

First in the Nation – In mid-December, over 350 transit stakeholders representing labor, management, government, and educational organizations came together in Washington, D.C., for the International Transportation Learning Center's (ITLC) *Making Connections* 2022 conference. ITLC is a non-profit organization funded by the Federal Transit Administration (FTA) and the U.S. Department of Labor and is focused on the frontline workforce in public transit. Recently, FTA awarded ITLC a \$5 million grant to build the Transit Workforce Center (TWC), FTA's national technical assistance center operated by ITLC. A.C. Transit supports the TWC and presented on augmented reality (A.R.) training. This is the newest innovation in training and a first for public transit in the nation as it applies to zero-emission fuel cell procedures. A.R. started as a pilot project in August 2022 and ended with a complete fuel cell maintenance procedure conducted on a New Flyer fuel cell bus at the East Oakland maintenance yard. Presentation is available via www.transitworkforce.org,

Pictured below: Maintenance Trainer, Lucas McClaflin, provides a "live assist" to the mechanic on the shop floor. Looking at the monitor, Lucas can see the mechanic's view. The AR headset (a Microsoft product called "Hololens") projects the component and instructional steps. Together teacher and student review and prepare to perform maintenance.

Pictured: Maintenance Trainer, Leonardo Loaiza, serves in the role of student, wearing the Hololens, and as guided by his trainer, removes the air compressor.



Transportation Research Board (TRB) 102nd Annual Meeting -Planning and Engineering staff attended the TRB Annual meeting in Washington, D.C. William (Bill) Tonis, Director of Business Sciences, participated in a discussion on 'Commercial and Municipal Fleet Electrification' as a panelist. Bill also presented on 'Barriers to Fleet Electrification: Perspectives from A.C. Transit.' Campbell Jung, Manager of Business Analytics, was invited as a panelist on 'Normalizing Data: Creating an Internal Data Culture.' Campbell presented on 'Promoting a Healthy Transit Data Culture through Business Analytics.'

Staff shared best practices through these presentations, networked with TRB Transportation professionals from other agencies, and attended workshops and presentations on broad transit-related topics such as transit equity, ridership recovery, zero emissions programs, and transit analytics.



Preventative Maintenance Inspections — Maintenance programs are designed to maximize the bus fleet's effective and efficient useful life. Preventative Maintenance Inspections (PMI) and scheduled standard tasks are the foundation of the District's fleet maintenance programs. More than 20 scheduled maintenance activities are required for each bus to meet the Original Equipment Manufacturer's (OEM) recommended maintenance intervals, along with safety and regulatory compliance. Major inspections and Deep Cleaning are the base programs to sustain a safe, clean, and reliable bus fleet. Maintenance uses the Ellipse Enterprise Asset Management System (EAMS) to create work orders and track asset maintenance activities.

A total of 2,223 Maintenance support work orders were generated for district administrative activities that are not fleet repair related. Maintenance completed 9,005 scheduled preventative maintenance inspections with deep cleanings during the past calendar year. During preventative maintenance inspections, mechanics identify bus equipment requiring corrective maintenance, and a work order is created to track and document repairs. An unscheduled Corrective Maintenance work order is created to address repairs between inspections; 58,214 corrective maintenance work orders were completed. A total of 761 Warranty work orders were created for OEMs to perform repairs on the fleet during CY2022.

CY2022 Completed Work Orders

Maintenance Initiatives	Quantity
Maintenance Support	2,223
Scheduled Maintenance	9,005
Unscheduled Maintenance	46,225
Warranty	761
Grand Total	58,214

Log On Rate – The Log On Rate is a District Key Performance Indicator (KPI) to achieve 95% or higher. During the last quarter of the calendar year 2022, the District exceeded the goal with an average of 97.09%. The current Log Rate for January 2023 sits at 97.26%. The Operations Control Center (OCC) staff utilizes line management methods to monitor and track Operator Log-on using the Clever Devices Cad system. Each controller is responsible for reviewing and monitoring the Log On activity of the coaches and Operators they are responsible for managing.

