit service.

7.e. Transportation Authority Citizens Advisory Committee (TA-CAC)
Sandra Lang reported on the August meeting, during which the TA-CAC accepted quarterly reports for on-call contracts for Q4 of FY 2026 and the quarterly investment report. There was also a presentation with an update on the Peninsula Shuttle Program Optimization and Funding Strategy.

Ms. Lang also reported on the September TA-CAC meeting, noting the following highlights:

- Accepted the Capital Projects Quarterly Status Report for FY 2026
- Accepted the Preliminary Year-End Financial Report for FY 2026
- Approved the Insurance Program for FY 2027
- Approved the programming and allocation of new Measure A funding and grant funding award for the 101 Corridor Connect program
- Approved the programming and allocating in Highway Program Funds for the design phase of the SR 84/US 101 interchange project
- Received a legislative update

7.f. Department of Rehabilitation (DOR)
Susan Capeloto confirmed that the DOR went into an order of selection on August 31. DOR is still accepting applications, but they will go through an eligibility process, with considerations for disability severity. Ms. Capeloto also mentioned budget limitations and staff vacancies.

7.g. ADA Policy Refresher
Tina Dubost reminded PAC members about subscription trips, which is an option for trips that happen on the same day, at the same time on a regular basis, so riders don't have to call every time.

Lynn Spicer added that the subscription trips option is for a trip that will be taken regularly for at least six weeks.

Larisa Vaserman asked if a doctor's note is required for eligibility.

8. Other Business
There were no other business items.

9. Adjournment
The meeting was adjourned at 2:48 p.m.

San Mateo County Transit District
Staff Report

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Joshuah Mello, Chief Planning Officer

David Olmeda, Chief Operating Officer, Bus

Subject: **Monthly State of Service Report | September 2026**

Action

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

Significance

Update on Data: SamTrans' Automatic Passenger Counter (APC) data received certification from the Federal Transit Administration (FTA) in September 2026 for fixed-route services operated by SamTrans, or the services denoted as "Bus" in the tables below. Prior to APC certification, farebox data was used to report SamTrans fixed-route ridership. Starting with this report, fixed-route ridership will be derived from APC passenger count data; prior months used for comparison purposes still reflect farebox data as that was the official source at that time.

SamTrans: Average weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Microtransit) increased by 8.6 percent in September 2026 compared to September 2025. The total monthly ridership increased by 10.4 percent in September 2026 compared to September 2025[1].

Shuttles: Average weekday ridership on shuttles decreased by 7.1 percent in September 2026 compared to September 2025. The total monthly ridership on shuttles decreased by 7.2 percent in September 2026 compared to September 2025.

Microtransit: Average weekday ridership on all microtransit services increased 0.7 percent compared to September 2025, and the total ridership increased 1.3 percent compared to September 2025.

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[1] Note that for Bus, the year-over-year comparison between September 2025 and September 2026 use different sources because farebox data was the official ridership source prior to the APC certification. Data comparison may be skewed slightly due to the variance in data collection methodology for each source, including manual nature of farebox data collection. When comparing APC data to APC data, total ridership increased 6.2 percent in September 2026 compared to September 2025.

Youth Unlimited Pass: For September 2026, Youth Unlimited Pass usage increased 5.8 percent compared to September 2025.

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

- **Preventable Accidents** – There were 13 preventable accidents in September 2026 (eight from District and five from contracted services). The goal is to have more than 100,000 miles between preventable accidents; SamTrans did not meet its goal with 65,616 miles between preventable accidents.

- **Miles Between Service Calls (MBSC) –** There were 41 service calls in September 2026 (30 from District and 11 from contracted services). The goal is to have more than 25,000 miles between service calls. SamTrans did not meet its goal with 20,805 miles between service calls. For the District's service calls, the diesel bus sub-fleet had 21,776 miles between service calls, while the zero-emission bus sub-fleet had 15,340 miles between service calls.

- **On-Time-Performance (OTP) –** September 2026 systemwide OTP was 79.9 percent. The goal is to have 85 percent systemwide on-time performance. Fixed-route service did not meet this goal.

- **Did Not Operate (DNOs) –** In September 2026, there was one total DNO, or missed trip. The goal is to miss fewer than 0.1 percent of scheduled trips. SamTrans met this goal.

RIDERSHIP (ALL MODES)

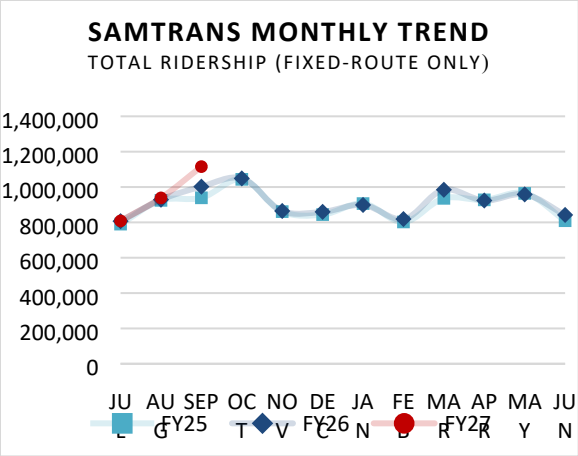
SAMTRANS | Average Weekday Ridership								
Mode	**Sep-24**	**Sep-25**	**Sep-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Bus	37,302	39,214	42,986	9.6%	33,217	34,382	35,760	4.0%
Paratransit	791	778	798	2.6%	767	775	787	1.6%
Shuttles	1,977	2,045	1,899	-7.1%	1,802	1,901	1,924	1.2%
Microtransit	139.35	163	165	0.7%	131	162	174	7.0%
Total	**40,209**	**42,200**	**45,848**	**8.6%**	**35,917**	**37,220**	**38,645**	**3.8%**
SAMTRANS | Total Ridership								
Mode	**Sep-24**	**Sep-25**	**Sep-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Bus	939,045	1,002,086	1,115,460	11.3%	2,653,944	2,737,091	2,862,207	4.6%
Paratransit	19,385	19,636	20,200	2.9%	59,207	59,813	61,574	2.9%
Shuttles	39,562	42,970	39,877	-7.2%	113,933	120,872	121,980	0.9%
Microtransit	3,502	4,262	4,317	1.3%	10,392	13,330	13,893	4.2%
Total	**1,001,494**	**1,068,954**	**1,179,854**	**10.4%**	**2,837,476**	**2,931,106**	**3,059,654**	**4.4%**

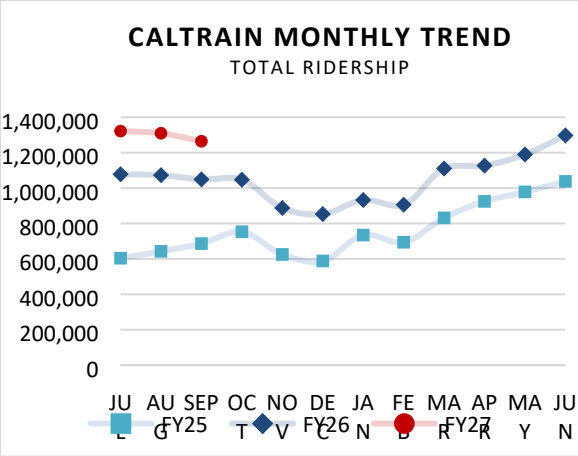
CALTRAIN | Average Weekday Ridership								
Mode	**Sep-24**	**Sep-25**	**Sep-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Caltrain	26,046	41,065	49,084	19.5%	18,083	20,661	48,742	135.9%
CALTRAIN | Total Ridership								
Mode	**Sep-24**	**Sep-25**	**Sep-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Caltrain	686,614	1,049,193	1,264,697	20.5%	1,406,590	1,506,540	3,896,523	158.6%

OTHER MODES in San Mateo County | Average Weekday Ridership								
Mode	**Sep-24**	**Sep-25**	**Sep-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Dumbarton	100	96	104	8.3%	82	102	102	-0.2%
BART (San Mateo County)	20,483	21,429	25,416	18.6%	17,961	19,032	25,011	31.4%
OTHER MODES in San Mateo County | Total Ridership								
Mode	**Sep-24**	**Sep-25**	**Sep-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Dumbarton	2,009	2,018	2,183	8.2%	5,296	6,425	6,522	1.5%
BART (San Mateo County)	537,879	575,324	685,848	19.2%	1,471,962	1,550,765	2,063,307	33.1%

IMPORTANT NOTES:

Total row may not add up due to rounding.
SamTrans (Bus) ridership includes Fixed-Route service.
Microtransit ridership includes Ride Plus and SamCoast.
Shuttle ridership includes SamTrans, JPB Caltrain, and other Transportation Authority funded shuttles. Ridership counts are done manually by operators.
BART ridership in San Mateo County does not include Daly City BART Station.
%Δ[1] indicates the percentage change for the month, current year to previous year.
%Δ[2] indicates the percentage change current year to previous, Year to Date.





FARES

SAMTRANS (BUS) | Fare Usage			
Fare Type	**Sep-24**	**Sep-25**	**Sep-26**
Adult	599,134	637,032	619,671
Eligible Discount	181,979	199,297	214,818
Youth	157,932	165,757	161,553
--- Youth Unlimited Pass	*80,231*	*89,733*	*94,977*
Total	**939,045**	**1,002,086**	**996,042**

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	**Sep-24**	**Sep-25**	**Sep-26**
On-Time Performance	78.7%	80.8%	79.9%
Preventable Accidents	11	13	13
--- District	*8*	*9*	*8*
--- Contracted Services	*3*	*4*	*5*
Service Calls	36	29	41
--- District	*18*	*20*	*30*
--- Contracted Services	*18*	*9*	*11*
Trips Scheduled	47,508	48,250	48,231
Did Not Operate DNOs	685	8	1

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

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 65,616 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 20,805 miles between Service Calls this month.

SAMTRANS (BUS) | Fleet Key Performance Indicators			
KPI	**Sep-24**	**Sep-25**	**Sep-26**
Revenue Hours (Scheduled)	58,262	57,723	59,698
Revenue Miles (Scheduled)	577,150	580,763	580,714
Total Fleet Miles (Actual)	817,240	834,821	853,002

Scheduled includes in-service and layover.

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

MICROTRANSIT | Ride Plus Key Performance Indicators			
KPI	**Sep-24**	**Sep-25**	**Sep-26**
Total Ridership	3,055	3,993	3,974
--- East Palo Alto Trips	*2,163*	*2,974*	*2,813*
--- Half Moon Bay Trips	*892*	*1,019*	*1,161*
Active Users	382	411	452
New Registrations	171	76	67
Total Downloads	380	252	245
--- iOS Downloads	*355*	*189*	*139*
--- Android Downloads	*25*	*63*	*106*
Load Factor	1.32	1.15	1.15

Ride Plus started in June 2023.

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

PARATRANSIT | Operations Key Performance Indicators			
KPI	**Sep-24**	**Sep-25**	**Sep-26**
On-Time Performance (RW)	89.2%	89.2%	83.2%
On-Time Performance (RC)	93.0%	93.0%	94.8%
Preventable Accidents (RW)	5	3	0
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	4	7	4
Service Calls (RC)	0	0	0

RW = Redi-Wheels
RC = RediCoast

PARATRANSIT | Fleet Key Performance Indicators			
KPI	**Sep-24**	**Sep-25**	**Sep-26**
Revenue Miles (RW)	161,919	195,621	161,776
Revenue Miles (RC)	22,579	13,538	13,093
Fleet Miles (RW)	179,582	215,402	180,823
Fleet Miles (RC)	28,398	23,533	22,977

CUSTOMER EXPERIENCE

SAMTRANS (BUS) | Customer Experience			
KPI	**Sep-24**	**Sep-25**	**Sep-26**
Complaints	103	148	313
Accessibility	8	14	0
Compliments	22	17	18
Service Requests	49	51	54
Reports Total	**182**	**230**	**385**

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

The total number of reports for SamTrans increased 67.4% from 230 reports in September 2025 to 385 reports in September 2026.

SamTrans fully transitioned to a new customer feedback platform in September 2026, making it easier for customers to submit feedback. There was a brief social media campaign for customer awareness. Customers can now submit feedback on the new platform by clicking a link on the SamTrans web page or scanning a QR code on SamTrans buses.

Prepared By: Emily Chen Senior Transportation Planner, Service Planning and Scheduling 650-551-6127

Revised 10/29/2026 at 5:45pm – Item 14.e. Action Corrected to Motion

BOARD OF DIRECTORS 2026

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JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO

REVISED AGENDA

San Mateo County Transit District

Finance Committee Meeting
Committee of the Whole

November 4, 2026 – 2:20 pm

or immediately following the Community Relations Committee meeting

Public Hearing Room, 5th Floor
166 North Rollins Road, Millbrae, CA 94030

Committee Members: Rico E. Medina (Chair), Josh Powell, Jackie Speier

14.a.	Call to Order	
14.b.	Approval of Minutes of the Finance Committee Meeting of October 7, 2026	Motion
14.c.	Awarding Contracts to AECOM Technical Services, Inc. and WSP USA, Inc. for On-Call Environmental Planning, Permitting and Support Services for an Aggregate Not-To-Exceed Amount of $11.1 Million for a Five-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-to-Exceed Amount of $877,500 per Option Year, for an Aggregate Not-To-Exceed Amount of $12.9 Million	Motion
14.d.	Awarding a Contract to Stronger Building Services for the North Base Electric Vehicle Charging Project for a Total Amount of $1,248,000, with a Contract Option for an Additional $84,000	Motion

14.e.	Amending to Increase the Fiscal Year 2027 Operating Budget by $13,923,818 for a Revised Budget of $357,271,877	Motion ~~Resolution~~
14.f.	Awarding a Contract to Carahsoft Technology Corp. for Salesforce Customer Relationship Management System Software Licenses for a Not-To-Exceed Amount of $270,000 for a One-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $300,000 per Option Year, for an Aggregate Not-To-Exceed Amount of $870,000	Motion
14.g.	Awarding a Contract to Infosys Public Services, Inc. for Salesforce Customer Relationship Management System Implementation Services for a Not-To-Exceed Amount of $800,000, and an Additional Not-To-Exceed Amount of $300,000 for As-Needed Professional Services, for an Aggregate Not-To-Exceed Amount of $1.1 Million	Motion
14.h.	Adjournment	

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 Committee. Staff recommendations are subject to change by the Committee.

San Mateo County Transit District
Finance Committee Meeting / Committee of the Whole
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of October 7, 2026

Members Present (In Person): Josh Powell, Jackie Speier, Rico E. Medina (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: David J. Canepa, Brooks Esser, Marina Fraser, Jeff Gee, Peter Ratto

Other Board Members Absent: Marie Chuang

Staff Present: C. Andrichak, J. Cassman, A. Chan, P. Chao, N. Kramer, L. Lumina-Hsu, J. Mello, M. Tseng, K. Yin

13.a. Call to Order
Committee Chair Medina called the meeting to order at 3:51 pm.

13.b. Approval of Minutes of the Finance Committee Meeting of August 5, 2026
Motion/Second: Canepa/Powell
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Abstain: None
Absent: Chuang

13.c. Authorizing Exercise of Option to Purchase Gateway at Millbrae Station Building at 166 North Rollins Road in Millbrae, California for $126 Million and Proceeding with Actions to Finance Acquisition with Tax-Exempt Bonds Secured by Sales Tax Revenues
Public Comment
Aleta Dupree, Team Folds, commented on headquarter location, ownership, and payment to Bay Area Rapid Transit District (BART) for land.

Roland commented on purchase price of building.

Motion/Second: Powell/Canepa
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Abstain: None
Absent: Chuang

13.d. Correcting Salary Ordinances Nos. 107, 108, 109, 110, and 111 in Compliance with California Public Employees Retirement System Requirement for Publicly Available Pay Schedules

Motion/Second: Powell/Esser
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Abstain: None
Absent: Chuang

13.e. Adjourn

The meeting adjourned at 4:12 pm.

DRAFT

San Mateo County Transit District
Staff Report

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Joshuah Mello, Chief Planning Officer

Subject: **Awarding Contracts to AECOM Technical Services, Inc. and WSP USA, Inc. for On-Call Environmental Planning, Permitting and Support Services for an Aggregate Not-To-Exceed Amount of $11.1 Million for a Five-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-to-Exceed Amount of $877,500 per Option Year, for an Aggregate Not-To-Exceed Amount of $12.9 Million**

Action

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

1. Award contracts to a bench of firms consisting of AECOM Technical Services, Inc. of Oakland, California (AECOM) and WSP USA, Inc. of San Francisco, California (WSP) to provide On-Call Environmental Planning, Permitting and Support Services (Services) for an aggregate not-to-exceed amount of $11.1 million for a five-year base term, with up to two one-year option terms for an additional not-to-exceed amount of $877,500 per option year, for an aggregate not-to-exceed amount of $12.9 million.

2. Authorize the General Manager/CEO or designee to execute contracts with AECOM and WSP in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreements, and in forms approved by legal counsel.

3. Authorize the General Manager/CEO or designee to exercise up to two one-year option terms, if in the best interest of the District.

Significance

Award of the proposed contracts will provide the District with qualified, experienced firms to perform the Services on an as-needed basis, enhancing the District's ability to support environmental clearance, technical studies and scoping, regulatory compliance and permitting, sustainability reporting, vulnerability assessments and resiliency planning, habitat restoration and monitoring, and interagency coordination. Awarding multiple on-call contracts will provide flexibility, improve responsiveness to fluctuating workload demands, and ensure the District has access to qualified firms throughout the contract term.

Budget Impact
There is no immediate fiscal impact associated with approval of the on-call contracts. The Services to be provided pursuant to the awarded contracts will be performed under Work Directives (WDs) issued to the firms on as-needed basis. The WDs will be funded from a variety of sources, including federal, state, regional, and/or local funding and grants from approved and future operating and capital budgets over the life of the contracts.

Background
The existing On-Call Environmental Planning, Permitting and Support Services Contract is set to expire November 30, 2026. Approved in 2019 with a five-year base term with two one-year option terms, the on-call contract has been instrumental in on-time project delivery and continued environmental compliance.

The contract allows the Environmental and Sustainability Planning team to address the District's wide portfolio of needs. Work supported includes but is not limited to priority Capital Project clearance, routine maintenance and ongoing state of good repair program delivery, sea level rise vulnerability and resiliency analysis, stormwater compliance, sustainability tracking and reporting, and more. Finally, as communicated to the Board in recent months, staff are advancing numerous critical North Base projects and the additional capacity unlocked through the on-call advances streamlined schedules and on-time delivery.

On June 26, 2026, the District issued Request for Proposals (RFP) 27-S-S-002 for the Services. The RFP was advertised on the District's eProcurement website with the proposal due date of July 31, 2026. Sixty vendors downloaded the RFP, and the District received proposals from the following four firms:

- AECOM
- Placeworks, Inc. of Berkeley, California
- UltraSystems Environmental Inc. of Irvine, California
- WSP

A Selection Committee (Committee), composed of District staff, reviewed, evaluated, scored, and ranked the proposals in accordance with the following criteria:

Evaluation Criteria	Maximum Points
Team Composition, Qualifications and Reference	25
Key Personnel Qualifications and Availability	30
Project Understanding and Management Approach	20
Cost Proposal/Labor Rates	25
Small Business Enterprise (SBE) Preference	5
Total	**105**

After the initial scoring, the Committee found that AECOM and WSP were in the competitive range and were the two highest-ranked firms. The Committee determined that both firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. Both AECOM and WSP claimed and were awarded the SBE preference points.

Staff successfully negotiated contract terms, including rates, with both firms. Staff conducted a price analysis and determined the negotiated rates to be fair, reasonable, and consistent with those charged for similar services in the Bay Area.

The firms will be engaged on an as-needed basis through the WDs to perform specific tasks for the District. Specific deliverables will be set forth in each WD. Award of the proposed contracts will not obligate the District to procure any specific level of effort from either of the selected firms.