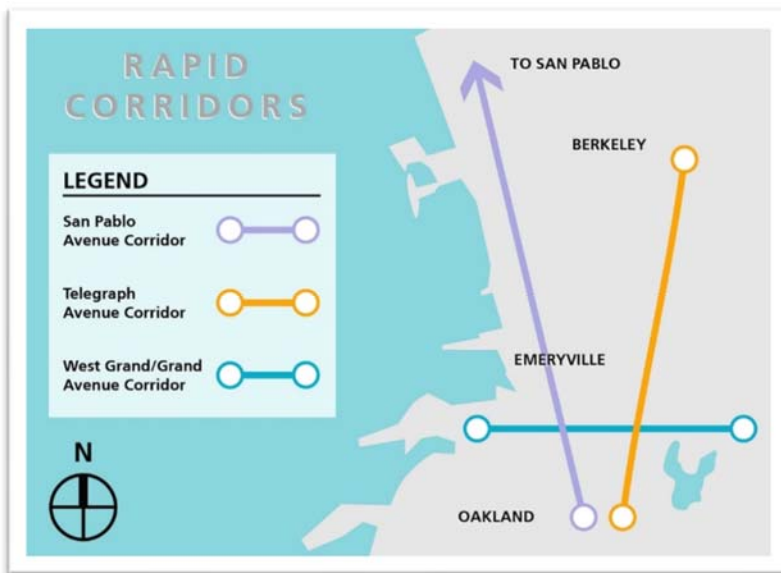
The Rapid Corridor Project (Project) is intended to improve transit operations along Telegraph Avenue, San Pablo Avenue, and West Grand/Grand Avenue, as well as providing a mechanism to design and build the Dana Complete Street Pilot Project in Berkeley. The Project began in 2019 and was scheduled to be completed in two (2) years. However, delays to the Project resulting from the COVID-19 pandemic, procurement of various contracts, obtaining permits from local jurisdictions, and ongoing delays in procuring signal gear-related long-lead items because of supply chain issues have necessitated project schedule extensions.

Construction for the San Pablo Avenue portion is expected to be completed in Summer of 2023 and the Telegraph Avenue portion in 2024. To accommodate extended project timelines, staff executed change orders for the following contracts associated with the San Pablo Avenue work until December 31, 2023, and November 30, 2023, respectively:

- Construction Management Service for the Rapid Corridors San Pablo Avenue Project by VSCE (#2020-1480)
- Design Service for the Rapid Corridors San Pablo Avenue Project by Kimley-Horn (#2020-1502)

In addition, staff plans to extend the following contract associated with Telegraph Avenue until December 31, 2024:

- Design Service for the Rapid Corridors Telegraph Avenue Project by DKS (#2020-1520)



A.C. Transit Network Redesign- A.C. Transit is beginning a large-scale planning effort for a bus network redesign slated for implementation in August 2024. After an exhaustive evaluation, the team of Kittelson and Associates, Transportation Management and Design, Winter Consulting, and Circlepoint was the successful bidder. The Kittelson and Associates team will organize their work so that Kittelson will lead the existing conditions analysis, a customer preferences survey, and the development of guiding principles, while Transportation Management and Design will lead the network planning and the development of new service standards. Winter Consulting will lead the outreach and engagement efforts throughout the Project with support from Circlepoint. The network redesign will carefully examine where people are traveling today, where people want to go, how our bus network matches up with those patterns in the wake of the pandemic, and propose changes to better align the service we deliver with peoples' travel needs. We'll develop a plan responsive to our communities needs and the workforce and fiscal challenges facing the District and the transit industry at large through robust outreach and engagement, a customer preferences survey, and an existing conditions analysis that emphasizes current transit industry best practices. This Project will be a multi-phased effort with public-facing activities beginning in the first half of 2023. Staff will provide regular updates to the Board as the Project moves forward.

Federal Transit Administration Listening Session on Asian American, Native Hawaiian, and Pacific Islander Transit Riders



The Federal Transit Administration, United States Department of Transportation, and the White House Initiative on Asian Americans, Native Hawaiians, and Pacific Islanders convened a listening session of local public transit agencies and approximately a dozen community-based organizations that serve the Asian Americans, Native Hawaiians, and Pacific Islander (AANHPI) community. President Joel Young represented A.C. Transit to discuss this important topic and better understand the AANHPI rider experience, particularly in light of the spike in violence against this community during the COVID-19 pandemic. The feedback elicited during this listening session is intended to help transit operators improve the comfort level of AANHPI riders on their systems and provide a sense of security when riding public transit. The FTA acknowledged A.C. Transit's contribution to this discussion in a Tweet the following week.

Hydrogen Policy Forum

The California Hydrogen Coalition partnered with the Hydrogen Fuel Cell Partnership to put on a Hydrogen Policy Forum for the 2023 class of California State Legislators to new and long-standing legislators about the hydrogen industry. A.C. Transit was invited to represent public transit fleets where Ryan Lau, External Affairs Representative, discussed the District's leadership in zero-emission technology, our Zero Emission Transit Bus Technology Assessment (or 5X5 study), and the need for more operating dollars for transit agencies (emphasizing that zero-emission vehicles and infrastructure need more funding to operate the service). The legislators were very engaged and requested the organizers put together follow-up sessions to learn more.



Executive Reporting
As of November 30, 2022

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Budget Summary

Overview

Overall

Results in the fifth month of FY 2022-23 show total District Operating Expenses coming in under the average monthly budget as well as under the annual projection for Labor and Non-Labor expenses. Annual projections for overtime usage show the District going over budget for Operators, and Maintenance and Salaried workers as well, in order to maintain service. This reflects the District's continued struggle to hire and retain workers. The mid-year budget will include a proposed increase to Overtime accounts as well as other areas of note below.

Labor Expenses

Total Labor is coming in under budget in November (\$29.4 million actuals vs. \$32.6 million budget) due to vacancies, operator attrition, and pension timing. In an ongoing effort to restore service, the District is relying on Operator Premium Time and Maintenance Overtime to backfill vacant positions and absences. Human Resources and the Training and Education Center are actively working to recruit and hire positions. Budget staff will monitor the overtime accounts for potential mid-year budget corrections.

- Operator Regular Time is significantly under budget in November due to slower than anticipated rate of hiring. Over reliance on Operator Premium Time is reflected in the higher projected annual budget, which staff is reviewing for a possible mid-year budget adjustment.
- Maintenance Overtime is significantly over the average monthly budget and annual projection (143% and 134% respectively), which staff is reviewing for a possible mid-year budget adjustment.
- Pension is well below the average monthly budget because of vacancies (primarily bus operators). Budget staff will monitor for potential mid-year budget corrections based on updated staffing levels required for service restoration.

Non-Labor Expenses

Total Non-Labor is below budget for November (\$12.5 million actuals vs. \$13.0 million budget) and well under the projected annual budget.

- Professional and Technical Services as well as Other Services are significantly under budget for the average monthly budget and annual projection; spending in this category typically occurs later in the year.
- Security Services is significantly over budget for the average monthly budget and annual projection (224% and 119%, respectively), which staff is reviewing for a possible accounting adjustment and mid-year budget adjustment.
- Fuel and Lubricants are below the average monthly budget due to recent lower prices, however the annual projection (118%) warrants a possible mid-year budget correction based on more current information affecting pricing and global oil supply.
- The category for Taxes is over the average monthly budget and annual projection (190% and 157%, respectively). Budget staff will assess for potential mid-year corrections if needed.
- Purchased Transportation is over the average monthly budget but on track for the annual projection (115% and 87%, respectively) due to timing of payments.
- Miscellaneous is below the average monthly budget but higher than the annual projection (75% and 119%, respectively) due to timing of lease payments for the Salesforce Transit Center.