Prepared By:	Pooja Mehra	Procurement Administrator II	650-551-6114
	Bo Baney	Manager, Environmental and Sustainability Planning	650-508-7792

Resolution No. 2026-

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

*** * ***

Awarding Contracts to AECOM Technical Services, Inc. and WSP USA, Inc. for On-Call Environmental Planning, Permitting and Support Services for an Aggregate Not-To-Exceed Amount of $11.1 Million for a Five-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-to-Exceed Amount of $877,500 per Option Year, for an Aggregate Not-To-Exceed Amount of $12.9 Million

Whereas, the San Mateo County Transit District (District) requires qualified, experienced firms to perform environmental planning, permitting and support services (Services) on an as-needed basis to support environmental clearance, technical studies and scoping, regulatory compliance and permitting, sustainability reporting, vulnerability assessments and resiliency planning, habitat restoration and monitoring, and interagency coordination; and

Whereas, on June 26,2026, the District issued Request for Proposals (RFP) 27-S-S-002 for the Services; and

Whereas, sixty vendors downloaded the RFP, and the District received four proposals from the following: AECOM Technical Services, Inc. (AECOM) of Oakland, California; Placeworks, Inc. of Berkeley, California; UltraSystems Environmental Inc. of Irvine, California; and WSP USA, Inc. of San Francisco, California (WSP); and

Whereas, a Selection Committee (Committee), composed of District staff, reviewed, evaluated, scored and ranked the proposals in accordance with the evaluation criteria set forth in the RFP and found that AECOM and WSP were in the competitive range and were the highest-ranked firms; and

Whereas, the Committee determined that both firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents; and

Whereas, staff successfully negotiated contract terms, including rates, with both firms; and

Whereas, staff conducted a price analysis and determined the negotiated rates to be fair, reasonable, and consistent with those charged for similar services in the Bay Area; and

Whereas, staff have reviewed the proposals from AECOM and WSP, and determined that the proposals comply with the RFP requirements; and

Whereas, staff recommend that the Board of Directors (Board) award contracts to AECOM and WSP to provide the Services for an aggregate not-to-exceed amount of $11.1 million for a five-year base term, with up to two one-year option terms for an additional not-to-exceed amount of $877,500 per option year, for an aggregate not-to-exceed amount of $12.9 million.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards contracts for on-call environmental planning, permitting and support services to AECOM Technical Services, Inc. and WSP USA, Inc. for an aggregate not to exceed amount of $11.1 million for a five-year base term, with up to two one-year option terms for an additional not-to-exceed amount of $877,500 per option year, for an aggregate not-to-exceed amount of $12.9 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 AECOM and WSP in full conformity with the

terms and conditions set forth in the solicitation documents and negotiated agreements, and in forms approved by legal counsel; and

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

Regularly passed and adopted this 4th day of November, 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

samTrans

On-Call Environmental Planning, Permitting and Support Services

Kevin Yin, Director, Contracts and Procurement
Bo Baney, Manager, Environmental & Sustainability Planning
November 4, 2026

Executive Summary

- Seeking Board action to approve a new Environmental Planning, Permitting and Support Service On-Call consultant contract
  - Contract directly supports state of good repair (SOGR) program, timely delivery of priority capital projects, ongoing compliance and sustainability efforts

Why an On-Call Contract

Agility and speed

Benefit: Enables quick response to SamTrans' environmental planning and clearance needs without long procurement process for individual projects

Better workload management

Benefit: Multiple consultants can work in parallel and handle large scale projects

Pricing stability and cost management

Benefit: Locked-in consultant rates for the duration of the contract

Simplified administration and procurement

Benefit: Reduces administrative workload, enabling staff to focus on delivering high-quality environmental and sustainability outcomes

How We Use Environmental On-Call: Capital Project Example

Infrastructure-led capital project - assess project timing, impacts, and permitting needs

Estimate project costs → include in biennial budget process approved by Board

Check contract capacity → ensure sufficient capacity for planned projects

If budget approved and contract capacity allows, request and approve consultant work directive

Create purchase order and pay for project costs

Previous Contract: FY 2019-2026 Usage and Spend on SamTrans

- **Term:** Five base years + two one-year extensions = seven years
- **SamTrans contract capacity:** $6 million
- **Projects delivered:** 33 projects completed
- **Total contract capacity used:** $4.3 million (71.5% of contract capacity)
- **Average annual spend:** ~$612,500/year overall; ~$735,000 in last two years due to increased project volume and complexity (zero emission transition; North Base)

New Contract: FY 2027-2034 Cost and Scope

Contract term: five base years + two one-year extensions = seven years

Contract capacity: Base of $11.1 million (an increase from previous contract capacity of $6 million), due to:

- Changes in market rates and conditions
- Significant increase in capital projects & environmental clearance needs, including complex projects:
  - North Base near- and long-term sea level rise projects (env. studies, CEQA/NEPA, permitting)
  - Dumbarton Busway - environmental review and clearance

New Contract: Example Planned Projects

Recurring

- Annual Sustainability Support
- Annual Environmental Review & Compliance
- Facilities Stormwater Management, Other Compliance

Future

- NB Long-Term sea level rise environmental clearance
- Dumbarton Busway environmental review and clearance
- SamTrans Climate Vulnerability Adaptation Plan

Environmental Planning On-Call Benefits the Whole Organization

Infrastructure

- Capital project delivery
- Critical North Base projects: Building 200, Sea Level Rise Mitigation

Facilities

- Ongoing environmental compliance
- Routine maintenance and repair projects, SOGR

Planning

- Comprehensive Operational Analysis (Reimagine SamTrans)
- Dumbarton Busway Feasibility Study

Agency Priorities

- Advancing sustainability initiatives – Strategic Plan core value
- Assess and improve resiliency
- Deliver ZE transition program

Contract flexibility enables rapid response to varied agency needs

Solicitation Process

- On June 26, 2026, the District issued a Request for Proposals for On-Call Environmental Planning, Permitting and Support Services
- The RFP was advertised on the Agencies' eProcurement website
- 60 vendors downloaded the RFP
- In response to the RFP, the Agencies received four proposals
- Staff determined all four proposals were responsive to the requirements of the RFP

Solicitation Process (cont.)

- A Selection Committee, composed of District staff, reviewed, evaluated, scored, and ranked these proposals in accordance with the evaluation criteria set forth in the RFP. The highest ranked firms were:
  - **AECOM** Technical Services, Inc. of Oakland, California
  - **WSP** USA, Inc. of San Francisco, California
- The Committee determined that the above two firms possess the requisite experience and qualifications required for successful performance of the services as defined in the solicitation documents

Price Analysis

Staff conducted a price analysis and determined the negotiated rates from these firms to be fair, reasonable, and consistent with those charged for similar services in the Bay Area

Budget Impact

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

Issuance of Work Directives

Staff will issue Work Directives (WD) on an as-needed basis. Award of these contracts will not obligate the District to purchase any specific level of service from any particular firm, but provides a flexible tool to meet the District's evolving needs. Any WDs issued under this contract must be included in the approved budget.

Proposed Actions

1. **Award a bench of contracts** to the following firms to provide **On-Call Environmental Planning, Permitting and Support Services for a five-year base term, with two additional one-year option terms** for an aggregate not-to-exceed amount of **$12.9 million** to be shared amongst:
    - **AECOM** Technical Services, Inc. of Oakland, California
    - **WSP** USA, Inc. of San Francisco, California
2. **Authorize the General Manager/CEO** or designee to **execute contracts** with each of the above firms in full conformity with the RFP and negotiated agreements, and in forms approved by legal counsel.
3. **Authorize the General Manager/CEO** or designee to **exercise up to two one-year option terms**, if in the best interest of the District

Next Steps

- Board review and approval
- District and selected consultants sign contracts
- Implement FY27 and beyond environmental planning, permitting and support projects

Thank You

Questions: yink@samtrans.com or baneyb@samtrans.com

San Mateo County Transit District
Staff Report

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

David Olmeda, Chief Operating Officer, Bus Operations

Subject: **Awarding a Contract to Stronger Building Services for the North Base Electric Vehicle Charging Project for a Total Amount of $1,248,000, with a Contract Option for an Additional $84,000**

Action

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

1. Award a contract to the lowest responsive and responsible bidder, Stronger Building Services of San Leandro, California (SBS), for the North Base Electric Vehicle (EV) Charging Project (Project) for a total amount of $1,248,000, with a contract option for an additional $84,000.

2. Authorize the General Manager/CEO or designee to execute a contract with SBS in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel.

3. Authorize the General Manager/CEO or designee to exercise a contract option for SBS to utilize open trench conduit installation (rather than directional boring and conduit installation), if in the best interest of the District.

Significance

This Project will provide the District with a dedicated Pacific Gas and Electric Company (PG&E) meter for EV charging at the North Base Operation and Maintenance Facility, enabling the District to take advantage of reduced EV charging rates and lower operating costs. In addition, the Project qualifies for PG&E's EV Fleet Electrification Program, under which PG&E will install the electrical infrastructure required to serve the new meter at no cost to the District. PG&E will also provide the District with rebates for ten Battery Electric Buses and five medium-duty electric vehicles, further reducing the overall cost of transitioning to an electric fleet.

The Project includes the installation of a 3000-ampere ("3000A" or "3000-amp") switchgear dedicated to serving the existing ten chargers and dispensers, three new ChargePoint Dual Port chargers, dispensers for up to six EVs for the maintenance EV fleet, and future conduits for EV fleet growth at North Base.

Budget Impact

The North Base Power Resilience and Electric Vehicle Charging Project was initially funded with $1,080,000 in savings from Measure W-funded projects. The Board subsequently approved an additional $9,500,000 through the Fiscal Year 2026 and 2027 Budget Amendment, funded by the Measure W set-aside identified in the 10-Year Capital Improvement Plan, increasing the total project budget to $10,580,000. The Project is included within the North Base Power Resilience and Electric Vehicle Charging Project's scope, which has sufficient budget capacity to support the proposed contract.

Background

On August 13, 2026, the District issued Invitation for Bids (IFB) 27-S-C-007. The solicitation was advertised in a newspaper for general circulation and posted on the District's e-procurement portal. As part of its outreach efforts, staff sent an IFB Notice Inviting Bids to various Bay Area Builder Exchange groups. The District applied a Small Business Enterprise (SBE) preference of five percent for any bidder that (1) is a certified SBE that commits to perform at least twenty percent of the contract with its own labor force, and/or (2) commits to subcontracting at least twenty percent of the net bid price with one or more certified SBEs.

The District held a public bid opening on September 22, 2026, and received four responsive bids as follows:

Company	Subtotal Amount (Anticipated Contract Amount)	Grand Total Bid Price	Five Percent SBE Preference Eligibility (Maximum $50,000)	Bid Amount with Five Percent SBE Preference Applied
Engineer's Estimate	**N/A**	**$1,767,700**	**N/A**	**N/A**
Stronger Building Services	$1,248,000	$1,632,200	-$50,000	$1,582,200
Re-Gen Electric, Inc.	$1,518,975	$1,738,225	-$50,000	$1,688,225
SCC Electric Inc.	$1,645,000	$1,845,000	-$50,000	$1,795,000
Guerra Construction Group	$1,677,482	$1,887,847	N/A	$1,887,847

The IFB established that the Grand Total Bid Price, which included an optional line item, would be the basis for determining the lowest responsive and responsible bidder, but the contract would be awarded for the Subtotal Amount. This is because the IFB included a line item for directional boring and conduit installation (Bid Item 6). However, directional boring may not be feasible at the Project site due to space constraints, so the IFB asked for alternative pricing for

an optional bid item (Bid Item C-1) for open trench conduit installation in lieu of directional boring. The District will not know if directional boring is feasible until after the work commences. In order to obtain firm pricing for the work at the outset of the Project, the IFB asked for pricing for both types of conduit installation methods. In SBS's bid, the difference in price between Bid Item 6 and Bid Item C-1 is $84,000. Bid Item 6 and Bid Item C-1 are mutually exclusive, and the District has unilateral discretion to select the installation method depending on whether directional boring is feasible or not.

Staff reviewed the bids for responsiveness and determined that all four were responsive to the IFB requirements. SBS, Re-Gen Electric, Inc., and SCC Electric Inc. are certified SBEs and received the five percent SBE preference, which is capped at $50,000. The ranking of the lowest bidder before and after the SBE preference remained the same. SBS's total bid price was approximately eight percent below the engineer's estimate, and is within the District's estimated range for the Project. Staff conducted a price analysis and determined that SBS's prices are fair, reasonable, and competitive compared to previously procured similar services, market rates, and to the engineer's estimate. Staff and legal counsel reviewed the bid submittal from SBS and determined it meets the requirements of the IFB.

Staff conducted reference checks and determined that SBS is an established contractor with 15 years of experience satisfactorily completing similar projects, provides quality work, and is responsive to time-sensitive requests. Based upon these findings, staff concludes that SBS is appropriately qualified and capable of meeting the requirements of the contract and is therefore the lowest responsive and responsible bidder.

Prepared By:	Emely Balingit	Procurement Administrator II	650-647-3068
	Lisha Mai	Program Manager, Infrastructure	650-508-6353

Resolution No. 2026-

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

*** * ***

Awarding a Contract to Stronger Building Services for the North Base Electric Vehicle Charging Project for a Total Amount of $1,248,000, with a Contract Option for an Additional $84,000

Whereas, on August 13, 2026, the San Mateo County Transit District (District) issued Invitation for Bids (IFB) 27-S-C-007 for the North Base Electric Vehicle (EV) Charging Project (Project); and

Whereas, the Project will provide the District with a dedicated Pacific Gas and Electric Company (PG&E) meter for EV charging at the District's North Base Operation and Maintenance Facility and includes installation of a 3000-ampere ("3000A" or "3000amp") switchgear dedicated to:

- 10 existing EV chargers and dispensers,
- Three new ChargePoint Dual Port chargers and dispensers for up to six EVs in District's maintenance fleet, and
- Future conduits for EV growth at North Base; and

Whereas, the District conducted outreach through direct emails to trade journals, advertised the IFB in a newspaper of general circulation, and posted the IFB on the District's electronic procurement (e-procurement) website; and

Whereas, in response to the IFB, the District received four bids; and

Whereas, staff reviewed the bids and determined that all four bids were responsive to the IFB requirements; and

Whereas, three of the bidders were certified by the State of California as Small Business Enterprises (SBEs) and received the five percent SBE preference; and

Whereas, staff determined that Stronger Building Services (SBS) of San Leandro, California, submitted the lowest responsive bid and is a responsible bidder, and

Whereas, staff and legal counsel reviewed SBS's bid submittal and determined that it meets the requirements of the solicitation documents; and

Whereas, staff conducted a price analysis and determined the bid submitted by SBS to be fair and reasonable in comparison to previously procured similar services, market rates, and the engineer's estimate; and

Whereas, the District desires to award a contract to SBS in the amount of $1,248,000, with the understanding that the Project will require the District to direct SBS to undertake either:

1. Directional boring and conduit installation (consistent with Bid Item 6, at a cost of $300,000), or
2. Open trench conduit installation (consistent with optional Bid Item C-1, at a cost of $384,000), if directional boring is found to be infeasible due to space constraints; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to SBS for the Project for a total amount of $1,248,000, with a contract option for SBS to utilize an open trench conduit installation procedure for an additional cost of $84,000.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District awards a contract to Stronger Building Services of San Leandro, California, for

the North Base Electric Vehicle Charging Project for a total amount of $1,248,000, with a contract option for an additional $84,000; 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 SBS in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise a contract option for SBS to utilize open trench conduit installation (rather than directional boring and conduit installation), if in the best interest of the District.

Regularly passed and adopted this 4th day of November, 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

NB Electric Vehicle Charging Project

November 4, 2026

Proposed Actions

1. **Award a contract to Stronger Building Services**, for the **North Base Electric Vehicle (EV) Charging Project (Project)** for a total amount of **$1,248,000**, with a **contract option** for an additional **$84,000**
2. **Authorize the General Manager/CEO** or designee to **execute a contract** with SBS in full conformity with the terms and conditions of the IFB, and in a form approved by legal counsel
3. **Authorize the General Manager/CEO** or designee to **execute a contract option**, if in the best interest of the District

Contract Goal

To provide the District with a dedicated PG&E meter for EV charging at the North Base Operation and Maintenance Facility, enabling the District to take advantage of reduced EV charging rates and lower operating costs.

Solicitation Process

- On August 13, 2026, the District issued an Invitation for Bids for North Base Electric Vehicle Charging Project
- The IFB was posted on the Agencies' eProcurement website, advertised in the newspaper, and outreached to various Bay Area Builder Exchange groups
- In response to the IFB, the District received four responsive bids
- After application of the SBE preference, Stronger Building Services still has the lowest responsive bid

Solicitation Process (cont…)

- Staff conducted reference checks and determine that SBS is an established contractor with 15 years of experience satisfactorily completing similar projects, provides quality work, and is responsive to time-sensitive requests

- Staff determined that Stronger Building Services is a responsible bidder

Budget Impact

- Staff conducted a price analysis and determine that SBS's prices are fair, reasonable, and competitive compared to previously procured similar services, market rates, and to the engineer's estimate.

- This Project is included within the North Base Power Resilience and Electric Vehicle Charging Project's scope, which has sufficient budget capacity to support the proposed contract

Proposed Motions

1. **Award a contract to Stronger Building Services**, for the **North Base Electric Vehicle (EV) Charging Project (Project)** for a total amount of **$1,248,000**, with a **contract option** for an additional **$84,000**
2. **Authorize the General Manager/CEO** or designee to **execute a contract** with SBS in full conformity with the terms and conditions of the IFB, and in a form approved by legal counsel
3. **Authorize the General Manager/CEO** or designee to **execute a contract option**, if in the best interest of the District

Thank You

San Mateo County Transit District
Staff Report

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Chris Andrichak, Chief Financial Officer

Subject: **Amending to Increase the Fiscal Year 2027 Operating Budget by $13,923,818 for a Revised Budget of $357,271,877**

Action

Staff proposes that the Finance Committee recommend the Board of Directors (Board) for the San Mateo County Transit District (District) amend the Fiscal Year 2027 (FY27) Operating Budget, adopted on June 4, 2025, to reflect a total budget of $357,271,877, an increase of $13,923,818 over the FY27 Adopted budget of $343,348,060 as presented in Attachment A: FY27 Revised Operating Budget.

Significance

Approval of the proposed amendment will provide staff with the necessary budget authority to support the District's full-year operations and implement the FY27 Operating Budget in alignment with current business needs and financial conditions. The proposed amendment:

- Aligns budget authority with the District's current operating requirements
- Provides sufficient resources to support planned services and operations through the remainder of FY27
- Incorporates material changes to sources and uses that require adjustment to the Board-adopted budget.

Background

On June 4, 2025, the Board adopted the District's FY26 and FY27 Biennial Operating Budget. The FY27 budget was developed more than a year in advance of the fiscal year and reflected the economic outlook, service plan, and operating assumptions available at the time. Given uncertainty surrounding inflation, tariffs and federal policy, interest rates, and other economic conditions, the Adopted Budget incorporated conservative assumptions for several key sources and uses.

Partway through the second year of the two-year budget cycle, the District now has more up-to-date financial and operational data to evaluate those assumptions. Economic activity and consumer spending remained more resilient than anticipated, contributing to stronger sales tax

receipts, while investment earnings benefited from interest rates and investment balances that exceeded assumptions incorporated into the FY27 Adopted Operating Budget (referred to herein as "Adopted Budget"). At the same time, fuel and energy markets have remained volatile amid broader economic and geopolitical conditions, resulting in continued cost pressures.

The District's operating requirements have also continued to evolve. As Reimagine SamTrans service changes have been implemented and refined, there have been adjustments to service delivery and the staffing and coverage needed to maintain service levels. The proposed FY27 Revised Operating Budget reflects these evolving requirements through updated operator staffing, overtime assumptions, and contracted service levels. Fleet utilization has also evolved as the District continues its transition to zero-emission buses while maintaining sufficient fleet capacity to reliably deliver service. Continued reliance on the existing diesel fleet, together with maintenance and training needs associated with new zero-emission bus technology, has resulted in updated maintenance, staffing, fuel, and energy assumptions.

Other conditions have also changed since adoption, including the anticipated timing of the Millbrae District Headquarters (DHQ) acquisition and related financing. The proposed FY27 Revised Operating Budget incorporates these developments in FY26, executed Board approved contracts, and the latest available economic and operating information to better align the budget with current expectations for the remainder of FY27 while maintaining a prudent outlook where uncertainty remains.

Proposed FY27 Revised Operating Budget (Changes from the Adopted Budget)
The proposed FY27 Revised Operating Budget incorporates updated revenue projections and operating requirements that have resulted in increases to both projected operating sources and uses.

Projected operating sources have increased by $14.7 million or 4.3 percent (%), primarily reflecting higher sales tax receipts, interest earnings, and operating grants. These increases reflect stronger revenue trends and updated projections compared with the assumptions incorporated into the Adopted Budget.

Projected operating uses have increased by $13.9 million or 4.1%. The increase is primarily driven by higher labor and purchased transportation costs associated with the Reimagine SamTrans service requirement; maintenance and training needed to sustain the existing diesel fleet and support the transition to zero-emission bus technology; lease and rent costs associated with the updated timeline for acquisition of DHQ; and higher fuel and energy costs.

The proposed FY27 Revised Operating Budget results in a projected deficit of $3.6 million, a decrease of $0.8 million from the $4.4 million deficit in the Adopted Budget. Staff recommend using available prior-year surpluses and Measure W funds to balance the FY27 Revised Operating Budget.

Proposed Changes to the Adopted Budget

$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
Sources	339.0	353.7	14.7	4.3%
Uses	343.4	357.3	13.9	4.1%
SURPLUS/(DEFICIT)	**(4.4)**	**(3.6)**	**0.8**	**(17.5%)**
Draw from Prior Years' Measure W	2.0	2.0	0.0	0.0%
Draw from Prior Years' Surpluses	2.4	1.6	(0.8)	(32.2%)
ADJUSTED SURPLUS/(DEFICIT)	**0.0**	**0.0**	**0.0**	**0.0%**

Sources:
The proposed FY27 Revised Operating Budget reflects a $14.7 million increase in operating sources compared with the Adopted Budget. The following sections summarize the major changes by financial statement line as referenced in Attachment A.

Sources: Changes from the Adopted Budget

$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
Passenger Fares	13.6	12.7	(0.9)	(6.4%)
Agency Indirect Administration Recovery	39.0	39.0	0.0	0.0%
Investment Income	17.2	20.2	3.0	17.4%
State Transit Assistance (STA)/Transit Development Act (TDA), Operating Grants and Other	90.9	95.8	4.9	5.4%
Prop A and Measure W Sales Taxes	178.3	186.0	7.7	4.3%
Total Sources	**339.0**	**353.7**	**14.7**	**4.3%**

Note: Dollar amounts presented in millions are rounded independently and may not reconcile due to rounding.

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 proposed FY27 Revised Operating Budget includes fare projections at $12.7 million, a reduction of $0.9 million or 6.4% compared to the Adopted Budget. This decrease is primarily driven by a shift from direct passenger fares (from Clipper and the farebox) to regional programs and discounts that show up as grant reimbursements. Preliminary analysis shows that combined fare revenue is down less than 1%, which itself may be attributable to the share of the discount the District shoulders. Examples of this shift are Clipper START and Regional Early Action Plan (REAP) reimbursements ($0.3 million) to Operating Grants (line 14), regional inter-agency discounted transfers on Next Generation Clipper (NGC), and BayPass revenue. Staff will continue to monitor this shift as the transition to NGC continues.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
2	Passenger Fares	13.6	12.7	(0.9)	(6.4%)

Investment Interest Income (Line 4)
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 proposed FY27 Revised Operating Budget is $20.2 million, which is $3.0 million or 17.4% higher than the Adopted Budget. This increase reflects a higher projected weighted-average interest rate of 3.4%, compared with the 3.3% assumption used in the Adopted Budget, as well as higher projected average investment balances. The revised estimate incorporates current and conservative assessment of expected investment yields and market conditions.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
4	Investment Interest Income	17.2	20.2	3.0	17.4%

Operating Assistance

Prop A Sales Tax (line 10)
Prop A Sales Tax is the District's permanent half-cent sales tax that provides funding for transit operations, capital programs, and debt service. It serves as a major source of local revenue supporting the District's ongoing operations.