Budget Summary (Budget vs Actuals as of November End, 2023)

Parent Account & Name	Single Month - November FY2023		
	Single Month Budget	Single Month Actuals	Single Month Budget Used %
Wages			
Operators Regular Time	6,444,489	5,137,529	80%
Operators Premium Time	1,339,778	1,708,114	127%
Maintenance Regular Time	2,332,505	2,011,901	86%
Maintenance Overtime	118,119	169,006	143%
Salaried Regular Time	3,673,109	3,089,549	84%
Salaried Overtime	113,269	107,776	95%
Misc Wages & Fringe	7,662,784	7,520,467	98%
Health Plans	5,313,169	4,914,844	93%
Pension	5,569,142	4,733,869	85%
Labor Total	32,566,363	29,393,055	90%
Key Services			
Professional and Tech Svcs	938,784	321,858	34%
Security Services	1,169,760	2,616,699	224%
Other Services	1,881,181	1,027,522	55%
Vehicle Parts	1,051,895	827,717	79%
Fuel & Lubricants	1,464,308	1,234,525	84%
Other Maintenance	158,775	104,943	66%
Office Supplies	123,158	49,449	40%
Misc Materials	120,221	90,977	76%
Utilities	391,854	240,731	61%
Liability	2,003,084	1,886,707	94%
Taxes	163,708	310,824	190%
Purchased Transportation	2,712,866	3,119,816	115%
Miscellaneous	835,378	624,239	75%
Non-Labor Total	13,014,972	12,456,008	96%
Grand Total	45,581,335	41,849,062	92%

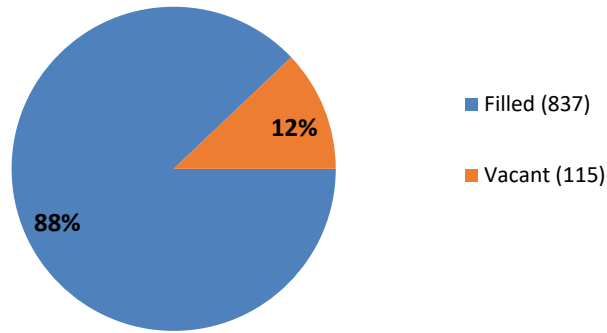
FYTD (42% of year completed)					
Annual Budget	Actuals FYTD	Annual Budget Remaining	Budget Used % FYTD	Historical Avg % Used FYTD	Projected Annual Budget Used %
77,333,864	26,531,777	50,802,087	34%	40%	85%
16,077,340	7,306,131	8,771,209	45%	44%	104%
27,990,055	11,041,446	16,948,609	39%	40%	98%
1,417,432	830,633	586,799	59%	44%	134%
44,077,305	17,098,286	26,979,019	39%	42%	92%
1,359,223	629,320	729,903	46%	45%	102%
91,953,405	32,850,962	59,102,443	36%	37%	98%
63,758,033	22,600,676	41,157,357	35%	41%	86%
66,829,700	23,136,233	43,693,467	35%	40%	87%
390,796,357	142,025,464	248,770,893	36%	40%	91%
11,265,410	1,438,409	9,827,001	13%	29%	44%
14,037,122	6,734,678	7,302,444	48%	40%	119%
22,574,176	5,736,864	16,837,312	25%	43%	59%
12,622,740	4,690,372	7,932,368	37%	44%	84%
17,571,695	8,759,935	8,811,760	50%	42%	118%
1,905,306	638,458	1,266,848	34%	36%	92%
1,477,891	254,984	1,222,907	17%	28%	61%
1,442,650	613,283	829,367	43%	46%	93%
4,702,250	1,817,120	2,885,130	39%	37%	104%
24,037,011	9,328,598	14,708,413	39%	58%	67%
1,964,490	1,325,169	639,321	67%	43%	157%
32,554,386	11,784,997	20,769,389	36%	42%	87%
10,024,542	2,931,054	7,093,488	29%	25%	119%
156,179,669	56,053,919	100,125,750	36%	42%	85%
546,976,026	198,079,383	348,896,642	36%	40%	90%

2% - 9% over expected

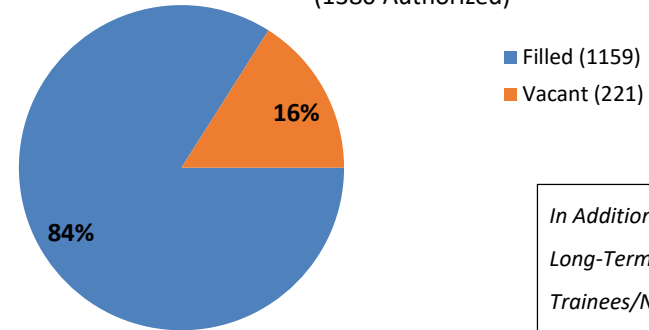
10% or more over expected

Positions Summary - As Of 11/30/2022

Non-Operators*
(952 Authorized)