The proposed FY27 Revised Operating Budget includes $124.1 million in sales tax revenue, an increase of $5.2 million or 4.4% compared to the Adopted Budget. The increase reflects stronger-than-anticipated economic activity and resilient consumer spending compared with the assumptions incorporated in the Adopted Budget. The revised estimate, while an increase to budget, is relatively flat to FY26 actuals. FY26 sales tax growth included significant one-time economic activity (Fédération Internationale de Football Association/FIFA World Cup-related activity, artificial intelligence (AI) expansion, and medical/biotechnology investments) that are not expected to continue at the same levels.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
10	Prop A Sales Tax	118.9	124.1	5.2	4.4%

Measure W Sales Tax (Line 11)

Measure W is a 30-year half-cent sales tax approved by the voters in 2018. Half of the proceeds are available for use by the District and the other half is administered by the San Mateo County Transportation Authority (SMCTA). The District's share supports eligible operating programs and services, including Reimagine SamTrans initiatives, Paratransit, and other transit improvements.

The proposed FY27 Revised Operating Budget is $61.9 million, an increase of $2.4 million or 4.1% compared to the Adopted Budget. Projections for the Measure W Sales Tax rely on the same assumptions applied to the Prop A Sales Tax in Line 10 above.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
11	Measure W Sales Tax	59.4	61.9	2.4	4.1%

Operating Grants (Line 14)

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 bridge-toll revenue, STA lifeline funds and other discretionary grants.

The proposed FY27 Revised Operating Budget is $5.3 million, an increase of $3.3 million or 166.5% compared to the Adopted Budget. The increase primarily reflects:

- New SMCTA Regional Transportation Connections (RTC) grants awarded for:
    - Ride Plus - $2.5 million
    - Route EPX - $0.9 million
    - First and Last Mile Plan - $0.5 million
- Reclassification of Clipper START and REAP reimbursements from Passenger Fares Line 2) - $0.3 million
- Offset by the transfer of a grant funded planning project from the operating budget to the capital budget ($0.9 million)

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
14	Operating Grants	2.0	5.3	3.3	166.5%

Americans With Disabilities Act (ADA) Operating Assistance

SMCTA Measure A Redi-Wheels (Line 19)
In 2004, the voters of San Mateo County approved a ballot measure known as Measure A to authorize continuation of a half cent sales tax to fund local transportation projects. In accordance with the voter approved Measure A Transportation Expenditure Plan, SMCTA contributes 4% of its Measure A sales tax revenues to projects assisting people with special mobility needs.

The proposed FY27 Revised Operating Budget is $7.1 million, an increase of $2.4 million or 49.7% compared to the Adopted Budget. The increase primarily reflects a one-time recognition of previously deferred Measure A Redi-Wheels revenue from FY18 through FY25, along with an updated FY27 revenue projection based on current sales tax estimates.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
19	SMCTA Measure A Redi-Wheels	4.8	7.1	2.4	49.7%

Multi-Modal Transit Program Operating Assistance

Employer SamTrans Shuttle Funds (Line 24)
The shuttle program provides free commute-hour rides to employees traveling from Bay Area Rapid Transit (BART) and Caltrain stations to local employer facilities. The cost of operating the shuttles is shared with Commute.org and participating partners.

The proposed FY27 Revised Operating Budget is $8.1 million, a decrease of $0.8 million or 9% as compared to the Adopted Budget. The decrease aligns reimbursement revenue with the revised Shuttle operating expense projection in Line 36.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
24	Employer SamTrans Shuttle Funds	8.9	8.1	(0.8)	(9.0%)

Uses:
The proposed FY27 Revised Operating Budget reflects a $13.9 million increase in operating uses compared with the Adopted Budget. The following sections summarize the major changes by financial statement line as referenced in Attachment A.

Uses: Proposed Changes from the Adopted Budget

$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
Operating Expenses	**313.3**	**327.2**	**13.9**	**4.4%**
Labor	148.0	152.4	4.4	3.0%
Purchased Transportation	69.1	70.4	1.3	1.9%
Contracted Services	36.9	38.0	1.1	2.9%
Materials and Supplies	15.5	17.7	2.2	14.4%
Utilities	3.2	3.2	0.0	0.0%
Other	40.6	45.5	4.9	12.2%
Non-Operating Expenses	**30.1**	**30.1**	**0.0**	**0.0%**
Debt Service	26.0	26.0	0.0	0.0%
Allocation and Contribution	4.1	4.1	0.0	0.0%
Total Uses	**343.4**	**357.3**	**13.9**	**4.1%**

Labor

Wages and Benefits (Line 30)

Wages and benefits are budgeted based on positions authorized in the Salary Ordinance, current salary levels, and anticipated vacancy savings.

The proposed FY27 Revised Operating Budget includes $140.9 million for wages and benefits, an increase of $4.4 million or 3.2% compared to the Adopted Budget. The increase primarily reflects an increase in the number of bus operators from 322 to 331 due to less-than-estimated leave usage and overtime to support Reimagine SamTrans service level. In addition, there is an increase in mechanic overtime due to additional time spent on the transition to the zero emission buses and increased repairs on the aging diesel fleet.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
30	Wages and Benefits	136.5	140.9	4.4	3.2%

Purchased Transportation

Contracted Urban Bus (CUB) (Line 34)

This line covers costs associated with the CUB, Ride Plus Microtransit, Coastside, and SamCoast services. The proposed FY27 Revised Operating Budget includes $43.3 million, an increase of $3.8 million or 9.6% compared to the Adopted Budget. The increase primarily reflects updated service projections, including additional service miles and hours, while service rates remain unchanged.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
34	Contracted Urban Bus Service	39.5	43.3	3.8	9.6%

Contracted Americans with Disabilities Act (ADA) Programs (Line 35)
This line item supports Redi-Wheels service for older adults and riders with disabilities, ADA sedan and taxi services, and Coastside ADA service. The proposed FY27 Revised Operating Budget includes $18.7 million, a decrease of $1.7 million or 8.3% compared to the Adopted Budget. The decrease reflects updated service-hour projections and executed rates under the new contract, while the Adopted Budget was based on preliminary estimates prior to contract finalization.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
35	Contracted Americans with Disability Act Programs	20.4	18.7	(1.7)	(8.3%)

Contracted Multi-Modal Transit Programs – Shuttles (Line 36)
This line item supports contracted shuttle services that provide free, commute-hour connections between BART and Caltrain stations and local employer sites. The proposed FY27 Revised Operating Budget includes $8.4 million, a decrease of $0.8 million or 8.8% compared to the Adopted Budget. The decrease reflects updated service-hour projections based on expected operations, rather than the full contract value assumed in the Adopted Budget.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
36	Contracted Multi-Modal Transit Programs	9.2	8.4	(0.8)	(8.8%)

Contracted Services

Vehicle Maintenance (Contracted) (Line 39)
This category includes contracted services supporting bus operations and vehicle maintenance, such as towing, welding, seat repairs, oil analysis, rolling stock repairs, required bus services, and related work. The proposed FY27 Revised Operating Budget includes $1.3 million, an increase of $0.4 million or 45.9% compared to the Adopted Budget. The increase primarily reflects bus repainting costs deferred from FY26, as increased service requirements and continued reliance on the existing diesel fleet due to the timing of zero-emission bus procurement limited the availability of buses to be removed from service for repainting.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
39	Vehicle Maintenance (Contracted)	0.9	1.3	0.4	45.9%

Professional Services (Line 41)
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.

The proposed FY27 Revised Operating Budget includes $10.5 million, an increase of $0.6 million or 5.9% compared to the Adopted Budget. The increase primarily reflects:

- $0.3 million in leasing commissions for new DHQ retail space, which is expected to generate future rental income;
- $0.5 million for the SMCTA RTC grant funded First and Last Mile project; and
- $0.6 million for increases in legal services and audit costs.

These increases are partially offset by the transfer of a $1 million grant funded planning project from the operating to capital budget, consistent with the corresponding reduction in operating grants (Line 14).

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
41	Professional Services	10.0	10.5	0.6	5.9%

Technical Services (Line 42)
Technical Services include costs associated with the maintenance, support, and licensing of critical technology systems across the District.

The proposed FY27 Revised Operating Budget includes $7.9 million, an increase of $0.1 million or 1.2% compared to the Adopted Budget. The increase primarily reflects new subscription costs for DriveCam technology. The Board approved installation of DriveCam on all 235 fixed-route buses in March 2026, after adoption of the FY27 budget.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
42	Technical Services	7.8	7.9	0.1	1.2%

Materials and Supplies

Bus Fuel and Energy (Line 48)

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.

The proposed FY27 Revised Operating Budget is $11.4 million, an increase of $2.2 million or 23.6% over the Adopted budget. The increase is driven by higher diesel prices, fuel taxes, and electricity rates, with diesel cost per gallon increasing to $4.22 compared to the $3.21 per gallon assumed in the Adopted Budget. Fuel and energy cost increases reflect both volatility in energy markets and the continued operational reliance on the diesel fleet during the transition to zero-emission technology.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
48	Bus Fuel and Energy	9.2	11.4	2.2	23.6%

	FY27 Adopted	FY27 Revised
Projected Miles	5,137,206	6,513,106
Diesel Fleet Counts	148	176
Price / Gallon	$ 3.21	$ 4.22
Projected Fuel Consumption - Total Gallons	1,307,066	1,657,279
Diesel Fuel Cost	$ 4,195,681	$ 6,993,717
Hedging	$ 10,000	$ 10,000
Total Diesel Cost	$ 4,205,690	$ 7,003,726
Projected Miles	1,602,640	231,888
FCEB Counts	38	8
Projected Miles/kg	8.80	8.80
Projected Price/kg	$ 9.01	$ 8.75
FCEB Fuel Loss	$ 98,687	$ 108,611
Total Hydrogen Cost	$ 1,740,030	$ 339,184
Projected Miles	1,116,100	845,258
BEB Counts	33	28
Projected kWh/miles	2.10	2.10
Projected Price/kWh	$ 0.36	$ 0.58
Total Electricity Cost	$ 845,430	$ 1,027,077
Gasoline	$ 1,602,200	$ 1,602,200
Oil and Lubricants	$ 298,537	$ 298,537
Taxes	$ 514,674	$ 1,110,607
Total Bus Energy Cost	$ 9,206,562	$ 11,381,331
Total Projected Miles	7,855,946	7,590,252
Total Fleet	219	212

Office Supplies / Printing (Line 51)
This line item includes office furniture, computer equipment, training-related printing, reference materials, payroll supplies, and other general office supplies.

The proposed FY27 Revised Operating Budget includes $0.9 million, an increase of $0.1 million or 6.6% compared to the Adopted Budget. The increase primarily reflects updated printing requirements for public outreach and customer information materials, including brochures, signage, Rider's Digests, system maps, and revised printed timetables.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
51	Office Supplies / Printing	0.8	0.9	0.1	6.6%

Other

Insurance (Line 59)
This line item includes general insurance costs, such as premiums, deductibles, claims-adjustment fees, broker fees, and other related expenses. The proposed FY27 Revised Operating Budget is $5 million, an increase of $0.3 million or 7.2% compared to the Adopted Budget, reflective of actual insurance premiums approved by the Board in August 2026, post budget adoption.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
59	Insurance	4.7	5.0	0.3	7.2%

Contracted Urban Bus (CUB) Insurance (Line 60)
Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs specific to the CUB services. The proposed FY27 Revised Operating Budget is $2.3 million, an increase of $0.2 million or 10.7% compared to the Adopted Budget, reflective of actual insurance premiums approved by the Board in August 2026, post budget adoption.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
60	Contracted Urban Bus (CUB) Insurance	2.1	2.3	0.2	10.7%

Americans with Disabilities Act Insurance (Line 61)
Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs specific to the ADA related services. The proposed FY27 Revised Operating Budget is $2 million, an increase of $0.2 million or 9.4% compared to the Adopted budget, reflective of actual insurance premiums approved by the Board in August 2026, post budget adoption.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
61	Americans with Disabilities Act Insurance	1.9	2.0	0.2	9.4%

Leases and Rentals (Line 67)
This line item includes lease and rental costs for the DHQ, the associated BART ground lease, and portable restrooms at bus layover locations in Daly City, Pacifica, San Carlos, and Palo Alto. The proposed FY27 Revised Operating Budget includes $8.9 million, an increase of $4.2 million or 89% compared to the Adopted Budget. The increase primarily reflects:

- $2.5 million for three additional months of the DHQ base rent due to the updated acquisition timeline; and
- $1.4 million for tenant common-area and direct expenses not assumed in the Adopted Budget.

	$ In Millions	FY27 ADOPTED BUDGET	FY27 REVISED BUDGET	$ CHANGE	% CHANGE
67	Leases and Rentals	4.7	8.9	4.2	89.0%

Surplus / Deficit (Line 86):
The FY27 projected deficit is $3.6 million, which is $0.8 million less than the Adopted Budget of $4.4 million. This change reduces the amount of prior-year surplus needed to balance the budget. Staff recommend using available prior-years' surpluses and Measure W funds to balance the FY27 Revised Operating Budget.

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Resolution No. 2026-

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

*** * ***

Amending to Increase the Fiscal Year 2027 Operating Budget by $13,923,818 for a Revised Budget of $357,271,877

Whereas, Section 103141(b) of the California Public Utilities Code requires the Board of Directors (Board) to adopt an annual budget for the San Mateo County Transit District (District); and

Whereas, on June 4, 2025, pursuant to Resolution No. 2025-27, the Board adopted the Fiscal Year 2026 and 2027 Operating Budgets in the amounts of $329,218,928 and $343,348,060, respectively; and

Whereas, staff now recommends that the Board increase the Fiscal Year 2027 Operating Budget by $13,923,818, from $343,348,060 to $357,271,877.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby amends the Fiscal Year 2027 Operating Budget to increase it by $13,923,818, from $343,348,060 to $357,271,877, as detailed in Attachment A; and

Be It Further Resolved that the General Manager/CEO or designee is authorized to take any actions and execute any documents necessary to give effect to this resolution and implement the Fiscal Year 2027 Operating Budget Amendment.

Regularly passed and adopted this 4th day of November, 2026 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

ATTACHMENT A

SAN MATEO COUNTY TRANSIT DISTRICT
FISCAL YEAR 2027 REVISED BUDGET

		FY27 ADOPTED BUDGET A	FY27 REVISED BUDGET B	$ CHANGE C -= B - A	% CHANGE D = C / A
1	**SOURCES**				
2	Passenger Fares	13,569,962	12,706,723	(863,239)	(6.4%)
3	Rental Income	4,077,565	4,077,565	-	0.0%
4	Investment Interest Income	17,210,620	20,207,182	2,996,562	17.4%
5	Advertising Income	687,500	687,500	-	0.0%
6	Other Income	444,503	444,503	-	0.0%
7	Agency Indirect Administration Recovery	38,998,887	38,998,887	-	0.0%
8	**Subtotal: Operating Revenue**	**74,989,037**	**77,122,360**	**2,133,323**	**2.8%**
9					0.0%
10	Prop A Sales Tax	118,889,000	124,138,000	5,249,000	4.4%
11	Measure W Sales Tax	59,444,500	61,875,000	2,430,500	4.1%
12	Transportation Development Act (TDA) Transit Fund	51,792,728	51,792,728	-	0.0%
13	State Transit Assistance (STA)	9,330,152	9,330,152	-	0.0%
14	Operating Grants	1,996,750	5,320,568	3,323,818	166.5%
15	**Subtotal: Operating Assistance**	**241,453,130**	**252,456,448**	**11,003,318**	**4.6%**
16					0.0%
17	Transportation Development Act (TDA) 4.5 Redi-Wheels	2,725,933	2,725,933	-	0.0%
18	State Transit Assistance (STA) - Paratransit	1,011,412	1,011,412	-	0.0%
19	SMCTA Measure A Redi-Wheels	4,755,560	7,116,982	2,361,422	49.7%
20	Measure M Paratransit	1,200,000	1,200,000	-	0.0%
21	Operating Grants - Americans With Disabilities Act	3,909,111	3,909,111	-	0.0%
22	**Subtotal: Americans With Disabilities Act Operating Assistance**	**13,602,016**	**15,963,438**	**2,361,422**	**17.4%**
23					0.0%
24	Employer SamTrans Shuttle Funds	8,916,248	8,110,000	(806,248)	(9.0%)
25	**Subtotal: Multi-Modal Transit Program Operating Assistance**	**8,916,248**	**8,110,000**	**(806,248)**	**(9.0%)**
26					**0.0%**
	Due from PCJPB, SMCTA & SAMTR Capital W&B	-	-	-	0.0%
27	**TOTAL - SOURCES**	**338,960,431**	**353,652,246**	**14,691,815**	**4.3%**
28					0.0%
29	**USES**				0.0%
30	Wages & Benefits	136,491,450	140,884,803	4,393,353	3.2%
31	Indirect Admin and Overhead Costs - Labor	11,487,856	11,487,856	-	0.0%
32	**Subtotal: Labor**	**147,979,306**	**152,372,659**	**4,393,353**	**3.0%**
33					0.0%
34	Contracted Urban Bus Service	39,539,303	43,322,600	3,783,297	9.6%
35	Contracted Americans with Disabilities Act Programs	20,396,727	18,700,000	(1,696,727)	(8.3%)
36	Contracted Multi-Modal Transit Programs	9,206,248	8,400,000	(806,248)	(8.8%)
37	**Non-Labor Subtotal - Purchased Transportation**	**69,142,278**	**70,422,600**	**1,280,322**	**1.9%**
38					**0.0%**
39	Vehicle Maintenance (Contracted)	871,019	1,271,019	400,000	45.9%
40	Property Maintenance	4,616,434	4,616,434	-	0.0%
41	Professional Services	9,957,200	10,542,200	585,000	5.9%
42	Technical Services	7,786,464	7,877,464	91,000	1.2%
43	Security and Law Enforcement	7,962,078	7,962,078	-	0.0%
44	Ticketing and Fare Collection	1,393,840	1,393,840	-	0.0%
45	Other Services	4,293,490	4,293,490	-	0.0%
46	**Non-Labor Subtotal: Contracted Services**	**36,880,525**	**37,956,525**	**1,076,000**	**2.9%**
47					0.0%
48	Bus Fuel and Energy	9,206,561	11,381,331	2,174,770	23.6%
49	Bus Parts and Materials	4,797,885	4,797,885	-	0.0%
50	Uniforms and Bus Operator Expense	641,048	641,048	-	0.0%
51	Office Supplies / Printing	827,834	882,670	54,836	6.6%
52	**Non-Labor Subtotal: Materials & Supplies**	**15,473,328**	**17,702,934**	**2,229,606**	**14.4%**
53					0.0%
54	Telecommunication	920,900	920,900	-	0.0%
55	Other Utilities	2,271,782	2,271,782	-	0.0%
56	**Non-Labor Subtotal: Utilities**	**3,192,682**	**3,192,682**	**-**	**0.0%**
57					0.0%

ATTACHMENT A

SAN MATEO COUNTY TRANSIT DISTRICT
FISCAL YEAR 2027 REVISED BUDGET

		FY27 ADOPTED BUDGET A	FY27 REVISED BUDGET B	$ CHANGE C -= B - A	% CHANGE D = C / A
58	Workers Compensation	5,174,476	5,174,476	-	0.0%
59	Insurance	4,668,452	5,006,000	337,548	7.2%
60	Contracted Urban Bus (CUB) Insurance	2,110,000	2,335,000	225,000	10.7%
61	Americans With Disabilities Act Insurance	1,860,000	2,035,000	175,000	9.4%
62	Claims Reserves and Payments	4,625,000	4,625,000	-	0.0%
63	Contracted Urban Bus (CUB) Claims Reserves and Payments	-	-	-	0.0%
64	Americans with Disabilities Act Claims Reserves & Payments	-	-	-	0.0%
65	Promotional Advertising and Events	815,410	815,410	-	0.0%
66	Banking and Transaction Fees	521,700	521,700	-	0.0%
67	Leases and Rentals	4,725,573	8,932,561	4,206,988	89.0%
68	Employee Programs	1,490,175	1,490,175	-	0.0%
69	Training and Business Travel	1,039,684	1,039,684	-	0.0%
70	Dues and Membership	312,698	312,698	-	0.0%
71	Other Expenses	178,203	178,203	-	0.0%
72	Indirect Admin and Overhead Costs - Non-Labor	13,052,377	13,052,377	-	0.0%
73	**Non-Labor Subtotal: Other**	**40,573,748**	**45,518,284**	**4,944,536**	**12.2%**
74					0.0%
75	Debt Service	26,007,500	26,007,500	-	0.0%
76	Pass-Through to Other Agencies	-	-	-	0.0%
77	**TOTAL - OPERATING USES**	**339,249,367**	**353,173,185**	**13,923,818**	**4.1%**
78					
79	Operating Reserve	2,368,910	2,368,910	-	0.0%
80	Sales Tax Stabilization Fund		-	-	0.0%
81	Capital Maintenance Reserve	1,000,000	1,000,000	-	0.0%
82	Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	729,783	729,783	-	0.0%
83	**Subtotal - Allocations & Contributions**	**4,098,693**	**4,098,693**	**-**	**0.0%**
84					
85	**TOTAL - USES**	**343,348,060**	**357,271,877**	**13,923,818**	**4.1%**
86	**SURPLUS/(DEFICIT)**	**(4,387,629)**	**(3,619,631)**	**767,997**	**(17.5%)**
87	**Draw from Prior Year's Measure W**	**2,000,000**	**2,000,000**	**-**	**0.0%**
88	**Draw from Prior Years' Surpluses**	**2,387,629**	**1,619,631**	**(767,997)**	**(32.2%)**
89	**ADJUSTED SURPLUS/(DEFICIT)**	**-**	**-**	**-**	**0.0%**

Fiscal Year 2027 Revised Budget

SamTrans Board of Directors | November 4, 2026

Agenda

I. Background
II. Key Operating Sources Changes
III. Key Operating Uses Changes
IV. FY27 Net Result
V. Next Steps
VI. Staff Recommendation

I. Background

- Second year of the biennial budget cycle
- Changing economic conditions
- Interest rate and energy market volatility
- Evolving service and operating requirements
- Updated FY27 outlook based on latest available information

II. FY27 Operating Sources – Key Changes

- **$7.7M - Sales Tax Revenues**: Stronger receipts from Prop A and Measure W Sales Taxes
- **$3.3M - Operating Grants**: Includes new SMCTA RTC Grants for Ride Plus, EPX and First and Last Mile programs
- **$3.0M - Investment Interest Income**: Higher investment balances and rates

II. FY27 Operating Sources
($ Millions)

Sources **	FY27 Adopted	FY27 Revised	$ Change	% Change
Passenger Fares	$13.6	$12.7	($0.9)	(6.4%)
AIA Recovery	39.0	39.0	0.0	0.0%
Investment Income	17.2	20.2	3.0	17.4%
STA/TDA, Operating Grants & Other*	90.9	95.8	4.9	5.4%
Prop A and Measure W Sales Taxes	178.3	186.0	7.7	4.3%
Total Sources	**$339.0**	**$353.7**	**$14.7**	**4.3%**

* Includes Rental Income, Redi-Wheels and Employer SamTrans Shuttle Funds
** Totals may not sum due to rounding

III. FY27 Operating Uses – Key Changes

- **$4.4M - Labor**: Higher bus operator staffing and overtime requirements
- **$1.3M - Purchased Transportation:** Updated contracted service levels and executed contract rates
- **$2.2M - Bus Fuel and Energy**: Higher diesel prices, fuel taxes, and electricity rates
- **$4.2M - Other - Leases & Rentals**: Three additional months of DHQ base rent and tenant common-area costs

III. FY27 Operating Uses
($ Millions)

Uses *	FY27 Adopted	FY27 Revised	$ Change	% Change
Operating Expenses	**$313.3**	**$327.2**	**$13.9**	**4.4%**
Labor	148.0	152.4	4.4	3.0%
Purchased Transportation	69.1	70.4	1.3	1.9%
Contracted Services	36.9	38.0	1.1	2.9%
Materials & Supplies	15.5	17.7	2.2	14.4%
Utilities	3.2	3.2	0.0	0.0%
Other	40.6	45.5	4.9	12.2%
Non-Operating Expenses	**30.1**	**30.1**	**0.0**	**0.0%**
Debt Service	26.0	26.0	0.0	0.0%
Allocations & Contributions	4.1	4.1	0.0	0.0%
Total Uses	**$343.4**	**$357.3**	**$13.9**	**4.1%**

* Totals may not sum due to rounding

IV. FY27 Net Result
($ Millions)

Summary *	FY27 Adopted	FY27 Revised	$ Change	% Change
Total Sources	$339.0	$353.7	$14.7	4.3%
Total Uses	343.4	357.3	13.9	4.1%
Projected Surplus/(Deficit)	**(4.4)**	**(3.6)**	**0.8**	**(17.5%)**
Draw from Prior Years' Measure W	2.0	2.0	0.0	0.0%
Draw from Prior Years' Surpluses	2.4	1.6	(0.8)	(32.2%)
Adjusted Surplus/(Deficit)	**$0.0**	**$0.0**	**$0.0**	**0.0%**

* Totals may not sum due to rounding

V: Next Steps

Winter (December)

- FY27 Q1 Quarterly Financial Report
- FY26 Annual Comprehensive Financial Report
- Board Workshop

Early Spring

- FY27 Forecast

VI: Staff Recommendation

- Increase the FY27 Operating Budget by $13.9M from $343.4M to $357.3M

Thank You

San Mateo County Transit District
Staff Report

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Mehul Kumar, Chief Information and Technology Officer

Emily Beach, Chief Communications Officer

Subject: **Awarding a Contract to Carahsoft Technology Corp. for Salesforce Customer Relationship Management System Software Licenses for a Not-To-Exceed Amount of $270,000 for a One-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $300,000 per Option Year, for an Aggregate Not-To-Exceed Amount of $870,000**

Action

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

1. Award a cooperative purchasing contract to Carahsoft Technology Corp. (Carahsoft) of Reston, Virginia, for Salesforce Customer Relationship Management (CRM) system software licenses for a not-to-exceed amount of $270,000 for a one-year base term, with up to two one-year option terms for an additional not-to-exceed amount of $300,000 per option term, for an aggregate not-to-exceed amount of $870,000.

2. Authorize the General Manager/CEO or designee to execute a cooperative purchasing contract with Carahsoft in full conformity with the terms and conditions of Region 4 Education Service Center (ESC) of Houston, Texas, and Omnia Partners solicitation number 24-03 (Cooperative Contract), and in a form approved by legal counsel.

3. Authorize the General Manager/CEO or designee to exercise up to two one-year option terms, if in the District's best interest.

Significance

Award of the proposed contract will allow the District to utilize the Cooperative Contract, which was competitively procured by ESC and Omnia Partners, a cooperative purchasing organization, to obtain a centralized CRM system, which the District can use to personalize outreach, track engagement, and make data-driven decisions. The CRM system is scalable, and supports a

customer-focused approach, seamless operations, and measurable cost savings as the District grows by:

- **Improving customer retention and satisfaction** by unifying marketing, social media, and customer service to deliver personalized experiences, resolve issues faster, reduce churn, and strengthen rider loyalty.

- **Increasing ridership, revenue, and brand impact** by using e centralized customer data and targeted campaigns to improve outreach, reinforce consistent messaging, optimize sales efforts, and identify new revenue opportunities.

- **Supporting scalable and efficient operations** by automating routine tasks and centralizing workflows to reduce errors, lower operating costs, improve productivity, and enable growth without proportional increases in staffing.

The CRM system will interface with the District's enterprise applications, including both current and future systems, for integrated functionality. The CRM system will be cloud-based, aligning with the District's technology strategy plan.

Budget Impact

The Customer Relationship Management Project is funded through the Technology Modernization Project, which was approved by the Board in Fiscal Years 2024 and 2025. A total of $1,800,000 in District Sales Tax funding has been allocated to the Customer Relationship Management Project, and sufficient budget is available to support the proposed contract.

Background

The District's Procurement Policy authorizes the use of cooperative contracts when the competitive procurement conducted by another public agency meets the District's competitive procurement standards. Staff reviewed the Cooperative Contract's procurement process and determined that it satisfies the District's competitive procurement requirements. Staff proposes utilizing the Cooperative Contract because it promotes efficiency, reduces administrative costs, and leverages the benefits of a competitively awarded agreement.

On April 24, 2024, ESC issued a Request for Proposals to establish a national cooperative contract for software solutions and services through Omnia Partners, a group purchasing organization, with proposals due June 13, 2024. Nineteen proposals were received. A Selection Committee (Committee) reviewed, evaluated, scored, and ranked the proposals in accordance with the following criteria:

Evaluation Criteria	Maximum Points
Product Pricing	40
Performance Capability	30
Qualification and Experience	20
Value Add	10
Total	**100**

Based on the evaluation process, nine of the 19 firms were determined to be within the competitive range and advanced to the negotiations phase of the RFP process. Following successful negotiations, ESC and Omnia Partners awarded contracts to all nine firms in the competitive range. Of the nine firms awarded contracts, Carahsoft ranked first and was the only authorized Salesforce reseller. Carahsoft is Salesforce's master value-added reseller for the United States (U.S.) public sector market.

Staff determined that Carahsoft's prices are fair and reasonable based on market research. The Cooperative Contract has an initial three-year term from January 1, 2025, through December 31, 2027, with the option to renew for two additional one-year periods through December 31, 2029.

Prepared By:	Linda Tamtum	Contract Administrator	650-508-7933
	Anand Maurya	Director, Information Technology (IT) Applications	650-508-6280

Resolution No. 2026-

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

*** * ***

Awarding a Contract to Carahsoft Technology Corp. for Salesforce Customer Relationship Management System Software Licenses for a Not-To-Exceed Amount of $270,000 for a One-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $300,000 per Option Year, for an Aggregate Not-To-Exceed Amount of $870,000

Whereas, the San Mateo County Transit District (District) desires to utilize the Salesforce Customer Relationship Management (CRM) system to improve customer retention and satisfaction, and to increase ridership; and

Whereas, the District's Procurement Policy authorizes the use of cooperative contracts where the competitive procurement process conducted by another public agency meets the District's competitive procurement standards; and

Whereas, on April 24, 2024, the Region 4 Education Service Center Department of Procurement (ESC)of Houston, Texas, issued Solicitation Number 24-03 to establish a national cooperative contract for software solutions and services through Omnia Partners, a cooperative purchasing organization; and

Whereas, ESC and Omnia Partners received 19 proposals in response to the solicitation; and

Whereas, an Evaluation Committee (Committee) reviewed, evaluated, scored, and ranked the proposals; found nine firms to be in the competitive range; successfully negotiated with all nine firms, and executed nine agreements, each having a three-year base term from

January 1, 2025, through December 31, 2027, with up to two one-year option terms through December 31, 2029; and

Whereas, out of the nine awarded firms, Carahsoft Technology Corp. (Carahsoft) of Reston, Virginia, was the highest-ranked proposer and the only authorized reseller for the Salesforce CRM system; and

Whereas, staff reviewed the Cooperative Contract's procurement process and determined that it satisfies the District's competitive procurement requirements; and

Whereas, staff recommends that the Board of Directors (Board) award a cooperative purchasing contract to Carahsoft to provide Salesforce CRM software licenses for a not-to-exceed amount of $270,000 for a one-year base term, with up to two one-year option terms for an additional not-to-exceed amount of $300,000 per option term, for an aggregate not-to-exceed amount of $870,000.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a cooperative contract to Carahsoft Technology Corp. of Reston, Virginia, to provide the Salesforce customer relationship management system software licenses for a not-to-exceed amount of $270,000 for a one-year base term, with up to two one-year option terms for an additional not-to-exceed amount of $300,000 per option term, for an aggregate not-to-exceed amount of $870,000; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract with Carahsoft on behalf of the District in full conformity with the terms and conditions of ESC and Omnia Partners Solicitation Number 24-03, 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 up to two one-year option terms, if in the District's best interest.

Regularly passed and adopted this 4th day of November, 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

Customer Relationship Management Software Licenses

One Platform • Faster Service • Better Insights

Proposed Actions

1. **Award** a cooperative purchasing **contract to Carahsoft Technology Corp.** for Salesforce **Customer Relationship Management** system **software licenses** for a not-to-exceed amount of **$270,000 for a one-year base term**, with up to **two one-year option terms** for an additional not-to-exceed amount of **$300,000 per option term, for an aggregate not-to-exceed amount of $870,000**

2. **Authorize the General Manager**/CEO or designee to **execute a cooperative purchasing contract with Carahsoft** in full conformity with the terms and conditions of Region 4 Education Service Center of Houston, Texas and Omnia Partners solicitation number 24-03, and in a form approved by legal counsel

3. **Authorize the General Manager**/CEO or designee to **exercise up to two one-year option terms**, if in the District's best interest

Contract Goals

To obtain a centralized CRM system, which the District can use to personalize outreach, track engagement, and make data-driven decisions

What is a CRM?

One connected platform for serving and understanding our customers.

One customer history

Interactions, needs and sales are captured in one place instead of scattered across separate tools, manual processes—or not captured at all.

One place to manage support

Provide self-help, automate routine work and track customer questions through resolution—allowing staff to support growing customer needs more efficiently.

One source for insight

Understand what customers ask, where they need help, what they subscribe to and what they purchase—turning everyday interactions into insights for better-informed decisions.

For riders: faster answers and more consistent customer support.

For the District: improved operations and better-informed decisions.

Why a CRM?

District Strategic Goal

- Initiative 2A.1 - Improve real-time communication to and from riders.
- Initiative 2A.3 - Enhance digital and physical customer communications.

From Fragmented to Connected

TODAY	WITH CRM
Customer information spread across systems	One connected view of customer needs, interactions, communications and purchases
Staff manually sends issues to the right department, tracks responses and follows up with customers	Faster, more coordinated response across teams—with clear ownership and fewer manual handoffs
Limited to no visibility into customer trends	Better visibility into customer needs, performance and sales to support faster, data-informed decisions
Limited ability to tailor customer support, information and outreach to individual needs	Reach customers with the right information and support—and understand what drives engagement and sales

What This Investment Enables

Better Customer Support

Faster answers and easier ways to get help

- Smart tools guide customers to answers faster with staff support available when needed
- Customer needs reach the right staff
- Clear ownership and follow-through
- Less manual work via automation of repetitive tasks

More Effective Customer Engagement

More relevant information and stronger connections

- Better understand customer needs and interests
- Tailor information and outreach
- Connect engagement to subscriptions and sales

Better Informed Decisions

Understand what customers need and what's working

- Identify customer needs and common roadblocks
- Measure customer support, outreach and sales results
- Use insights to improve programs and investments

Cooperative Purchasing Process

- The District may utilize cooperative purchasing contracts for procurement of goods and services
- Region 4 Education Service Center of Houston, Texas and Omnia Partners conducted solicitation number 24-03
- Staff determined that the solicitation process done by ESC and Omnia Partners meets the District's competitive requirements

Budget Impact

- Staff conducted a price analysis and determine that Carahsoft's prices are fair and reasonable

- There is sufficient funding to support this proposed contract

Proposed Motion

1. **Award** a cooperative purchasing **contract to Carahsoft Technology Corp.** for Salesforce **Customer Relationship Management** system **software licenses** for a not-to-exceed amount of **$270,000 for a one-year base term**, with up to **two one-year option terms** for an additional not-to-exceed amount of **$300,000 per option term, for an aggregate not-to-exceed amount of $870,000**

2. **Authorize the General Manager**/CEO or designee to **execute a cooperative purchasing contract with Carahsoft** in full conformity with the terms and conditions of Region 4 Education Service Center of Houston, Texas and Omnia Partners solicitation number 24-03, and in a form approved by legal counsel

3. **Authorize the General Manager**/CEO or designee to **exercise up to two one-year option terms**, if in the District's best interest

Thank You

San Mateo County Transit District
Staff Report

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Mehul Kumar, Chief Information and Technology Officer

Emily Beach, Chief Communications Officer

Subject: **Awarding a Contract to Infosys Public Services, Inc. for Salesforce Customer Relationship Management System Implementation Services for a Not-To-Exceed Amount of $800,000, and an Additional Not-To-Exceed Amount of $300,000 for As-Needed Professional Services, for an Aggregate Not-To-Exceed Amount of $1.1 Million**

Action

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

1. Award a contract to Infosys Public Services, Inc. (Infosys) of Rockville, Maryland, to provide Salesforce Customer Relationship Management (CRM) system implementation and additional as-needed professional services (Services) for an aggregate not-to-exceed amount of $1.1 million ($800,000 for implementation services and $300,000 for as-needed professional services).

2. Authorize the General Manager/CEO or designee to execute a contract on behalf of the District with Infosys for the implementation services in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

3. Authorize the General Manager/CEO or designee to execute as-needed professional services contract amendments with Infosys, and in a form approved by legal.

Significance

Approval of the proposed actions will provide the District with a dedicated and qualified contractor to provide the Services, which include system configuration, integration, technical support, project management, and staff training.

The CRM system will interface with the District's enterprise applications, including both current and future systems, for integrated functionality. The CRM system will be cloud-based, aligning with the District's technology strategy plan.

With a centralized CRM system, the District will be better positioned to personalize outreach, track engagement, and make data-driven decisions. The CRM system is scalable and supports a customer-focused approach, seamless operations, and measurable cost savings as the District grows by:

- **Improving customer retention and satisfaction** by unifying marketing, social media, and customer service to deliver personalized experiences, resolve issues faster, reduce churn, and strengthen rider loyalty.

- **Increasing ridership, revenue, and brand impact** by using e centralized customer data and targeted campaigns to improve outreach, reinforce consistent messaging, optimize sales efforts, and identify new revenue opportunities.

- **Supporting scalable and efficient operations** by automating routine tasks and centralizing workflows to reduce errors, lower operating costs, improve productivity, and enable growth without proportional increases in staffing.

Budget Impact

The CRM Project is funded through the Technology Modernization Project, which was approved by the Board in Fiscal Years 2024 and 2025. A total of $1,800,000 in District Sales Tax funding has been allocated to the Customer Relationship Management Project, and sufficient budget is available to support the proposed contract.

Background

On June 14, 2025, the District issued Request for Proposals (RFP) 25-S-T-110 for the Services. The RFP was advertised on the District's electronic procurement (e-procurement) website. Seventy-five firms downloaded the RFP. The District received proposals from 25 firms.

A Selection Committee (Committee), composed of District staff, reviewed, evaluated, scored, and ranked the proposals in accordance with the following criteria:

Evaluation Criteria	Maximum Points
Approach to Scope of Services and Implementation Services	35
Qualifications and Experience of Key Personnel	25
Company Qualifications, Experience and References	15
Reasonableness of Cost	25
Small Business Enterprise (SBE) Preference	5
Total	**105**

After the initial scoring, the Committee found six firms to be in the competitive range and conducted oral interviews and demonstrations with those firms. Following the interviews, demonstrations, and review of clarifications, the Committee determined that Infosys was the highest-ranked firm with the requisite experience and qualifications to successfully perform the Services as defined in the solicitation documents. Infosys and another proposer qualified for and awarded the SBE preference points.

Staff successfully negotiated contract terms, including prices, with Infosys. Staff conducted a price analysis and determined that the negotiated prices are fair, reasonable, and consistent with those charged for similar services in the Bay Area.

Prepared By:	Linda Tamtum	Contract Administrator	650-508-7933
	Anand Maurya	Director, Information Technology (IT) Applications	650-508-6280

Resolution No. 2026-

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

*** * ***

Awarding a Contract to Infosys Public Services, Inc. for Salesforce Customer Relationship Management System Implementation Services for a Not-To-Exceed Amount of $800,000, and an Additional Not-To-Exceed Amount of $300,000 for As-Needed Professional Services, for an Aggregate Not-To-Exceed Amount of $1.1 Million

Whereas, the San Mateo County Transit District (District) desires to utilize the Salesforce Customer Relationship Management (CRM) system to improve customer retention and satisfaction, and to increase ridership; and

Whereas, the District is purchasing licenses for this CRM system and requires a contractor to implement the new CRM system; and

Whereas, on June 14, 2025, the District issued Request for Proposals (RFP) 25-S-T-110 for Salesforce Customer Relationship Management (CRM) System Implementation Services (Services); and

Whereas, 75 vendors downloaded the RFP, and the District received 25 proposals; and

Whereas, a Selection Committee (Committee), composed of District staff, reviewed, evaluated, scored, and ranked the proposals in accordance with the evaluation criteria set forth in the RFP and found six firms to be in the competitive range; and

Whereas, after conducting oral interviews, engaging in demonstrations, and reviewing clarifications, the Committee determined Infosys Public Services, Inc. (Infosys) of Rockville, Maryland, to be the highest-ranked firm; and

Whereas, the Committee determined that Infosys possesses the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents; and

Whereas, staff successfully negotiated contract terms, including prices, with Infosys and found the prices to be fair, reasonable, and consistent with those charged for similar services in the Bay Area; and

Whereas, staff reviewed the proposal from Infosys, and determined that the proposal comply with the RFP requirements; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Infosys for Salesforce CRM system implementation services for a not-to-exceed amount of $800,000, and an additional not-to-exceed amount of $300,000 for as-needed professional services, for an aggregate not-to-exceed amount of $1.1 million.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Infosys Public Services, Inc. of Rockville, Maryland, to provide Salesforce customer relationship management system implementation services for a not-to-exceed amount of $800,000, and an additional not-to-exceed amount of $300,000 for as-needed professional services, for an aggregate not-to-exceed amount of $1.1 million; 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 Infosys for the implementation services 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 as-needed professional services contract amendments with Infosys, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of November, 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

Customer Relationship Management Implementation Services

Proposed Actions

1. **Award** a contract to **Infosys Public Services, Inc**. to provide Salesforce Customer Relationship Management system implementation and additional as-needed professional services for an aggregate not-to-exceed amount of $1.1 million ($800,000 for implementation services and $300,000 for as-needed professional services)

2. **Authorize the General Manager**/CEO or designee to **execute a contract** on behalf of the District with Infosys for the implementation services in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel

3. **Authorize the General Manager**/CEO or designee to **execute as-needed professional services contract amendments** with Infosys, and in a form approved by legal

Contract Goals

To obtain implementation services for the purchased centralized CRM system, which the District can use to personalize outreach, track engagement, and make data-driven decisions

Solicitation Process

- On June 14, 2025, the District issued Request for Proposals 25-S-T-110 for the CRM Implementation Services
- In response to the RFP, the District received 25 proposals
- A Selection Committee, composed of the District's staff, reviewed, scored, and ranked the proposals in accordance with the evaluation criteria set forth in the RFP

Solicitation Process (cont...)

- The Committee found six firms to be in the competitive range and conducted oral interviews and demonstrations with those firms

- The Committee determined that Infosys is the highest ranked firm, who possesses the requisite experience, qualifications, and competitive rates required for successful performance of the services

Budget Impact

- Staff conducted a price analysis and determine that Infosys' prices are fair and reasonable

- There is sufficient funding to support this proposed contract in the approved project budget

Proposed Motions

1. **Award** a contract to **Infosys Public Services, Inc**. to provide Salesforce Customer Relationship Management system implementation and additional as-needed professional services for an aggregate not-to-exceed amount of $1.1 million ($800,000 for implementation services and $300,000 for as-needed professional services)

2. **Authorize the General Manager**/CEO or designee to **execute a contract** on behalf of the District with Infosys for the implementation services in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel

3. **Authorize the General Manager**/CEO or designee to **execute as-needed professional services contract amendments** with Infosys, and in a form approved by legal

Thank You

BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Strategic Planning, Development, and Sustainability Committee Meeting
Committee of the Whole

November 4, 2026 – 2:25 pm

or immediately following the Finance Committee meeting

Public Hearing Room, 5th Floor
166 North Rollins Road, Millbrae, CA 94030

Committee Members: Josh Powell (Chair), David J. Canepa, Brooks Esser

15.a.	Call to Order	
15.b.	Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of October 7, 2026	Motion
15.c.	Introduction to the 2026 SamTrans Fare Study	Informational
15.d.	Adjournment	

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 Committee. Staff recommendations are subject to change by the Committee.