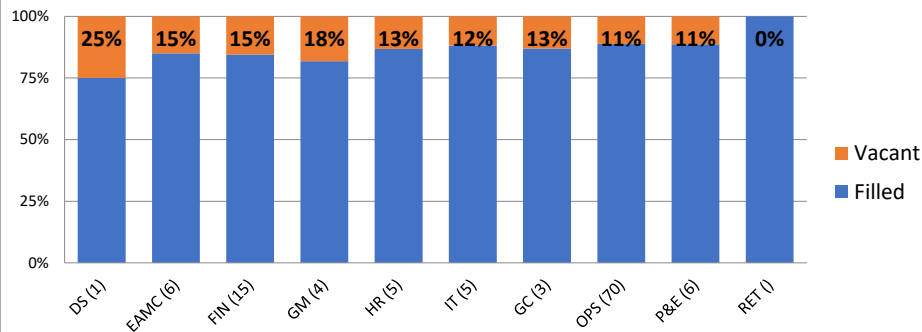


Operators
(1380 Authorized)

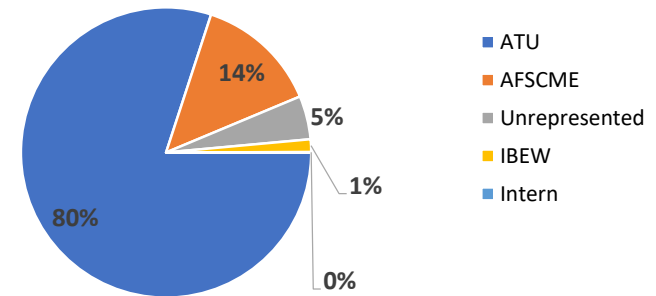


In Addition:
Long-Term Leave (110)
Trainees/NBO (36)

Non-Operator Vacancies by Department



Employee Affiliation



Authorized Positions				
Department	Filled	Vacant	Total	Vacant - Prior Report (Oct)
Operations - Bus Operators	1159	221	1380	221
Operations - Non-Operators	559	70	629	69
District Secretary	3	1	4	1
Finance	82	15	97	13
General Counsel	20	3	23	3
General Manager	18	4	22	4
Human Resources	33	5	38	6
Innovation and Technology	37	5	42	5
External Affairs/Marketing/Communicatn	34	6	40	8
Planning & Engineering	47	6	53	6
Retirement	4	0	4	0
Total	1996	336	2332	336