San Mateo County Transit District
Strategic Planning, Development, and Sustainability Committee Meeting / Committee of the Whole
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of October 7, 2026

Members Present (In Person): David J. Canepa, Brooks Esser, Josh Powell (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: Marina Fraser, Jeff Gee, Rico E. Medina, Peter Ratto, Jackie Speier

Other Board Members Absent: Marie Chuang

Staff Present: J. Cassman, A. Chan, C. Halls, L. Lumina-Hsu, L. Mai, J. Mello, M. Tolleson, M. Tseng

14.a. Call to Order
Committee Chair Powell called the meeting to order at 4:12 pm.

14.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of September 2, 2026
Motion/Second: Medina/Esser
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Absent: Chuang

14.c. Grand Boulevard Initiative (GBI) Program Update

14.d. Update on North Base
Public Comment
Roland commented on availability of land for purchase in the future and sea wall pilling.

14.e. Adjourn
The meeting adjourned at 5:06 pm.

DRAFT

San Mateo County Transit District
Staff Report

To: Strategic Planning, Development, and Sustainability Committee

Through: April Chan, General Manager/CEO

From: Joshuah Mello, Chief Planning Officer

Subject: **Introduction to the 2026 SamTrans Fare Study**

Action

This report is for information only. No Board of Directors (Board) action is required.

Significance

This presentation will introduce the Board of the San Mateo County Transit District (District) to the 2026 SamTrans Fare Study (Study). Staff will summarize the Study's purpose and need, present key findings from the existing conditions analysis, and solicit the Board's feedback on three potential fare pricing scenarios that could be moved forward. The presentation will conclude with discussion of other policy options under evaluation, considerations for Paratransit fare pricing, and an overview of the Study timeline including next steps.

Study Overview and Background

SamTrans fares have not been raised since 2016. Additionally, SamTrans, like many other operators in the region, is facing a structural operating deficit. At the Board's request, Staff initiated the current Study in January 2026 with the goal of identifying fare pricing and policy options that could increase revenue while both navigating the inherent trade-offs with ridership and reflecting the values identified in the existing Fare Policy.

To help Staff assess the ridership and revenue impacts of a hypothetical fare change, the Study uses a model based on rider survey data to forecast how passenger trip-making might respond to changes in fare prices (i.e., a price sensitivity or fare elasticity model). Ultimately, the Study will propose a comprehensive package of changes to fare products, pricing, and program administration.

Existing Conditions and Peer Agency Comparison

Since Fiscal Year (FY) 2016, SamTrans's fixed-route farebox revenue has declined 28 percent, from $17.3 million to $12.5 million in FY25, and farebox recovery has fallen from 16.6 percent to 5.9 percent. Compared to peer agencies, SamTrans generally charges less for an adult fare: $2.05 on Clipper, versus $2.50 at Santa Clara Valley Transportation Authority (VTA), $2.75 at Alameda-Contra Costa County Transit District (AC Transit), and $2.85 at San Francisco Municipal Transit Authority (SFMTA). Youth and paratransit fares are generally in-line with those charged by peers, although SamTrans' multiple youth fare options add complexity.

An on-board rider survey conducted in March 2026 collected 2,117 responses on the District's 12 highest-ridership routes and served as the basis for the Study's fare elasticity model. Most riders are frequent users and have lower incomes: 62 percent ride five or more days per week, and 58 percent report household incomes below $50,000.

Fare Change Scenarios and Evaluation Process

Staff evaluated potential fare changes and their impacts against four Study goals: simplify the fare structure, increase and stabilize fare revenue, maintain and grow ridership, and maintain and grow equitable access to transit. Staff developed three pricing scenarios, each representing a different balance of these goals. All three scenarios would charge the same fare for cash and Clipper (eliminating the current Clipper discount) and set single ride fares in $0.25 increments. **Table 1** below summarizes the three fare change scenarios.

Table 1. Fare Change Scenarios and Forecast Annual Impacts (Fixed-Route)

Scenario	Adult Single Ride	Eligible Discount Single Ride	Annual Revenue Change	Annual Ridership Change
Existing Fares	$2.05 (Clipper), $2.25 (cash)	$1.00 (Clipper), $1.10 (cash)	–	–
Scenario 1: Retain the Most Ridership	$2.50	$1.00	+$938,000 (+8%)	−240,000 trips (−2%)
Scenario 2: Balance Ridership and Revenue	$2.75	$1.25	+$2.1 million (+17%)	−522,000 trips (−5%)
Scenario 3: Maximize Revenue	$3.00	$1.50	+$3.2 million (+26%)	−828,000 trips (−8%)

***Note**: Forecasts are from the Study's elasticity-based fare model and compare each scenario against current ridership and revenue levels.*

Paratransit and Additional Policy Options

In addition to fixed-route fares, the Study is evaluating whether to maintain or increase paratransit fares and related effects on farebox recovery, given the high cost of paratransit operations. Current SamTrans paratransit fares are set at 1.89 times the fixed-route fare, which is below the federal maximum of two times the adult regular fixed-route fare. A Lifeline paratransit fare is available at a 59 percent discount for low-income riders. Peer practices vary, with SFMTA charging the same fare for paratransit and fixed-route service and VTA using a 1.6 multiplier.

In addition to pricing, the Study evaluated free fares for seniors and youth. Federal rules require a senior (and disabled) rider discount of at least 50 percent compared to regular adult fares. SamTrans' current senior and youth discounts are consistent with peers. No regional peer offers free senior fares, though SFMTA offers free youth fares and several East Bay agencies have free youth programs.

The Study's fare elasticity model projects that free senior fares would add approximately 385,000 annual riders at a cost of $848,000 in foregone revenue, and free youth fares would add approximately 301,000 annual riders with foregone revenue of $696,000. Industry research suggests free fares could increase youth ridership by 40 percent to 60 percent, which may require additional school-day trips to relieve crowding at an estimated operations cost of $1 million to $1.2 million per year.

An additional rider survey, focused on youth, was distributed to parents and guardians, educators, and school safety groups. The survey, which generated over 475 responses, was conducted in September through early October 2026. This effort included engagement with the San Mateo County Office of Education, schools, parent-teacher associations, and Safe Routes to School partners. Preliminary analysis indicates that while 80 percent of respondents found SamTrans fares affordable, 55 percent noted difficulties paying the full youth cash fare, particularly the 10-cent portion of the fare which led to some youth riders either underpaying or overpaying their fare. 66 percent of respondents noted that lowering the fare to $1.00 would make youth riders more likely to ride SamTrans. Staff will continue to analyze survey results and incorporate findings into study recommendations.

The Study also considers other several policy changes beyond pricing such as promoting enrollment for the regional low-income fare discount program referred to as Clipper START, offering fare-free promotions on Spare the Air days consistent with the District's Strategic Plan, simplifying the District's multiple youth fare programs, and simplifying child fare rules.

Next Steps

With Board input, staff will finalize the Study, including making pricing and policy recommendations and developing an Implementation Plan, which will include stakeholder outreach to the SamTrans Community Advisory Committee (CAC), preparation of a Title VI fare equity analysis report, and conducting a public hearing. Staff anticipate presenting final fare change recommendations to the Board in Spring/Summer 2027, with implementation activities to follow.

Budget Impact

There is no budget impact associated with this informational item. Budget impacts of any fare changes resulting from the Study will be documented once a scenario is finalized; the scenarios evaluated could increase annual fare revenue by approximately $900,000 to $3.2 million.

Background

The District's most-recent fare study, conducted in 2018, focused on identifying how best to balance revenue and ridership growth with equity; simplify existing fare products; and encourage Clipper use. As key outcomes of that study, the Board took actions to including indefinitely postponing a pre-approved fare increase, keeping the adult cash fare at $2.25 instead of increasing it to $2.50; adoption of the first SamTrans Fare Policy; and implementation of a new fare structure in August 2019. Notable new fare products introduced by the 2018 study included free two-hour transfers on Clipper and the mobile app, and discontinuation of coin tokens, change cards, and the "Out of SF" fare.

Prepared By:	Daniel Shockley	Principal Transportation Planner	650-508-6382
	Christopher Espiritu	Principal Transportation Planner	650-508-6313

2026 Fare Study Update

SamTrans Board of Directors | November 4, 2026

Agenda

01 | Study Overview & Background

02 | Fare Change Scenarios

03 | Additional Policy Options

04 | Next Steps

1. Study Overview & Background

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Project Overview

Existing Conditions, Peer Review, and Rider Survey

Fare Modeling and Scenario Development

Recommendations and Implementation Plan

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

TECHNICAL MILESTONES AND ENGAGEMENT POINTS

- Project Kickoff
- Onboard Rider Survey
- Fare Scenarios and Modeling
- Youth Outreach
- Board update
- Develop Recommendations
- Board Info
- Title VI Process
- Board Adoption

Project Need and Outcome

Need - Why this study, and why now?

1. SamTrans faces **a structural operating deficit** that may require increasing revenue to address.
2. Fares **haven't been raised since 2016** and the **last SamTrans fare study was in 2018**.
3. This study responds to the Board's request for **fare pricing and policy options to help increase revenue**, while understanding the **trade-offs** between **ridership, revenue, and equity**.

Outcomes - What do we hope to achieve?

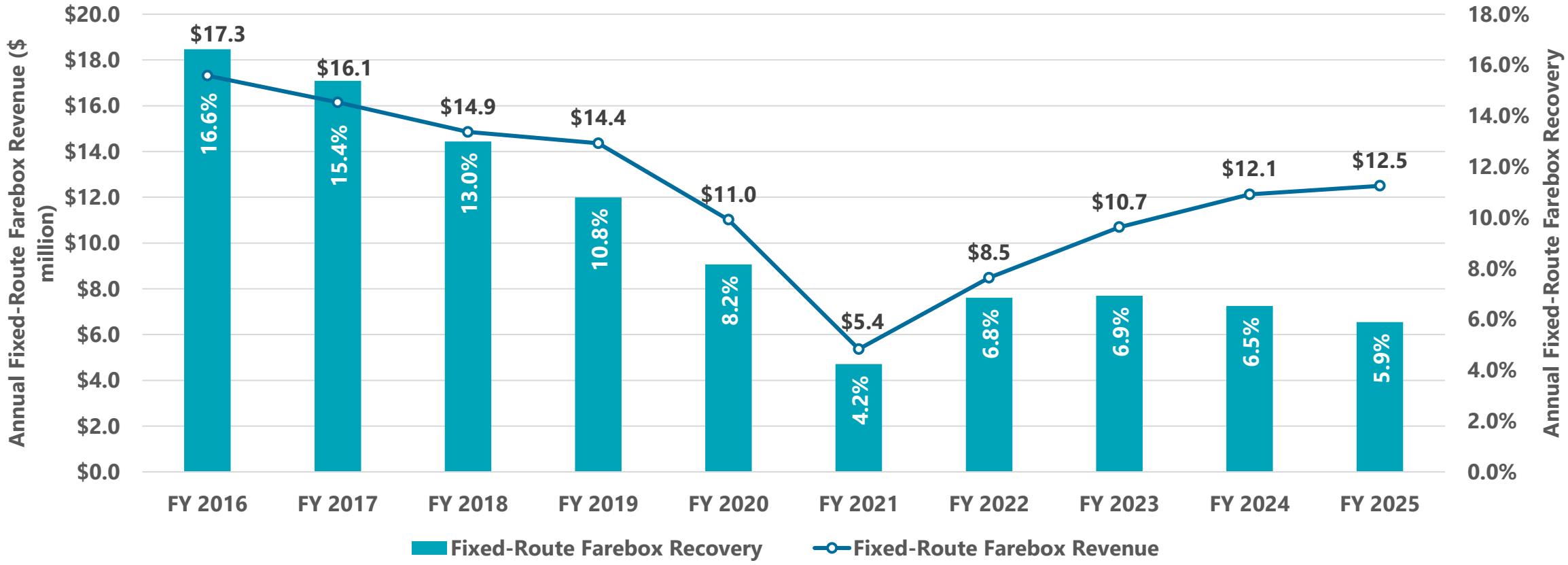
1. Evaluate the **current fare structure** and **develop a model to evaluate ridership and revenue impacts** of potential fare changes.
2. Propose **changes to fare products, pricing, and program administration**, along with implementation plan.
3. Build **stakeholder understanding** of the **impacts and rationale** behind each fare change decision.

Background: 2018 Fare Study Recap

- Study goals: **balance revenue and ridership growth with equity considerations**, simplify rules, encourage use of Clipper
- Board agreed to **cancel scheduled fare increases** that were approved in **2015**
- Adopted first **SamTrans Fare Policy** in January 2019 and new **fare structure** in August 2019:
  - Added free 2-hr transfers on Clipper/Mobile App
  - Reduced cost of Day Pass to twice base fare
  - Added Express Bus fares and service definition
  - Replaced coin tokens with paper tickets
  - Eliminated 50-ticket pack, change cards, "Out of SF" fare

SamTrans Revenue and Farebox Recovery Trends

- Since 2016, Fixed-Route farebox revenue is down 28% and farebox recovery is down to 5.9% of operating costs.



Peer Agency Fare Pricing Comparison

- SamTrans broadly charges **lower fares** than regional peers such as SFMTA, VTA, and AC Transit
- **Youth and paratransit fares** are in line with peers, but multiple youth fare options creates additional complexity

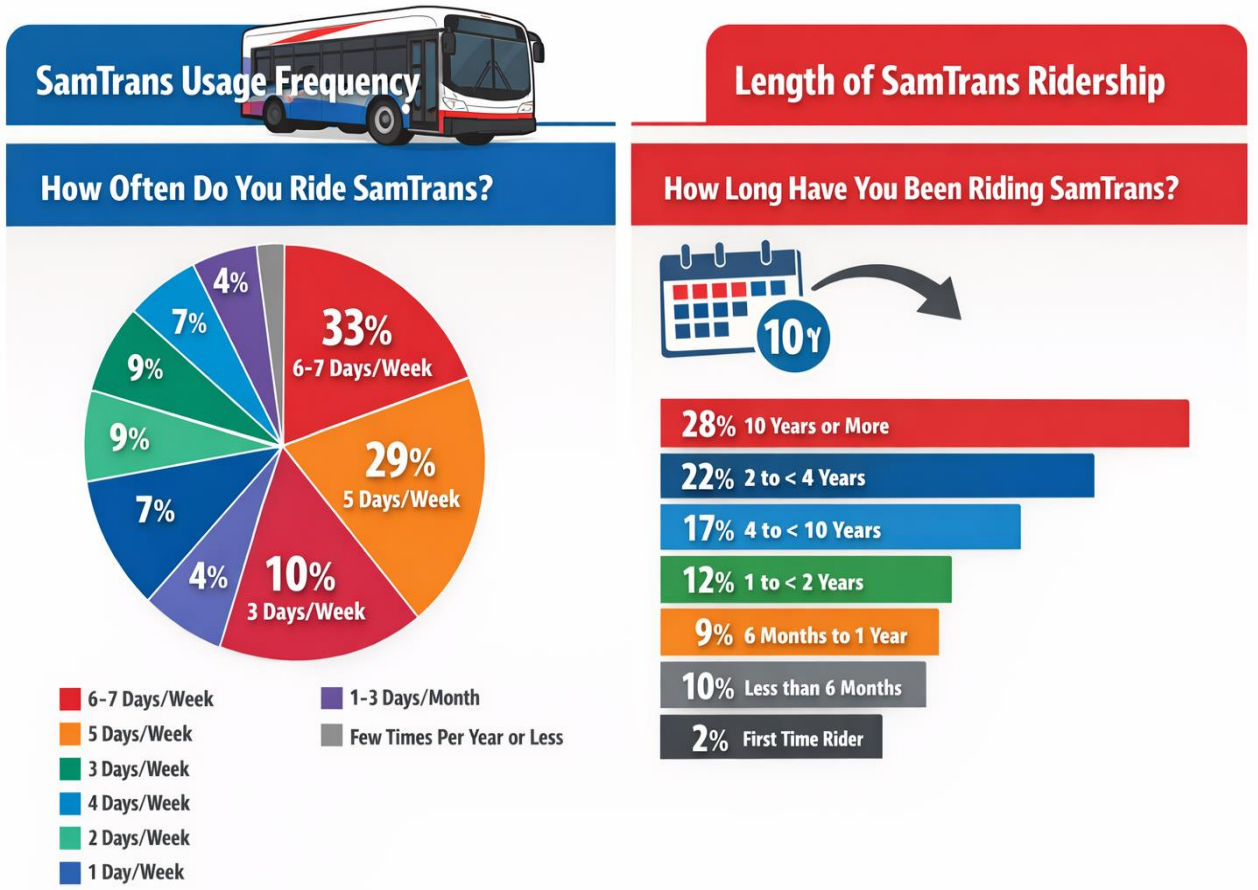
	SamTrans	AC Transit	SFMTA	VTA
Single Ride	**$2.05 (Clipper)** **$2.25 (cash)**	$2.75 (Clipper) $3.00 (cash)	$2.85 (Clipper) $3.00 (cash)	$2.50 (local)
Youth Fare	**$1.00/$1.10** **Free for Youth Unlimited participants**	$1.35 Free for some students grades 6–12	Free for 18 and under	$1.25
Paratransit Fare	**$4.25** **$1.75 (low-income riders)**	$4.00–10.00 (distance based)	$2.85	$4.00 (scheduled) $16.00 (same-day)

AC Transit increased fares by $0.25 in July 2026; this fare change is reflected in the above table

Other peer agencies studied include Foothill Transit, Monterey-Salinas Transit, Orange County Transportation Authority, and Riverside Transit Agency—but are not shown to focus only on regional Bay Area peers

2026 On-Board Rider Survey

- An onboard survey was used to understand how changes in fare price influence how often passengers may use SamTrans.
- Survey conducted in March 2026
  - 2,117 respondents
  - 12 routes with the highest ridership
    - Includes mix of ECR, North & South county routes, Coastside, colleges, connections to regional transit



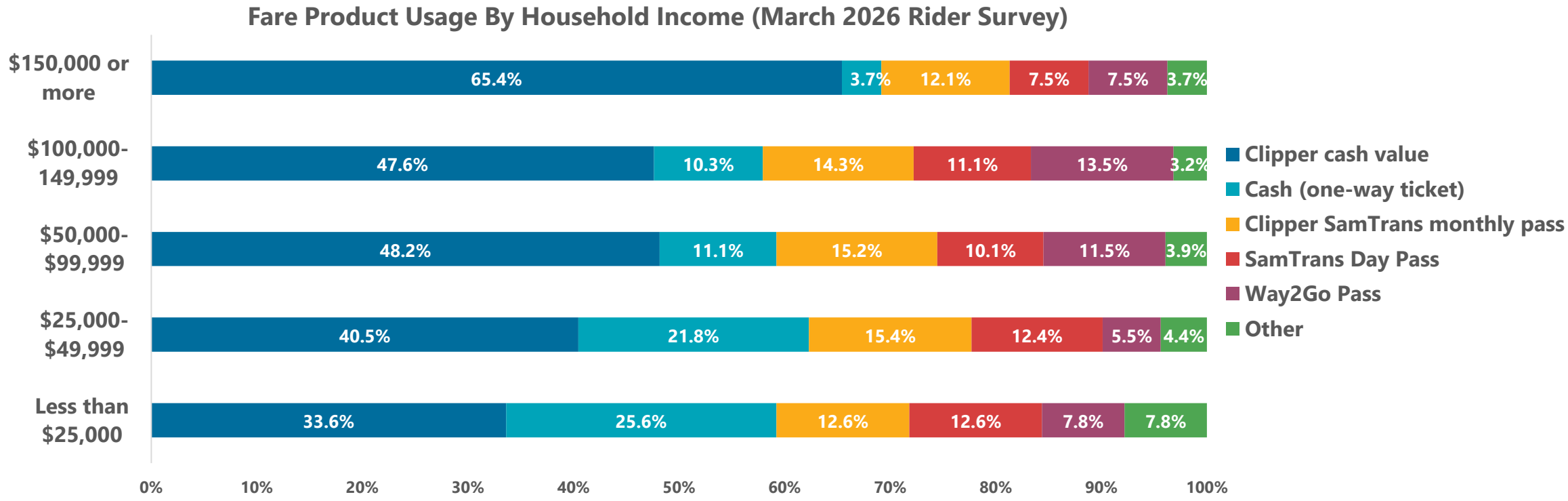
Rider Demographic Snapshot

- 62% ride SamTrans **five or more days per week**
- Riders represent a wide range of household income levels but skew toward **lower incomes**: 58% report annual household incomes below $50,000
  - **Clipper START** accounts for 2% of riders, despite approximately half of riders being eligible for the program
  - The **Youth Unlimited pass** accounts for 9% of boardings, despite not all youth being eligible
- 35% of riders are **unbanked** and 22% do not have **smartphone access**; they may miss out on open payment benefits
- Riders are racially, ethnically, and linguistically diverse, e.g., 44% are **Hispanic or Latino**, and 26% **do not speak English** well or at all

*Data sourced from 2026 onboard rider survey that yielded a **statistically valid sample of current SamTrans riders***

Fare Product and Media Usage

- Most riders (58%) pay their fare by Clipper, but a substantial portion **(35%) still pay by cash**
- Cash usage is more common among **lower income riders**
- **Maintaining cash option is important for lower-income and unbanked riders**



Data sourced from SamTrans 2026 onboard rider survey that yielded a statistically valid sample of current SamTrans riders

2. Fare Change Scenarios

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Evaluation Process

Study goals and priorities

1. Simplify the fare structure
2. Increase and stabilize fare revenue
3. Maintain and grow ridership
4. Maintain and grow equitable access to transit

Scenarios to evaluate against each goal

1. Retain the most ridership
2. Balance ridership retention with revenue growth
3. Maximize revenue

Price sensitivity model

- Forecasts ridership and revenue impacts as a useful comparator across scenarios

Other policy options

- Free youth and/or senior fares
- Equity-focused policies

Additional evaluation

- Operational impacts of free youth fares
- Youth-focused survey

Pricing Scenarios Summary

- $0.25, $0.50, and $0.75 fare increases with no Clipper discount
- Commensurate increases to passes (and corresponding accumulators)
- Other variables considered:
  - Free fares to various rider groups: youth, seniors, disabilities, Clipper START
  - Increasing Clipper START discount and/or uptake rates
  - Commensurate paratransit fare increases

	Existing Fare	Scenario 1: Retain the Most Ridership	Scenario 2: Balance Ridership and Revenue	Scenario 3: Maximize Revenue
Adult Single Ride Fare	**$2.05 (Clipper) $2.25 (cash)**	$2.50 (Clipper & cash)	$2.75 (Clipper & cash)	$3.00 (Clipper & cash)
Eligible Discount Single Ride Fare	**$1.00 (Clipper) $1.10 (cash)**	$1.00 (Clipper & cash)	$1.25 (Clipper & cash)	$1.50 (Clipper & cash)

Scenario 1: Retain the Most Ridership

- **One price, cash or Clipper:**
  - Adult fare increase to $2.50; Eligible Discount reduced to $1.00
- Places SamTrans **on par with VTA ($2.50)** and **below AC Transit and SFMTA**
- **Smallest revenue gain**
  - (+7.6% increase or +$938,000)
- **Smallest ridership loss**
  - (-2.3% decrease or -240,000 trips)

Fare Category	Current Price	Scenario 1 Price	Compared to Today
Adult	$2.05 (Clipper) $2.25 (Cash)	**$2.50 (Cash & Clipper)**	**$0.45** increase (Clipper)
			$0.25 increase (Cash)
Eligible Discount	$1.00 (Clipper) $1.10 (cash)	**$1.00 (Cash & Clipper)**	**No change** (Clipper)
			$0.10 decrease (Cash)

Fare Category	Forecast Ridership Change (All Products)	Forecast Revenue Change (All Products)
Adult	**-239,000 trips** (-4% decrease)	**+$969,000** (+10% increase)
Eligible Discount	**-1,000 trips** (<-1% decrease)	**-$31,000** (-1% decrease)

Scenario 2: Balance Ridership and Revenue

- **Moderate increases across all fares:** On cash or Clipper, Adult fare increased to $2.75 and Eligible Discount to $1.25
- **Closest alignment with regional peers,** matching AC Transit ($2.75) and close to SFMTA ($2.85) Clipper Adult fares
- **Moderate revenue gain**
  - (+17.0% increase or +$2.1 million)
- **Moderate ridership loss**
  - (-4.8% decrease or -522,000 trips)

Fare Category	Current Price	Scenario 2 Price	Compared to Today
Adult	$2.05 (Clipper) $2.25 (Cash)	**$2.75 (Cash & Clipper)**	**$0.70** increase (Clipper)
			$0.50 increase (Cash)
Eligible Discount	$1.00 (Clipper) $1.10 (cash)	**$1.25 (Cash & Clipper)**	**$0.25** increase (Clipper)
			$0.15 increase (Cash)

Fare Category	Forecast Ridership Change (All Products)	Forecast Revenue Change (All Products)
Adult	**-406,000 trips** (-7% decrease)	**+$1.61M** (+17% increase)
Eligible Discount	**-116,000 trips** (-4% decrease)	**+$481,000** (+18% increase)

Scenario 3: Maximize Revenue

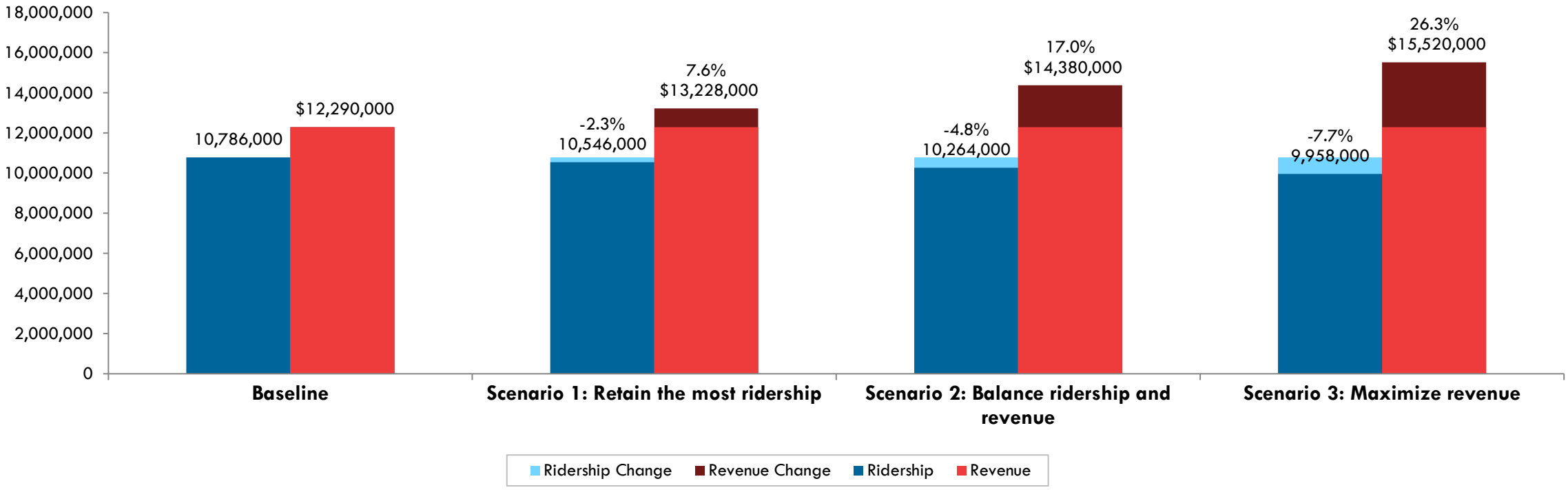
- **Steepest increase:** On cash or Clipper, Adult fare increased to $3.00 and Eligible Discount to $1.50
- **Top of the region:** Above current Clipper fare of Bay Area peer agencies; aligns with SFMTA and AC Transit cash fare
- **Largest revenue gain**
  - (+26.3% increase or +$3.2 million)
- **Largest ridership loss**
  - (-7.7% decrease or -828,000 trips)

Fare Category	Current Price	Scenario 3 Price	Compared to Today
Adult	$2.05 (Clipper) $2.25 (Cash)	**$3.00 (Cash & Clipper)**	**$0.95** increase (Clipper)
			$0.75 increase (Cash)
Eligible Discount	$1.00 (Clipper) $1.10 (cash)	**$1.50 (Cash & Clipper)**	**$0.50** increase (Clipper)
			$0.40 increase (Cash)

Fare Category	Forecast Ridership Change (All Products)	Forecast Revenue Change (All Products)
Adult	**-590,000 trips** (-10% decrease)	**$2.26M** (+24% increase)
Eligible Discount	**-238,000 trips** (-8% decrease)	**$965,000** (+36% increase)

Pricing Scenario Comparison

- All scenarios streamline single-ride fares at $0.25 increments and passes at $0.50 increments
- All scenarios are forecasted to yield between ~**$900,000 (8%) and $3.2 million (26%) additional annual motorbus revenue**, at the cost of a **ridership reduction between about ~200,000 (2%) and 800,000 (8%)**



Paratransit Fare Pricing Considerations

- Current paratransit fares are 1.89x fixed route fare
  - Lower than federal maximum multiplier of 2x
  - Lifeline fare is available at a 59% discount (0.78x multiplier)
- There are a variety of peer examples to follow:
  - SFMTA charges the same paratransit and fixed-route (Clipper) fares, i.e., 1x multiplier
  - VTA's 1.6x multiplier is higher than SFMTA but still lower than SamTrans
- Study is also examining paratransit pricing, considering:
  - **Multiplier:** Should we increase to the maximum allowable 2x or keep the same as existing?
  - **Rate of increase:** Paratransit fares could be increased at a slower rate than fixed route fares
  - **Farebox recovery** (paratransit operation costs are high)

3. Additional Policy Options

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Free Seniors and Youth Fares Considerations

SENIORS

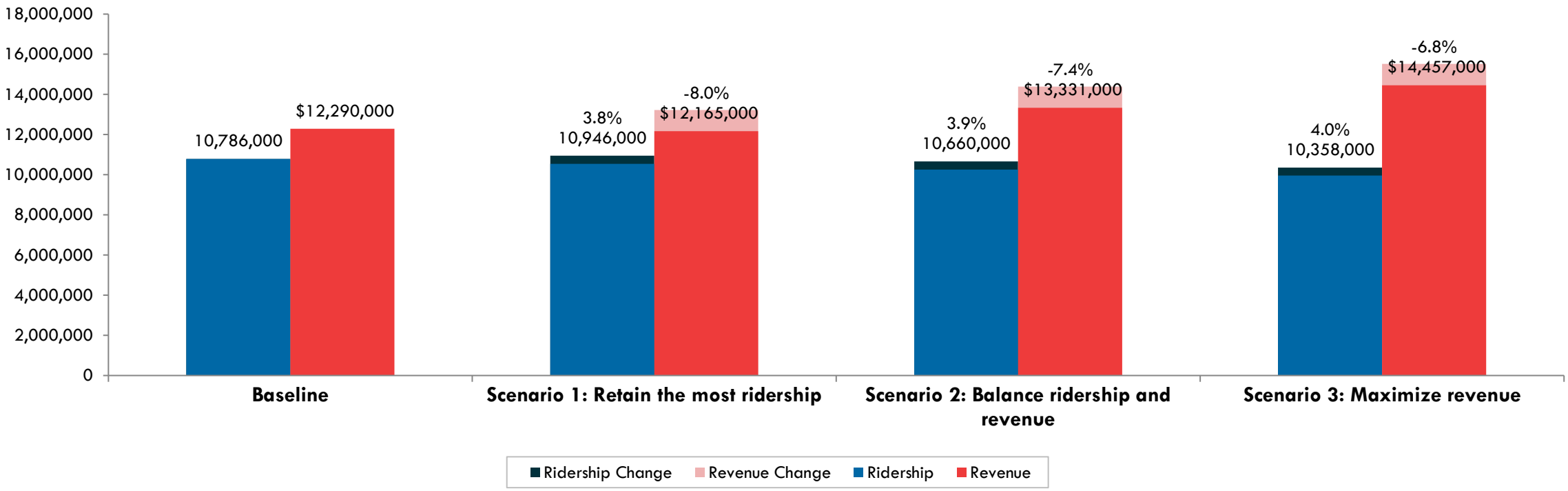
- Senior fare discounts of at least 50% are federally required but free fares are uncommon in industry
- SamTrans' senior discount is consistent with regional peers
  - AC Transit, Muni, and SamTrans currently provide a 50% discount; VTA provides a 60% discount
  - No peers provide free fares for seniors

YOUTH

- SamTrans' youth discount is consistent with most regional peers
  - Most peers provide between at least 40% and 60% discount
  - Muni provides free fares for youth
  - East Bay transit agencies have expanded free youth fare programs via Alameda CTC
- SamTrans currently offers fare frees to socioeconomically disadvantaged youth via Youth Unlimited pass
- Youth fare discounts are not federally required but are common at many transit agencies

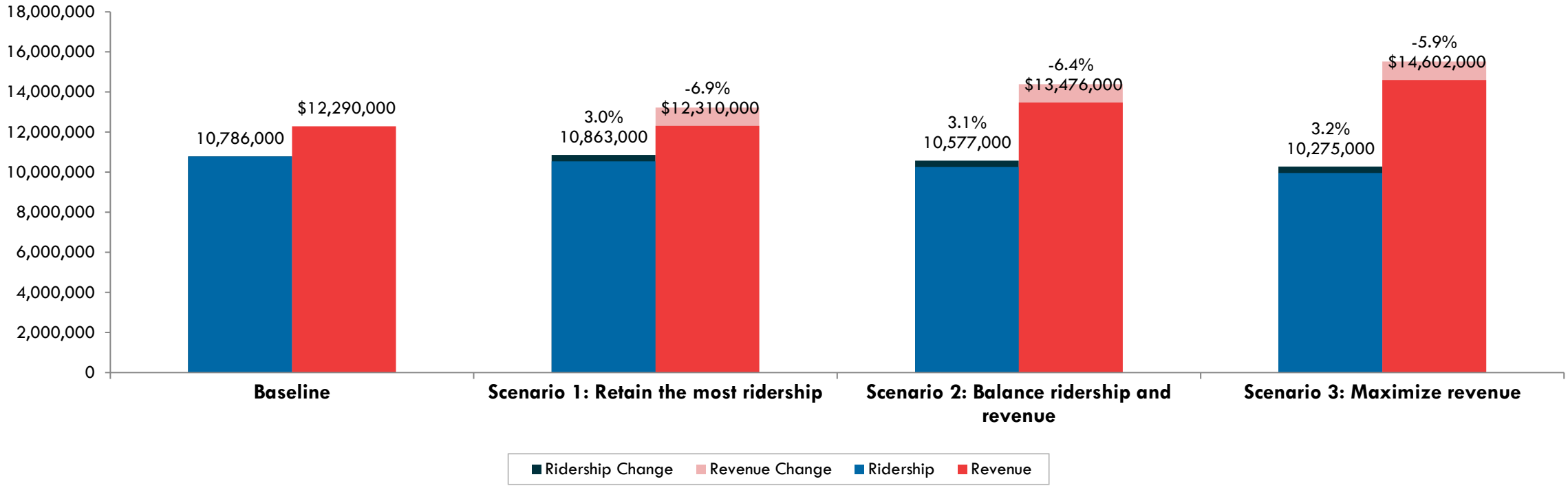
Free Senior Fares: Revenue & Ridership Impacts

- Free seniors is projected to **add 385,000 riders** per year but **cost $848,000** in forgone revenue



Free Youth Fares: Revenue & Ridership Impacts

- Free youth is projected to **add 301,000 riders** per year but **cost $697,000** in forgone revenue (above and beyond currently forgone revenue attributed to Youth Unlimited)



Free Youth: Potential Operational Impacts

- Industry best practices and peer reviewed research suggest that free fares may increase youth ridership between 40% and 60%, as ridership is elastic relative to fares
- As ridership increases, maximum on-board loads may exceed capacity and require additional trips to meet demand
- Anticipated cost to address trips exceeding on-board capacity ranges from **$1.0 to $1.2 million per year**

	Fare Free Max Load Adjustment Cost (Low)	Fare Free Max Load Adjustment Cost (High)
Daily Revenue Hours	15.7	18.2
Annual Revenue Hours (School Year)	5,800	6,740
Additional Annual Operating Cost	$1,044,000	$1,213,000

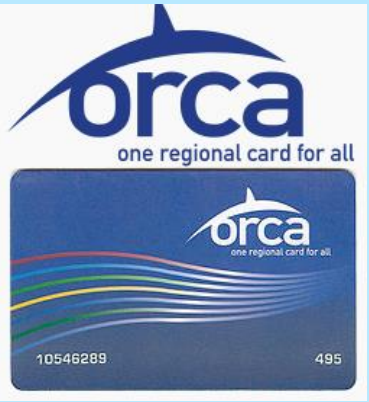
Assumes additional service on school days only with 2024 cost per revenue hour from NTD

Focus on Equity: Clipper START

- **51% of SamTrans riders are eligible** for Clipper START but **only 2% are using the program***
- Clipper START is largely administered by MTC, not by SamTrans
- However, there are policy options available to improve uptake rates and increase exposure to the low-income fare program

CASE STUDY: ORCA LIFT IN THE PUGET SOUND REGION

- Major partner is the Department of Social and Health Services (DSHS)
  - King County pilot project to link ORCA LIFT with EBT applications
- Numerous smaller agencies with targeted markets
  - Agencies have performance-based contracts, paid per card assigned
  - Verify incomes and market the program



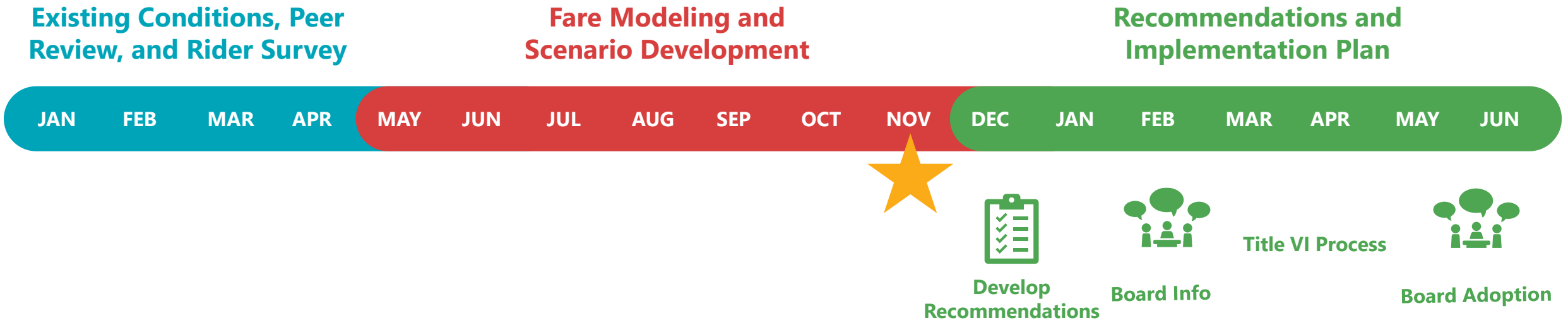
** Data sourced from SamTrans 2026 onboard rider survey that yielded a statistically valid sample of current SamTrans riders*

2026 Youth-Focused Survey

- Youth-focused survey conducted in Sep/Oct 2026 (476 responses)
  - Target audience: Parents/guardians, educators, and school safety groups
  - Distributed in partnership with San Mateo County Office of Education, Schools, Parent-Teacher Associations, and Safe Routes to School
- Goal: understand perception of youth fares, ongoing challenges with SamTrans fare products/pricing, factors that influence ridership
- Preliminary Findings:
  - 80% of respondents found SamTrans fares affordable
  - 55% said it was somewhat or very difficult to pay the $1.10 youth cash fare
  - 66% said lowering the fare to $1.00, would make youth riders more likely to ride SamTrans

Next Steps

- **Technical work:** Finalize pricing changes and policy recommendations, analyze youth survey data
- **Develop Implementation Plan:** Includes outreach with CAC, Title VI, Public Hearing
- **Board engagement:** Present final recommendations for Board info and approval in early 2027



THANK YOU!

BOARD OF DIRECTORS 2026

MARIE CHUANG, CHAIR
BROOKS ESSER, VICE CHAIR
DAVID J. CANEPA
MARINA FRASER
JEFF GEE
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

November 4, 2026 – 2:30 pm

or immediately following the Strategic Planning, Development, and Sustainability Committee meeting

Public Hearing Room, 5th Floor
166 North Rollins Road, Millbrae, CA 94030

Committee Members: Marina Fraser (Chair), Peter Ratto, David J. Canepa

16.a.	Call to Order	
16.b.	Approval of Minutes of the Legislative Committee Meeting of October 7, 2026	Motion
16.c.	Legislative Update	Informational
16.d.	Adjournment	

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 Committee. Staff recommendations are subject to change by the Committee.

San Mateo County Transit District
Legislative Committee Meeting / Committee of the Whole
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of October 7, 2026

Members Present (In Person): David J. Canepa, Peter Ratto, Marina Fraser (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: Brooks Esser, Jeff Gee, Rico E. Medina, Josh Powell, Jackie Speier

Other Board Members Absent: Marie Chuang

Staff Present: J. Cassman, A. Chan, J. Epstein, L. Lumina-Hsu, M. Tseng

15.a. Call to Order
Committee Chair Fraser called the meeting to order at 5:06 pm.

15.b. Approval of Minutes of the Legislative Committee Meeting of September 2, 2026
Motion/Second: Esser/Medina
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser
Noes: None
Abstain: None
Absent: Chuang

15.c. Legislative Update

15.d. Adjourn
The meeting adjourned at 5:10 pm.

DRAFT

San Mateo County Transit District
Staff Report

To: Legislative Committee

Through: April Chan, General Manager/CEO

From: Emily Beach, Chief Communications Officer

Subject: **Legislative Update**

Action
Staff proposes the Legislative Committee recommend the Board of Directors (Directors) receive the attached federal, state, and regional legislative updates.

Significance
The 2026 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, at the appropriate time, those bills on which staff proposes that the San Mateo Transit District (District) take a formal position.

Prepared By:	Michaela Wright Petrik	Government and Community Affairs Officer	650-730-4951

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SamTrans
Federal Report
October 2026

Congressional Update

Government Funding Update

- The Continuing Resolution (CR) extends current government funding through December 11, 2026, giving Congress additional time to negotiate FY27 appropriations bills. In addition to extending current government funding, the Senate CR also delays the White House Office of Management and Budget's (OMB) proposed rule and provides a clean extension of surface transportation reauthorization provisions in the Infrastructure Investment and Jobs Act (IIJA) through December 11, 2026.

- The Senate has not marked up any of its FY27 appropriations bills at this time. When Congress returns after the election, lawmakers will have a limited window to complete negotiations on FY27 appropriations before the December 11 funding deadline. The compressed timeline, in addition to the approaching midterm elections, could make reaching an appropriations agreement more challenging and increase the likelihood of another funding extension.

Senate Releases Permitting Reform Package

- On September 30, the Senate Environment and Public Works (EPW) and Energy and Natural Resources (ENR) Committees introduced their permitting reform package, the Bipartisan American Affordability and Jobs Act of 2026 (S. 5653). The package makes major changes to several federal environmental protection statutes and increases federal power over interstate electricity transmission lines, shortens deadlines for environmental reviews, and imposes limits on when projects can be challenged in court.

- For SamTrans, the measure, if passed, would ensure that many repairs and replacements of existing transit infrastructure would no longer require a full environmental review, major environmental impact studies would be capped at two years (they currently take a median of 3.5 years), and lawsuits challenging new construction projects would have to be filed within 150 days, which would reduce the risk of long legal delays to repairs or construction.

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Sen. Hagerty (R-TN) Introduces Safe Transit Act

- On September 23, Sen. Bill Hagerty (R-TN) introduced the Safe Transit Act (S. 5492), which allows the Department of Transportation (DOT) to withhold up to 100 percent of federal funds from cities and local governments that fail to criminalize fare evasion, ban violent offenders from transit systems, or allow personal recognizance and cash-free release for transit crimes.

- DOT issued a press release in support of the bill on Wednesday, September 23, including mention of multiple transit agencies DOT has called on to improve safety standards. However, the bill is unlikely to pass as it would need to overcome the Senate's 60-vote threshold, a significant hurdle given the controversial nature of several provisions and the likelihood of Democratic opposition.