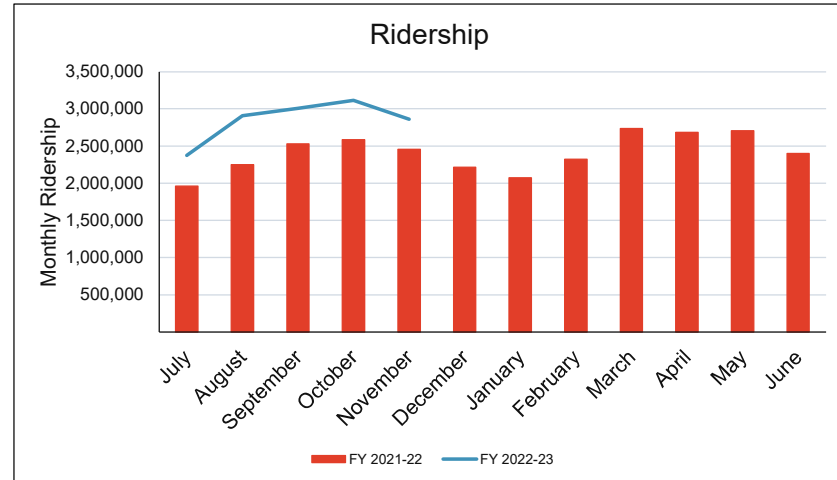
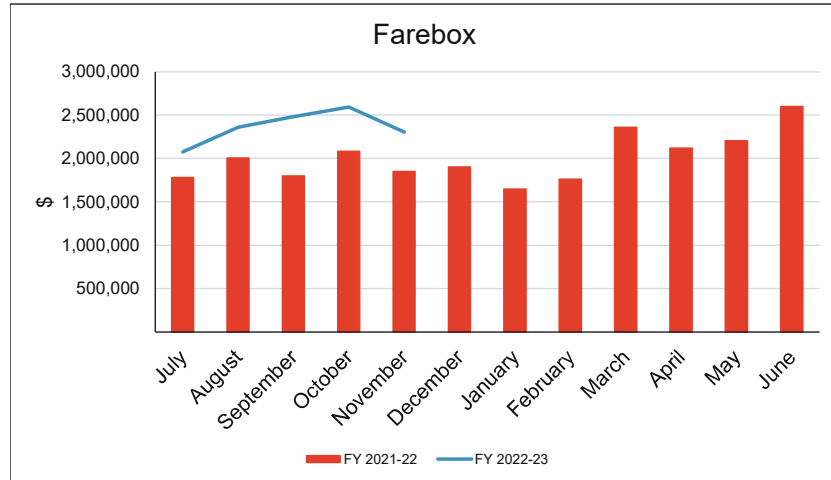
Authorized Positions				
Position Type	Filled	Vacant	Total	Vacant - Prior Report (Oct)
Bus Operator	1159	221	1380	221
Maintenance	408	48	456	46
Salaried	375	57	432	59
Clerical	58	6	64	6
Total	2000	332	2332	332

* Non-Bus Operators include all permanent employees except for operators

** Total Bus Operator positions increased from 1279 to 1380 in FY22/23 Budget

Position data as of: 11/30/2022

Farebox Revenue and Ridership
FY 2022-23 vs. FY 2021-22



Farebox Revenue	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD	FY Projection
FY 2022-23	2,077,133	2,360,193	2,482,101	2,594,067	2,304,937								11,818,430	23,636,860
FY 2021-22	1,781,080	2,004,537	1,799,705	2,082,678	1,850,307	1,903,225	1,647,156	1,760,652	2,360,264	2,120,699	2,204,566	2,597,947	11,421,533	24,112,819
Y-Y %	16.6%	17.7%	37.9%	24.6%	24.6%								3.5%	-2.0%
FY 2020-21	17,718	171,175	92,141	648,821	1,488,240	1,235,347	1,144,254	1,145,931	1,582,095	1,670,788	1,625,765	1,692,700	12,514,974	
FY 2019-20	4,858,835	5,191,086	5,394,207	5,643,991	4,925,151	5,034,659	5,200,391	5,064,387	2,645,359	89,311	360,744	82,243	44,490,364	

NTD Ridership	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FYTD	FY Projection
FY 2022-23	2,377,977	2,908,645	3,006,534	3,117,377	2,859,953								14,270,486	28,540,972
FY 2021-22	1,959,429	2,248,138	2,527,040	2,586,097	2,454,910	2,213,471	2,073,209	2,322,102	2,735,012	2,683,305	2,705,849	2,400,803	13,989,085	28,909,365
Y-Y %	21.4%	29.4%	19.0%	20.5%	16.5%								2.0%	-1.3%
FY 2020-21	1,898,801	1,983,119	2,061,177	2,049,363	1,600,234	1,578,052	1,487,300	1,459,316	1,691,534	1,736,424	1,804,277	1,898,801	21,248,398	
FY 2019-20	4,340,908	4,686,254	4,809,687	5,186,044	4,460,110	4,174,736	4,429,923	4,515,329	3,123,979	1,436,974	1,625,470	1,664,970	44,454,384	

Notes:

1. Farebox revenue is for per-boarding payments only; does not include EasyPass agreements or contract services (BART, City of Oakland, etc.)
2. Current FY total ridership and farebox revenue projections are based on the average monthly ridership and farebox revenue applied to the rest of the fiscal year.