Administration Update

FTA Releases Proposed CIG Policy Guidance Updates

- On October 1, the Federal Transit Administration (FTA) published proposed policy guidance for the Capital Investment Grants (CIG) program. The CIG program funds major transit capital investments, including heavy rail, commuter rail, light rail, street cars, and bus rapid transit (BRT). The final CIG policy guidance would take effect immediately; no grandfathering will be allowed for any projects currently in the CIG pipeline.

- The proposed policy guidance tightens project readiness and funding requirements, standardizes project evaluation criteria, and directly links the federal CIG share to project performance. The proposal places greater emphasis on cost-effectiveness, ridership, congestion relief, and lower requested federal shares, while introducing a formal methodology for calculating CIG funding levels, including adjustments based on corridor birth and marriage rates.

- Under the proposal, projects serving corridors with birth and marriage rates near or above the national average would receive a boost of up to 5 percent for each factor.

- Comments on the proposed guidance are due by November 16, 2026. Following the comment period, FTA will review all substantive feedback and may revise the guidance before issuing a final version or finalize the guidance as proposed.

SamTrans Bill Matrix

as of 10/15/2026

Bill ID/Topic	Location	Summary	Position
AB 109 Gabriel D Budget Act of 2026.	This bill was signed by the Governor on June 29, 2026.	This bill would make appropriations for the support of state government for the 2026–27 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
AB 117 Committee on Budget Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.	This bill was signed by the Governor on February 19, 2026.	Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. 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, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to $590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.	Watch
AB 1198 Haney D Public works: prevailing wages.	This bill was signed by the Governor on September 27, 2026.	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	Watch

		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, 2027, 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, 2027, if the awarded value of the contract is $35,000,000 or greater. 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. The bill would exempt certain housing projects from these provisions, including, among others, projects that are restricted by deed or subject to regulatory restrictions contained in an agreement with a governmental agency or other recorded document, as specified.	
AB 1383 McKinnor D Public employees' retirement benefits.	This bill was vetoed by the Governor on September 20, 2026.	The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees' Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. Existing law, the Teachers' Retirement Law, establishes the State Teachers' Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers' Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, for service performed on and after January 1, 2027, would prohibit the pensionable compensation for calendar year 2027 used to calculate the defined benefit paid to a new member of a retirement system subject to PEPRA who retires from the system from exceeding specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. The bill would make related, conforming changes to these provisions on pensionable compensation. The bill also would require a new member of STRS to be subject to specified limits of the Teachers' Retirement Law. 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 dead, held in the Senate Rules 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 require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as	Watch

		specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above.	
AB 1578 Jackson D State agency officials: training on responding to hate: local agency officials: anti-hate speech training.	This bill was signed by the Governor on September 27, 2026.	The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Under existing law, the Civil Rights Department administers these provisions. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would require, beginning on January 1, 2028, if a state agency provides any type of compensation, salary, or stipend to a state agency official of that agency, that all state agency officials of that agency receive training on responding to hate, as prescribed. The bill would define "state agency official" to mean a state elected official for that purpose. The bill would require at least one hour of training and education for a state agency official within the first 6 months of taking office or commencing employment, and every 2 years thereafter. The bill would authorize a state agency or an association of state agencies to offer one or more training courses, or sets of self-study materials with tests, to meet these requirements. The bill would authorize a state agency to develop its own training that meets the requirements or direct elected officials to complete a training developed by the department. The bill would require the department to develop or obtain an online training course on responding to hate and make the course available on its internet website. This bill contains other related provisions and other existing laws.	Watch
AB 1599 Ahrens D Public transit: California Transit Stop Registry: transit datasets.	This bill was signed by the Governor on September 18, 2026.	Existing law establishes the Department of Transportation and vests it with various powers and duties. This bill would require the department to create, on or before June 1, 2027, and with input from transit operators, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available seating, and unique identifier, and information on whether the transit stop is sheltered, as specified. 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 dead, held in the Senate Rules 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 require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above.	Watch

AB 1697 Kalra D Employment contracts: stay-or-pay provisions: contract date.	This bill was signed by the Governor on September 30, 2026.	Existing law generally prohibits an employment contract from requiring a worker to pay certain penalties, fees, costs, or debts related to employment or education if the worker's employment or work relationship terminates, as provided. Existing law provides that a contract that is unlawful under that prohibition is void and contrary to public policy as a restraint of engaging in a lawful profession, trade, or business. Existing law authorizes a worker, among other persons, to bring a civil action for specified civil penalties and relief for a violation of these provisions. Existing law applies these provisions to contracts entered into on or after January 1, 2026. This bill would instead apply those provisions to contracts entered into on or after January 1, 2027. The bill would establish exceptions to the above-described prohibition for contracts. Among these exceptions, the bill would except contracts for bonuses relating to specified recruitment and retention programs, and repayment obligations arising from advanced paid time off upon voluntary separation, as prescribed. The bill would further except certain affiliation contracts between a securities broker-dealer, insurance producer, or investment adviser and its agents or representatives that are registered and licensed, as specified, and their affiliates if the contract satisfies certain conditions. The bill would make related findings and declarations. This bill would declare that it is to take effect immediately as an urgency statute.	Watch
AB 1821 Pacheco D California Public Records Act: agency response time.	This bill was signed by the Governor on September 30, 2026.	Existing law, the California Public Records Act, requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. 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, as defined. This bill would instead require each agency to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person as described above within 10 business days of a request for a copy of records. The bill would instead authorize the time period for each agency to respond to be extended by no more than 14 business days. This bill contains other related provisions and other existing laws.	Watch
AB 1837 González, Mark D Video imaging of parking violations.	This bill was signed by the Governor on September 30, 2026.	Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing	Support April 2026

		notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require a public transit operator that uses video imaging to enforce parking violations to report to the Legislature, as specified. The bill would exempt the City and County of San Francisco from this requirement. The bill would allow only local agencies to use video image records to enforce parking violations and would prohibit the use or access of these records for general law enforcement purposes or by federal authorities, as specified. This bill contains other related provisions and other existing laws.	
AB 1838 Berman D Public contracts: local agencies: responsive bidders.	This bill was signed by the Governor on September 27, 2026.	Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid. The bill would require a local agency to establish a process for a contractor to appeal their bid disqualification, as specified. By requiring local agencies to establish a bid disqualification appeal process, this bill would impose a state-mandated local program. The bill would exempt public works contracts covered by a project labor agreement, and projects where local agencies require contractors to prequalify as a condition of bidding. This bill contains other related provisions and other existing laws.	Watch
AB 1883 Bryan D Workplace surveillance tools.	This bill was signed by the Governor on September 30, 2026.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would, with certain exceptions, prohibit an employer from using a workplace surveillance tool that uses artificial intelligence to, among other things, collect neural data or recognize an individual's emotional state. The bill would define an employer to include a governmental entity, including, among other entities, charter cities and the University of California. This bill would authorize the Labor Commissioner or a public prosecutor to enforce the bill's provisions. The bill would subject an employer who violates the bill's provisions to a civil penalty of up to $500 for each violation. The bill would define various terms for purposes of its provisions. This bill would exempt from its provisions an employer's use of a workplace surveillance tool in specified operations where the use of a workplace surveillance tool is reasonable necessary to comply with a federal statute, federal regulation, or binding federal contract relating to the development of aircraft for use in the national airspace or the development of products or services for national security, military, space, or defense purposes. This bill contains other related provisions.	Watch
AB 1919 Pellerin D Santa Cruz Metropolitan Transit District: transactions and use tax: qualified	This bill was signed by the Governor on August 6, 2026.	Existing law provides for the establishment of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Existing law, among other things, authorizes the board of directors of the district to impose transactions and use taxes in accordance with the Transactions and Use Tax Law by an ordinance approved by the electors voting on the measure at a special election called by the board of directors for that purpose. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the special election for a tax measure proposed by the board of directors or a qualified voter	Watch

voter initiative.		initiative to be consolidated with a statewide general election by the board of supervisors of the County of Santa Cruz and would require the tax measure to be submitted to the voters in accordance with specified elections provisions. The bill would also require the county elections official for the County of Santa Cruz to serve as the elections official of the district for purposes of administering the ballot measure process and any election for purposes of specified provisions of law. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
AB 1941 González, Mark D Organized metal theft.	This bill was signed by the Governor on September 30, 2026.	Existing law makes a person who is a dealer in or collector of junk, metals, or secondhand materials, or their agent, employee, or representative, who buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that the person knows or reasonably should know is used by or belongs to specified entities, including a railroad, certain utility companies, or a public entity engaged in furnishing public utility service, without using due diligence to ascertain that the person selling or delivering that material has a legal right to do so, guilty of criminally receiving that property and, in addition to imprisonment, makes that act punishable by a fine of not more than $5,000. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items with the intent to sell, exchange, or return those metal materials for value, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature. By creating new crimes, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support June 2026
AB 1944 Lee D Zero-emission transit buses: axle weight.	This bill was signed by the Governor on September 30, 2026.	Existing law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Existing law, notwithstanding the previous provisions, sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. A violation of this provision is a crime. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.	Support April 2026
AB 2051 Wicks D Public resources: coastal resources: Coastal Resilience	This bill was signed by the Governor on September 27, 2026.	The California Coastal Act of 1976 requires any person wishing to perform or undertake any development in the coastal zone, as defined, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit, as provided. The act requires each local government lying in whole or in part within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. The act requires a land use plan of a proposed local coastal program to be submitted to the California Coastal Commission	Watch

Permitting Working Group.		for certification. The act authorizes the commission to extend, for a period not to exceed one year, certain time limitations relating to local coastal programs for good cause. This bill would authorize the commission to retroactively extend, for good cause and a period not to exceed 5 years, a time limitation established for a local government to act on the commission's suggested modifications to a land use plan amendment that would authorize approval of an affordable housing development, as specified. This bill contains other existing laws.	
AB 2074 Haney D Regional transit hub districts: downtown housing developments.	This bill was signed by the Governor on September 29, 2026.	The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate at least one regional transit hub district, as specified, and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would define "downtown housing development" as a housing development project within a regional hub district that meets certain conditions, including that it meets specified labor standards. The bill would prescribe requirements for the developments, including that the developments are eligible for streamlined ministerial approval, as specified. The bill would require the California Housing Finance Agency to conduct a housing construction loan and financing study that includes specified components and deliver that study to the Legislature and specified committees by March 1, 2028, as specified. By requiring certain cities to designate regional transit hub districts and requiring streamlined ministerial approval of certain housing developments, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 2168 Wicks D Active Transportation Program: guidelines.	This bill was signed by the Governor on September 14, 2026.	Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the program, including guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and school bus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. This bill contains other related provisions and other existing laws.	Watch
AB 2263 Kalra D Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint	This bill was signed by the Governor on September 30, 2026.	Existing law establishes the Santa Clara Valley Transportation Authority (VTA) in order to meet the public transit problems of the County of Santa Clara. Existing law authorizes the VTA to purchase or otherwise acquire property for transit-oriented joint development projects, as provided. This bill would authorize the VTA to similarly purchase or acquire property for an employee housing project, as defined, for VTA employees and members of the public, as specified. The bill would authorize the VTA to construct affordable rental housing for employees and affordable for-sale housing that promotes housing opportunities for VTA employees, as specified. The bill would require the VTA to submit an annual report to the Legislature on the use of the bill's provisions to develop housing, as specified. By requiring the VTA	Watch

development projects.		to submit a new report, the bill would impose a state-mandated local program. This bill contains other existing laws.	
AB 2323 McKinnor D Publication: newspapers of general circulation.	This bill was signed by the Governor on August 20, 2026.	Existing law requires various types of notices to be provided in a "newspaper of general circulation," as that term is defined, in accordance with certain prescribed publication periods and legal requirements. Existing law requires a newspaper of general circulation to meet certain criteria, including publication, a bona fide subscription list of paying subscribers, and printing and publishing at regular intervals in the state, county, or city where publication is to be given. This bill would require any public notice that is legally required to be published in a newspaper of general circulation to be published in the newspaper's print publication and on the newspaper's internet website or electronic newspaper available on the internet. This bill would prohibit a newspaper from charging a fee or surcharge to access public notices on their internet website or for posting a legally required public notice, as specified. This bill would provide, however, that a newspaper may continue to charge a fee or surcharge for access to other content on their internet website. This bill would also provide that certain errors in the publication of a legal notice on a newspaper's internet website, as described, would not constitute a defect in the publication of the legal notice.	Watch
AB 2341 Fong D Local government: emergency response services: use of languages other than English.	This bill was signed by the Governor on August 31, 2026.	Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than "very well," according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than "very well," as specified. This bill would revise these provisions to instead require the local agency to provide information related to an emergency within a local agency's jurisdiction in English and translated in each language spoken by 5% or more of the population that speaks English less than "very well." The bill, to determine whether a language meets the criteria for translation, would require a local agency to calculate the total population of those within its jurisdiction that speaks English less than "very well," and, for each language included in the American Community Survey data, or data from an equally reliable source, determine whether speakers of any language who speak English less than "very well" comprise at least 5% of the total population of that jurisdiction that speaks English less than "very well." The bill would make organizational and clarifying changes to the above-described provisions, as specified. This bill would declare that it is to take effect immediately as an urgency statute.	Watch
AB 2346 Wilson D Vehicles: electric bicycles and speed limits.	This bill was signed by the Governor on September 30, 2026.	Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated or detachable front lamp and a rear lamp, as specified. The bill would also require sellers and distributors of electric bicycles to disclose specified information at or before the point of sale, including, among other things, the classification and maximum speed of the electric bicycle and a recommendation that persons under 16 years of age should not ride an electric bicycle at a speed greater than 15 miles per hour. The bill would make a violation of these provisions punishable as an infraction, as specified. This bill contains other related provisions and other existing laws.	Watch
AB 2413 Ransom D	This bill was signed by the Governor on September 30,	The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines "mass mailing" to mean over 200 substantially similar pieces of mail, and defines	Watch

Large-format public advertisements: public expense.	2026.	"mass electronic mailing" to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define "large-format public advertisement" as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are 24 inches by 36 inches or more in size. This bill would prohibit a large-format public advertisement from being published or displayed at public expense if, among other things, the advertisement includes the photograph of an elected officer affiliated with the agency that produces or purchases the large-format public advertisement. The bill would make an agency and elected official jointly and severally liable for any administrative or civil penalties incurred if the agency prepares a large-format public advertisement that violates the bill's provisions in cooperation, consultation, coordination, or concert with the elected officer. This bill contains other related provisions and other existing laws.	
AB 2484 Alvarez D San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.	This bill was signed by the Governor on September 27, 2026.	The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), governed by a 15-member board with specified powers and duties related to the operation of public transit services in the southern portion of the County of San Diego. The act authorizes MTS to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 2505 Carrillo D Electrical corporations: hydrogen refueling stations.	This bill was signed by the Governor on September 30, 2026.	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. Existing law requires each electrical corporation to file an advice letter for, and requires the commission to approve, a new tariff or rule that authorizes each electrical corporation to design and deploy all electrical distribution infrastructure on the utility side of the customer's meter for all customers installing separately metered infrastructure to support electric vehicle charging stations, other than those in single-family residences. This bill would require each electrical corporation, on or before April 1, 2027, to file an advice letter for, and require the commission, on or before September 1, 2027, to approve, a new or modified tariff or rule that authorizes the electrical corporation to design, construct, own, operate, and maintain all electrical distribution and service facilities located on the utility side of a customer's meter that are necessary to provide separately metered electrical service to hydrogen refueling stations, including hydrogen refueling stations located on premises that already receive electrical service for other uses. The bill would require that the tariff or rule authorize an electrical corporation to extend utility-side electrical distribution and service facilities from the existing distribution system to a dedicated revenue meter serving a heavy-duty hydrogen refueling station that serves vehicles that are 14,001 pounds or greater and authorize the installation of a dedicated revenue meter for the hydrogen refueling station load, as provided. The bill would require a facility installed pursuant to the tariff or rule to be treated, for cost allocation and customer contribution purposes, as line and service extensions, as provided. The bill would require that the tariff or rule require the electrical corporation to provide the applicant a good faith estimate before	Watch

		the applicant is required to execute a line or service extension agreement or make a nonrefundable payment, as provided. The bill would repeal its provisions on January 1, 2033. This bill contains other related provisions and other existing laws.	
AB 2529 Johnson R Civil claims: public entities and employees: declaration.	This bill was signed by the Governor on September 27, 2026.	Existing law, the Government Claims Act, governs the tort liability and immunity of, and claims and actions against, public entities, officers, and employees. Existing law requires that a claim against a public entity or public employee be signed by the claimant or by some person on the claimant's behalf. This bill would require a claim against a public entity or public employee to include a declaration that, upon information and belief, the contents of the claim are true and correct. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other existing laws.	Watch
AB 2576 Harabedian D Transit-oriented development: exclusions: historic sites.	This bill was signed by the Governor on September 14, 2026.	Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including, among other sites prior to one year following the adoption of the 7th revision of the housing element, a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025. This bill would incorporate additional changes to Section 65912.161 of the Government Code proposed by AB 2415 to be operative only if this bill and AB 2415 are enacted and this bill is enacted last.	Watch
AB 2595 Papan D San Mateo Electric Bicycle Safety Pilot Program.	This bill was signed by the Governor on September 30, 2026.	Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of $25, except as specified. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount	Watch

		of the fine imposed. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2030, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for a violation of the ordinance or resolution, the results of those traffic stops, and the actions taken by a peace officer during a traffic stop, as specified. The bill would require a local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified.	
AB 2656 Petrie-Norris D Public employees: notice: artificial intelligence performing service within scope of work.	This bill was vetoed by the Governor on September 30, 2026.	Executive Order No. N-12-23 requires specified state agencies, in collaboration with other state agencies and their workforce, to draft a report to the Governor examining the most significant, potentially beneficial use cases for deployment of generative artificial intelligence (GenAI) tools by the state. The executive order requires the report to explain the potential risks to individuals, communities, and government and state government workers, and requires the report to be regularly assessed and updated in consultation with, among others, the state government workforce or organizations that represent state government employees, as specified. Chapter 928 of the Statutes of 2024, the Generative Artificial Intelligence Accountability Act, requires specified state agencies to update the report, as needed, to respond to significant developments and to consult with specified parties, including organizations that represent state exclusive employee representatives. The act also requires state agencies to consider procurement and enterprise use opportunities for GenAI to improve efficiency, effectiveness, accessibility, and equity of government operations, as specified. This bill would require certain state and local public employers to provide written notice to a recognized employee organization at least 45 days before taking an action to develop, purchase, or require the use of GenAI to perform a service that is within the scope of work of the job classification represented by the recognized employee organization.	Watch
SB 111 Laird D Budget Act of 2026.	This bill was signed by the Governor on June 29, 2026.	The Budget Act of 2026 would make appropriations for the support of state government for the 2026–27 fiscal year. This bill would amend the Budget Act of 2026 by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
SB 117 Committee on Budget and Fiscal Review Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.	This bill is dead, held in the Assembly Budget Committee.	Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. 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, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to $590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit	Watch

		District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. The bill would require a transit operator to use its respective share of specified funding under the State Transit Assistance Program as security for any loan made by the Metropolitan Transportation Commission and would authorize the Metropolitan Transportation Commission to redirect those funds as repayment for an outstanding loan if the specified transit entity fails to make timely loan payments. The bill would make these provisions inoperative upon full repayment of the loan by the Metropolitan Transportation Commission, as specified. To the extent the bill would impose new duties on the Metropolitan Transportation Commission, the bill would impose a state-mandated local program.	
SB 122 Committee on Budget and Fiscal Review Taxation.	This bill was signed by the Governor on June 29, 2026.	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 of, 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 (SUT) defines “tangible personal property” to mean personal property that may be seen, weighed, measured, felt, or touched, or that is in any other manner perceptible to the senses. Existing law punishes various violations of the SUT as crimes. The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the SUT, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the SUT. Amendments to the SUT are automatically incorporated into the local tax laws. This bill would define “tangible personal property” to additionally mean a digital product and any copyright or patent interests associated therewith for the purposes of the application of the SUT, as prescribed. The bill would define “digital product” to mean, except as provided, prewritten computer software transferred on tangible storage media, transferred electronically, or accessed remotely. The bill would also make various conforming changes. By expanding the scope of violating the SUT, this bill would impose a state-mandated local program. This bill would prohibit a purchaser or retailer of a digital product that is transferred electronically or accessed remotely from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under Bradley-Burns imposed on the sale or purchase of a digital product that is transferred electronically or accessed remotely. This bill would make an appropriation of $750,000 from the General Fund to the California Department of Tax and Fee Administration for the purpose of administering these sales and use tax provisions.	Watch
SB 169 Committee on Budget and Fiscal Review Transportation budget trailer bill.	This bill was signed by the Governor on July 13, 2026.	Existing law requires the Department of Transportation to work in partnership with the California Workforce Development Board to support California’s high road construction careers program. Existing law requires the department to reserve a minimum aggregate total of $50,000,000 of federal funds from the federal Infrastructure Investment and Jobs Act to be allocated over 4 years in support of the program. This bill would instead require the department to reserve a minimum aggregate total of $30,000,000 of state transportation funds to be allocated in support of California’s high road construction careers program. This bill contains other existing laws.	Watch
SB 176 Committee on Budget	This bill is dead, held in the Assembly Budget 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 of, or on the storage, use, or other consumption in	Watch

and Fiscal Review Taxation.		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 (SUT) defines "tangible personal property" to mean personal property that may be seen, weighed, measured, felt, or touched, or that is in any other manner perceptible to the senses. Existing law punishes various violations of the SUT as crimes. The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the SUT, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the SUT. Amendments to the SUT are automatically incorporated into the local tax laws. This bill would define "tangible personal property" to additionally mean a digital product and any copyright or patent interests associated therewith for the purposes of the application of the SUT, as prescribed. The bill would define "digital product" to mean, except as provided, prewritten computer software transferred on tangible storage media, transferred electronically, or accessed remotely. The bill would also make various conforming changes. By expanding the scope of violating the SUT, this bill would impose a state-mandated local program. This bill would prohibit a purchaser or retailer of a digital product that is transferred electronically or accessed remotely from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under Bradley-Burns imposed on the sale or purchase of a digital product that is transferred electronically or accessed remotely. This bill would make an appropriation of $750,000 from the General Fund to the California Department of Tax and Fee Administration for the purpose of administering these sales and use tax provisions.	
SB 577 Laird D Public entities.	This bill was signed by the Governor on September 30, 2026.	Existing law requires that specified actions for recovery of damages suffered as a result of childhood sexual assault that occurred before January 1, 2024, be commenced within 22 years of the date the plaintiff attains the age of majority or within 5 years of the date the plaintiff discovers or reasonably should have discovered that psychological injury or illness occurring after the age of majority was caused by the sexual assault, whichever period expires later. Existing law prohibits a plaintiff from commencing specified actions against a person or entity who did not commit the act of childhood sexual assault on or after the plaintiff's 40th birthday unless the offending person or entity knew or had reason to know of any misconduct that created a risk of childhood sexual assault by an employee, volunteer, representative, or agent, or the person or entity failed to take reasonable steps or to implement reasonable safeguards to avoid acts of childhood sexual assault. Existing law provides that there is no time limit for commencement of actions for recovery of damages suffered as a result of childhood sexual assault which occurred on or after January 1, 2024. Actions subject to these time limits include actions for liability against any person or entity who owed a duty of care to the plaintiff and an action for liability against any person or entity for an intentional act that was the legal cause of the childhood sexual assault. Existing law provides that in actions against entities for violation of a duty of care, the plaintiff must establish that the entity acted wrongfully or negligently. This bill would shorten the amount of time a victim of childhood sexual assault that occurred before January 1, 2024, would have to file a specified action to 22 years from the date the plaintiff attains the age of majority or within 3 years of the date the plaintiff discovers or reasonably should have discovered that psychological injury or illness occurring after the age of majority was caused by the sexual assault, whichever period expires later. The bill would, for actions seeking damages for childhood sexual assault that occurred before January 1, 2024, and filed on or after January 1, 2026, against a public entity, or one of its employees or agents, by a plaintiff who is 40 years of age or older, require the plaintiff to prove by clear and convincing evidence that the public entity knew of misconduct that resulted in childhood sexual assault and failed to take reasonable steps or implement safeguards to	Watch

		avoid it, as specified, and that the public entity negligently discharged a mandatory duty. For these cases, the bill would also require the court to review specified factors when adjudicating motions for remittitur and would authorize a court to structure judgments against public entities so that they could be paid over time. This bill contains other related provisions and other existing laws.	
SB 667 Archuleta D Railroads: safety: report.	This bill was signed by the Governor on September 18, 2026.	Existing law requires the Public Utilities Commission to annually report to the Legislature on sites on railroad lines in the state that the commission finds to be hazardous, including a list of all railroad sites in the state that it determines pose a local safety hazard. Existing law authorizes the commission to submit in the annual report the list of railroad sites submitted in the immediate prior year annual report, and to amend or revise that list from the immediate prior year as necessary. In determining which railroad sites pose a local safety hazard, existing law requires the commission to consider, among other things, whether any local safety hazards at railroad sites have been eliminated or sufficiently remediated to warrant removal of the site from the list. This bill would require the commission, on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site.	Watch
SB 677 Wiener D Housing financing: joint powers agreements: bond approvals: subdivisions: tentative and final maps: appeals.	This bill was signed by the Governor on September 30, 2026.	Existing law, the Joint Exercise of Powers Act, authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Existing law, for the purposes of that act, defines the term “public agency” to include various federal, state, local, and tribal entities. Existing law requires approval by the Department of General Services of certain joint powers agreements that include the state as a member, as provided. Existing law authorizes a joint powers authority to issue revenue bonds to pay the costs and expenses of acquiring, constructing, or conducting a program for, among other things, low-income housing projects owned or operated by a city, county, city and county, or housing authority. Existing law provides that the Treasurer and the Secretary of State are designated as elected representatives for federal tax purposes of a joint powers agency created to approve or certify the issuance of bonds, notes, or other evidence of indebtedness issued by or on behalf of the joint powers agency to the extent approval is required by federal tax law. This bill would provide that the geographic jurisdiction of a joint powers authority is the area encompassed by the combined geographical boundaries of all of its member public agencies. The bill would declare that these provisions are declaratory of existing law. This bill would additionally authorize the Treasurer to execute an agreement including the state as a member of a joint powers authority without obtaining approval from the Department of General Services only for the Treasurer to provide specified approvals for bonds issued by the joint powers authority to finance specified residential rental projects for which a city, county, or city and county that is a member of the joint powers authority has failed to provide specified approval required by federal tax law, as defined and provided. The bill would provide that its provisions do not expand, limit, or otherwise affect the authority of, among others, the state, or any officer or agency of the state, to enter into a joint exercise of powers agreement or cause the state to become a member of a joint powers authority, as specified. This bill contains other related provisions and other existing laws.	Watch
SB 739 Arreguín D Transportation network companies: California Clean Miles	This bill is dead, held in the Inactive File.	The Passenger Charter-party Carriers’ Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission and includes specific requirements applicable to transportation network companies, which are defined as certain organizations that, using an online-enabled application or platform, connect passengers with drivers using a personal vehicle. The act establishes the California Clean Miles Standard and Incentive Program, which requires, by January 1, 2020, that the State Air Resources Board establish a baseline for emissions of greenhouse gases for vehicles	Watch

Standard and Incentive Program.		used on the online-enabled applications or platforms by transportation network companies on a per-passenger-mile basis, as provided. The act requires, by January 1, 2021, that the state board establish, and the commission implement, annual targets and goals, in accordance with specified requirements, starting in 2023 for the reduction under that baseline for emissions of greenhouse gases per passenger mile driven on behalf of a transportation network company. The act makes a violation of the act, or an order or direction of the commission pursuant to the act, a crime. This bill would require, by January 1, 2028, the state board to adopt, and the commission to implement, updated annual targets and goals starting in 2029 for the reduction under that baseline for emissions of greenhouse gases per passenger mile driven on behalf of a transportation network company in accordance with specified requirements. The bill would prohibit the commission from finding a transportation network company in violation of the program under specified circumstances. The bill would prohibit the commission from adopting or enforcing any penalties against transportation network companies for the failure to meet the targets or goals adopted under the program by the state board applicable before the 2029 calendar year. However, the bill would require a transportation network company to meet specified targets for passenger miles traveled using a zero-emission vehicle in the 2027 and 2028 calendars years. This bill contains other related provisions and other existing laws.	
SB 741 Blakespear D Low Carbon Transit Operations Program.	This bill was signed by the Governor on September 18, 2026.	Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements. This bill would repeal the requirement for the department to adopt guidelines. This bill contains other related provisions and other existing laws.	Support July 2026
SB 830 Arreguín D Public Transit Revenue Measure District: revenue measure: election procedures.	This bill was signed by the Governor on July 16, 2026.	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 establishes the Public Transit Revenue Measure District, governed by the same board that governs the commission, with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara, and the City and County of San Francisco. Existing law authorizes 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 14 years, and in specified amounts, subject to voter approval at the November 3, 2026, statewide general election. Existing law establishes specified procedures for that election, including a requirement that the elections officials of the counties where the measure will appear on the ballot mutually agree to use the same letter designation for the measure. This bill would revise those election procedures by, among other things, instead requiring the measure to be identified on the ballot by the designation “Regional Transit Measure” in each county included in the district and by requiring each county elections official in the district to select, from among the submissions of proposed arguments in favor of, and against, the measure, the arguments to be included in the county voter information guide of that county, as specified. This bill would declare that it is to take effect immediately as an urgency statute.	Watch
SB 908 Wiener D	This bill was signed by the Governor on September 29, 2026.	Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law places various limits and prohibitions on the governing documents, as defined, relative to an owner’s separate interest within those developments.	Watch

Residential windows: retrofitting: residential window replacement projects: California Building Code compliance.		This bill would declare void and unenforceable any covenant, restriction, or condition contained in any deed, contract, security instrument, other instrument affecting the transfer or sale of any interest in a common interest development, or provision of a governing document that effectively prohibits or restricts the owner of a separate interest from completing a residential window replacement project or impose any requirements on California Energy Code-compliant windows, as specified. The bill's provisions would not apply to certain provisions that impose reasonable installation restrictions on a residential window replacement project that do not significantly increase the cost of a residential window replacement project or significantly decrease the energy efficiency of a residential window replacement project, except as specified. This bill contains other related provisions and other existing laws.	
SB 922 Laird D Vehicles: local agency charges: use of streets or highways.	This bill was signed by the Governor on August 27, 2026.	Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would explicitly state that a fee, charge, surcharge, or component thereof imposed upon the provider of, or ratepayer for, public services by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide those public services is not a tax, permit fee, or other charge that is prohibited by the provision described above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge. The bill would delete obsolete references and make other technical changes. The bill would make various findings and declarations.	Watch
SB 935 Choi R Local agency design-build projects: authorization.	This bill was signed by the Governor on July 16, 2026.	Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of $1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely. By indefinitely extending provisions that would otherwise be repealed on January 1, 2031, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
SB 939 Laird D Public employees' retirement: service credit: payments.	This bill was signed by the Governor on August 17, 2026.	The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS), which provides a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. PERL vests management and control of PERS in the Board of Administration. Under that law, members may make certain elections, including elections to purchase service credit for various types of public service, upon payment of additional contributions. Existing law permits a member who retires before paying off the entire amount for service credit to pay the balance due by deductions from their retirement allowance equal to those authorized as payroll deductions, as specified. Under existing law, upon the death of that member, a survivor of the member, who is eligible for a monthly allowance, may elect to continue those deductions from the survivor's allowance. Existing law authorizes the member, survivor, or beneficiary, as an alternative, on or after January 1, 2020, to elect to receive an allowance that is reduced by the actuarial equivalent of any balance remaining unpaid by the member. This bill would limit that alternative option to elections made on or after January 1, 2020, with an initial effective date prior to January 1, 2028. (2)Existing law provides that all elections taking effect on or after January 1, 2020, including elections for normal contributions, arrears	Watch

		contributions, absences, or public service become due and payable at the time of the member's retirement or preretirement death. This bill would require, for all elections with an effective date on or after January 1, 2028, except as specified, the member's payment to be received by the system no later than 90 days after the member's retirement effective date, or the survivor or beneficiary's payment to be received by the system no later than 90 days after the date the notification of balance due is mailed. For any balance not paid, the service credit included in the election would be reduced or eliminated, as specified. This bill would also require all contributions or service credit adjustments required by law or agreement with an effective date on or after January 1, 2028, to become due and payable at the time of retirement or preretirement death. The bill would require the member, survivor, or beneficiary to have their allowance reduced by the actuarial equivalent of any balance remaining unpaid by the member. (3)Existing law permits a member of PERS who has elected to receive credit for service and who retires for disability, including a safety member who retires due to industrial disability, to elect to cancel the installments prospectively, in accordance with certain provisions. This bill contains other related provisions and other existing laws.	
SB 947 McNerney D Employment: automated decision systems.	This bill was signed by the Governor on September 30, 2026.	Existing law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems (ADS) that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. This bill would prohibit an employer from discharging, threatening to discharge, demoting, suspending, or in any manner discriminating or retaliating against any employee for taking certain actions asserting their rights under the bill. The bill would authorize the Labor Commissioner to enforce the bill's provisions and also authorize a public prosecutor to bring a civil enforcement action, as specified. The bill would set forth specified types of relief that a plaintiff may seek and specified penalties that an employer that violates these provisions is subject to, including a $500 civil penalty per violation. This bill contains other related provisions and other existing laws.	Watch
SB 951 Reyes D Employment: technological displacement: notice.	This bill was signed by the Governor on September 30, 2026.	Existing law, the California Worker Adjustment and Retraining Act (Cal/WARN Act), prohibits an employer from ordering a mass layoff, relocation, or termination at a covered establishment unless, 60 days before the order takes effect, the employer gives written notice of the order to the employees affected by the order and to the Employment Development Department and certain local officials. Existing law makes an employer who fails to give specified notice regarding a mass layoff, relocation, or termination subject to a civil penalty of not more than $500 for each day of the employer's violation. This bill would revise the Cal/WARN Act to also require an employer giving notice of a mass layoff, relocation, or termination caused in whole or in substantial part by an artificial intelligence (AI) system or other automated technology replacing or automating employment positions to include certain information in the notice, including the job functions performed by workers that will be automated by AI or other automated technology. The bill would require the department to publish a summary of the notices received on its internet website and to post a quarterly statewide summary of technological displacements reported. The bill would require the department, on or before January 1, 2028, to submit a report to the Legislature on artificial intelligence's effects on business hiring practices, including its impact on industries and occupations at the state and regional level. The bill would repeal the provision requiring that report on January 1, 2029.	Watch
SB 994 Cabaldon D	This bill was signed by the Governor on September 27, 2026.	Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the	Watch

Local agencies: nondisclosure agreements.		drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local agency officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local agency official to share information with fellow local agency officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable. The bill would prohibit an employee of a local agency or a local agency official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with the local agency official who they serve or the governing body of the local agency that employs them. This bill contains other related provisions and other existing laws.	
SB 1087 Cabaldon D Transportation planning: sustainable communities strategies: transportation funding programs.	This bill was signed by the Governor on September 30, 2026.	Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. This bill would revise and recast the requirements for a sustainable communities strategy, including, among other things, (A) requiring a sustainable communities strategy every 8 years with a progress report after 4 years instead of requiring a sustainable communities strategy every 4 years, (B) requiring the state board to provide each region with greenhouse gas emission reduction targets for 2035 and 2045, and (C) requiring the state board to hold technical workshops before providing those targets. The bill would also revise the state board's process for reviewing sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws.	Watch
SB 1159 Cabaldon D Artificial intelligence: transparency and governance.	This bill was signed by the Governor on September 30, 2026.	The California Constitution provides that people have the right of access to information concerning the conduct of the people's business. Various provisions of existing law, including the California Public Records Act, the Legislative Open Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines "person" to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Legislative Open Records Act, the Administrative Procedure Act, the California Coastal Act of 1976, and CEQA, "person," "interested person," "participant," "member of the public," as applicable, and any other similar terms under each act referring to those who may engage with governmental	Watch

		agencies, do not include artificial intelligence, as defined, systems, autonomous agents, or robots, whether physical or digital. The bill would authorize governmental agencies to use a disclosure verification tool to determine if artificial intelligence is present. The bill would make findings and declarations related to these provisions. This bill contains other related provisions and other existing laws.	
SB 1187 Durazo D Open meetings.	This bill was signed by the Governor on September 18, 2026.	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. Existing law, beginning July 1, 2026, requires eligible legislative bodies, as defined, to have in place a system for electronically accepting and fulfilling requests for meeting agendas and documents. Existing law additionally requires these legislative bodies to translate the agenda for each meeting of that body and to reasonably assist members of the public who wish to translate a public meeting or receive interpretation, as specified. This bill would instead delete the above-described requirements on eligible legislative bodies. This bill contains other related provisions and other existing laws.	Watch
SB 1216 Laird D Budget Act of 2026.	This bill is dead, held in the Senate Budget and Fiscal Review Committee.	The Budget Act of 2026 would make appropriations for the support of state government for the 2026–27 fiscal year. This bill would amend the Budget Act of 2026 by amending a section relating to appropriations. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
SB 1361 Durazo D Transit-oriented housing developments: local governments: transit agencies and projects.	This bill was signed by the Governor on September 30, 2026.	Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects.	Watch
SB 1375 Cortese D California Environmental Quality Act: exemption: urban intermodal rail station project.	This bill was signed by the Governor on September 30, 2026.	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. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA, except as specified, a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. The bill would require a lead agency, if it determines that a project is not subject to CEQA pursuant to this exemption, and it determines to carry out the project, to file a notice of	Watch

		exemption with the Office of Land Use and Climate Innovation and the county clerk of the county in which the project is located, as provided. The bill would permit exemption only for projects for which a notice of exemption is filed before January 1, 2032. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

Shaw Yoder Antwih Schmelzer & Lange

October 16, 2026

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 – November 2026

General Update
The Governor's bill signing period ended on September 30, 2026.

Of the 1,160 bills sent to Governor Newsom this year, he signed 1,040 and vetoed 120. Signed bills will go into effect on January 1, 2027, unless they contain an "urgency clause," which means the measure takes effect immediately upon signature by the Governor.

On November 3, California voters will elect its next Governor, a host of other constitutional officers, 20 State Senators, and all 80 Assemblymembers. They will also vote on a number of state ballot measures.

The Legislature will convene the 2027-28 Legislative Session on December 7, 2026 for the swearing-in of members and will then enter recess until early January.

State Ballot Measures Affecting Transit
Set to be approved or rejected on the November 3 ballot, Propositions 43 and 45 could be of interest to SamTrans.

Proposition 43 would, effective January 1, 2027, prohibit a local government (or voters) from establishing a special tax, including by the initiative process, unless the tax is approved by a two-thirds vote. This would effectively close the "Upland Loophole," which has permitted local governments to enact special taxes by simple majority vote, if the tax was initiated by a group of local voters via the initiative process. ***Given its effective date of January 1, 2027, Proposition 43 (should it pass) should not impact the Connect Bay Area Regional Measure.***

Meanwhile, Proposition 45, should it be approved by the voters, would set deadlines to complete environmental reviews under the California Environmental Quality Act (CEQA) for most housing, transportation, water, and health projects, in an effort to expedite review and approval of projects.

New Tax on Software-as-a-Service Takes Effect on January 1, 2027
This summer, Governor Newsom signed SB 122 (Budget and Fiscal Review Committee) [Chapter 23, Statutes of 2026], which, among other things, extended state and local sales and use taxes to digital products, including Software-as-a-Service (SaaS). The legislation was one of several new revenue measures passed as part of the Budget Act of 2026 to address the state's deficit.

As of the drafting of this report, the California Department of Tax and Fee Administration is advancing an emergency regulation to implement the tax. The regulation, which is expected to be released before the end of the year, will address the implementation mechanics of the new tax.

Caltrans Releases SB 960 Implementation Plan

In September, Caltrans released its SB 960 Implementation Plan, which outlines how Caltrans will track and fulfill the requirements of SB 960 (Wiener) [Chapter 630, Statutes of 2024].

As a reminder, SB 960 requires Caltrans to include complete streets assets in its asset management plan, system highway management plan, and in the plain language performance report for the state highway operation and protection program (SHOPP). It also requires Caltrans to develop and adopt transit priority policies and guidelines – including specific 4-year targets to incorporate complete streets facilities in the SHOPP.

The new SB 960 Implementation Plan contains a variety of proposals related to walking, biking, and transit infrastructure, and is intended to complement ongoing departmental commitments to complete streets and guide progress toward the implementation of SB 960.

Update on Final Bill Outcomes

SB 741 (Blakespear) Low Carbon Transit Operations Program – SUPPORT

This bill revises and recasts the Low Carbon Transit Operations Program to streamline its administration and provide additional flexibility to transit agencies on the use of program funding. The bill clarifies that program funding can be used on the maintenance of bus, rail, or ferry service, not just its expansion; transit fare subsidies; and network and fare integration technology improvements. ***Signed by Governor Newsom.***

AB 1837 (Mark González) Forward Facing Camera Reauthorization – SUPPORT

This bill extends the existing authorization for transit agencies to install forward-facing automated parking cameras to combat the issue of cars parked in bus lanes and help ensure transit reliability. This authorization – originally enacted in 2022 – was set to expire on January 1, 2027. ***Signed by Governor Newsom.***

AB 1941 (Mark González) Organized Metal Theft – SUPPORT

This bill creates the new crime of organized metal theft for those who act in concert with additional persons to steal high-value metals used in public infrastructure, including copper wiring. The bill makes this crime punishable as either a misdemeanor or a felony. ***Signed by Governor Newsom.***

AB 1944 (Lee) Zero-Emission Bus Axle Weight Limit – SUPPORT

This bill amends the axle weight limits that apply to zero-emission buses purchased by California transit agencies by postponing the dates by which certain axle weight limits apply. This will provide for a near-term increase in axle weight limits to help facilitate continued compliance with the California Air Resources Board's Innovative Clean Transit (ICT) regulation. ***Signed by Governor Newsom.***

Bills of Interest

SB 1187 (Durazo) Brown Act Language Requirements – WATCH

This bill eliminates the requirement that eligible legislative bodies subject to the Ralph M. Brown Act translate meeting materials and otherwise provide various interpretive and language access services.

These provisions were initially passed into law via SB 707 (Durazo) last year. ***Signed by Governor Newsom.***

AB 1383 (McKinnor) PEPRA Compensation Limits – WATCH
This bill would have made significant changes to the Public Employees' Pension Reform Act, or PEPRA, a law passed in 2012 to reform public employee retirement systems and help local agencies better manage future pension costs. While the bill primarily would have affected public safety employees (e.g. police, firefighters), AB 1383 would also have increased the pensionable compensation base (the maximum amount of an employee's salary that may be used to calculate retirement benefits). This would have increased local systems' pension obligations. ***Vetoed by Governor Newsom. The veto message can be found here.***

AB 1599 (Ahrens) California Transit Stop Registry – WATCH
This bill requires Caltrans to create an online registry of all transit stops in California and obligates all transit operators to ensure that each of their transit stops are accurately reflected in the registry. The California Transit Association, in coordination with SamTrans staff, secured late amendments to the bill to require that Caltrans engage with transit operators during the development of the registry, limit the information that must be reported by transit agencies, and ensure agencies won't need to change their own unique identifying numbers for their respective transit stops. ***Signed by Governor Newsom.***

AB 1883 (Bryan) Limiting Workplace Surveillance Tools – WATCH
This bill prohibits employers from using workplace surveillance tools that incorporate emotion recognition AI technology. This may have the effect of limiting existing and emerging AI-supported safety tools. ***Signed by Governor Newsom.***

AB 2168 (Wicks) Active Transportation Program Guidelines – WATCH
Existing law establishes the Active Transportation Program (ATP) for projects that support the use of active transportation and tasks the California Transportation Commission to develop guidelines with regard to project eligibility. This bill requires the guidelines to include eligibility for *safe routes to transit* projects that encourage access to transit and investments in transit-rich and infill opportunity areas. Late amendments also require the guidelines to provide for consultation between transit operators and local agency ATP applicants to ensure projects are designed and constructed in a safe manner for projects adjacent to transit corridors. ***Signed by Governor Newsom.***